



The VHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association

Welcome to the March/April 2013 Edition of the VHPA Aviator - where we take a "lighter look" at being a Helicopter Pilot in Vietnam.

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Issue 31-02 ~ March/April 2013

Sorry for the outage... but the VHPA Member Services webpage took some serious hits...

Over the weekend of 12-13 January, the Internet demons destroyed the server that contained our online membership directory. Actually the server completely died and had to be physically replaced. Fortunately we had very good data backup and we did not lose any information, nor was any of your information compromised in any way. Of course the new server came with updated software that no longer supported our membership application and after spending some time trying to fix that problem, we gave up and simply moved the application form to a third server. In all, replacing the server and getting all the software ready to go took about a week's worth of both time and effort.

We are sorry for any inconvenience this may have caused you. To make sure the chances of this happening again are minimized, we have moved the online membership directory to a stand-alone and dedicated server at <http://www.vhpa.org>. This server is much more stable, and reliable and directly under VHPA control so we should be able to avoid this kind of outage in the future.

But please note - vhpaservices.com has been discontinued and replaced with <https://directory.vhpa.org>

Please change your bookmarks to this new URL and please contact me directly if you have any questions or concerns.

*Gary Roush, Webmaster for the VHPA
E-Mail: Roush@VHPA.org*

AVIATOR PRIVACY STATEMENT

The VHPA Aviator contains member privacy information the VHPA considers proprietary and confidential. This information, including but not limited to the VHPA Chapter list, shall not be used for commercial solicitation purposes or for any correspondence related thereto without prior written authorization from the VHPA president. Correspondence relating to commercial purposes or solicitations shall only be sent to the VHPA Officers, Committee Chairmen and/or Staff listed in this publication.

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

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The Alaska Chapter of the VHPA holds their first meeting...

We have just held The Charter Meeting of the Alaska Chapter of the VHPA and although we are just getting started, we are now 14 plus strong and growing! Our President is Vic Micol, we have adopted our official logo and both a web site up and even a mobile app for our Chapter (www.VHPA-Alaska.org) are up and running! And although only half of our members were not able to be with us this time due to location or work commitments, we documented the meeting with the enclosed photo because we all feel this is just the start of something great.

Check us out as we are welcoming new members all the time and are working towards building a great chapter. Our next meeting, to be held in April, will address upcoming elections and starting a project at our local aviation museum. So if you live "up North", or even happen to be in the Anchorage and Eagle River area at the time, check our website (or give Vic a call at [REDACTED] for full details of our next meeting.

Vic Micol, President Submitted by Lynn Kile, Vice-President



APPLICATION DEADLINE FOR THE FIVE VHPA/AAAA SCHOLARSHIPS IS MAY 1st

Applications for both VHPA and Quad-A scholarships must be submitted to Quad-A no later than May 1. You will find information and guidance on applying by going to our website (vhpa.org) and clicking on SCHOLARSHIPS. This year the VHPA should have five separate \$1000 awards available. These are merit scholarships and are open to any descendant of a dues-current member of the VHPA, a DAT member who was dues current at the time of his passing and/or a descendant of a person who died in Vietnam or SE Asia while serving as a rotor-wing aviator during the Vietnam War. Our applicants are also considered for a lot more of the other Quad-A scholarships and grants that are given each year. Last year VHPA descendants received not only the four VHPA awards, but also 17 more from AAAA - altogether they totaled over \$23,000. This an outstanding program for our children, grandchildren and, in some cases, great grandchildren when you consider that VHPA only has around \$125,000 deposited in the Quad-A Scholarship fund for them to manage.

Please encourage your descendants to apply early. Even if they have applied before and were awarded a scholarship or not been selected, they can try again. Many of our applicants have been recipients of multi-year awards. The VHPA Scholarship Committee looks forward to another great group of applicants, Quad-A continues to complement our Association on the quality of our applicants.

Mike Sheuerman, Scholarship Committee/Fund Raising

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VHPA Scholarships Program	[REDACTED]
VHPA Aviator Newsletter	Aviator@VHPA.org

Official Web Site of the VHPA
www.VHPA.org

From John Sorensen, President of the VHPA

As I sit to write this column, the brain gears are slowly engaging, the pen meets the paper, and our upcoming reunion is coming together smoothly. New registrations are occurring daily, events are being scheduled and some are approaching the point of being sold out! The number of aviators who registered early (before the increase in registration fees) for last year's reunion in New Orleans totaled just short of 600. We already have 25% of that number of aviators registered and 15+% of those registered for this year's reunion will be first-time attendees! Much credit goes to our National Reunion Committee and our Headquarter's staff, working together, successfully, for the achievement of a common goal. My personal thanks go out to each one of these individuals and I hope you take the time to extend your thanks to them as well in San Francisco.



Additional thanks goes to Sherry Rodgers, Ashley Bird, Mike Scheuerman, and the team of volunteers working on growing our membership. Today, member number 15766 was issued, which is a record high! However, as important as bringing in new members, many who have, for whatever reason, let their membership lapse are now renewing and we welcome each and every one of you. Welcome, to you new members. Welcome back, to those of you renewing. Welcome home to you all.

Each year's reunion is important! Not only for the fun and fellowship with fellow aviators, families, old friends and new friends, but the reunion, specifically the annual business meeting, is when new officers are elected by the membership to provide the leadership and carry on the business of the VHPA. Each year, two officers – a Junior Member at Large and a Vice President – are chosen to serve a three year term. John Shafer, our current Junior Member at Large, is overseeing the election process, so please contact him if you have any interest in seeking either of these offices. Do not be deterred if someone else has thrown their hat into the ring. Instead, give our members a choice of qualified candidates, willing to serve our Association.

As President, I continue to receive a few negative comments about our reunion city, San Francisco. Many of us, myself included, experienced harsh and abusive comments and treatments when we returned from Vietnam. As I wrote in an earlier column for our magazine, those people we are working with are doing everything they can to insure we have an enjoyable and memorable reunion. If you are not planning on being there, because of feelings of long ago, the ones who lose will be those you served with, your old friends and classmates, and the new friends you would make during the reunion. The words of Past VHPA President Phil Marshall, written in 1994, seem appropriate and sum it up very nicely when he wrote: "We have no cross to bear, no cause to champion, no politics to pursue, no lobbying to do, no need for federal or state legislation, no bake sales, no pleas for cash and no garage sales to generate funds. We're just a bunch of Vietnam helicopter pilots who stay in touch and get together to share a common experience, plus, have a good time doing it."

I hope to see you in San Francisco!

It started at Fort Knox in 1969 ~ The Wedding of Larry Brown

By Barry McAlpine

Larry Brown had recently received his direct commission after his first tour in Vietnam as a scout pilot with B Troop, 1/9 Cav, First Cav Division and now he was attending the Armor Officer Basic Course, writing about what was necessary to be a scout. That's where he met Ms. Carol Konieczny who was an Army nurse stationed there. Lt. Brown wasn't adapting very well to the different life styles of the military in the States and he constantly seemed to get himself in plenty of trouble on a regular basis. Lucky for him that his boss at Fort Knox was Major Bert Chole who was his boss from his days flying scouts back in 1967. Christmas of 1969 Lt. Brown desperately needed a Christmas Tree. As he patrolled the grounds of Fort Knox he spotted the tree he had to have. He jumped out of his car, cut down the tree, placed the tree on top of the car and started to drive away. It didn't matter to Larry that the tree was in the front lawn of the CG's residence. The MP's called Lt Brown's boss, Major Chole, and said not even you can get him out of this mess. Larry had been requesting to return to Vietnam wanting to be reassigned as a scout pilot with the 1/9 again. The Christmas Tree incident immediately got him what he had been wishing for.

The story goes like this, Lt Brown was shot down in the fall of 1970 and required hospitalization near Saigon. When he woke up the first person he recognized was his girl friend from the States, Ms Carol. During his recovery time he found out that Maj. Chole was back in country as was his best friend from flight school and first tour WO Mike Covey. Since Larry was a visionary he reasoned that this was the best time and place to ask (begged actually) for Ms Carol to marry him and she eventually caved in. Somehow Brown contacted Chole, who was flying with the Cav., and Covey, who was flying slicks in IV Corps and asked them to be in his wedding party. They both snuck away from their units for a day or two for the wedding at the 24th Evac. Hospital near Long Binh. That was November 28, 1970.

The ever romantic Larry Brown invited Carol to spend their Honeymoon in a large, olive green tent near the DMZ. I'm not kidding. He had to cover this beautiful bride with a tarp in the back of a lift helicopter and smuggle her north to the DMZ for a most exotic honeymoon. For starters that should tell you something about how this story will go.

Fast forward to November of 2005 and here we are back in Saigon with Larry and Carol Brown to re-do their wedding vows on their 35th anniversary. We have spent the better part of a week touring Saigon, the Delta, etc. however today had been set aside for the ceremony at the Catholic Church and leisure activities. (You can imagine what leisure activities mean to this group in Saigon). So at 5 PM we all saddle-up in a van, drive through a rain-storm and arrive, as usual, 15 minutes late at the famous Notre Dame Cathedral in downtown Saigon. Earlier in the week Carol special ordered a burgundy Vietnamese "Ao Doi" dress with crème colored pants. She was stunning. On the other hand, good old Larry forgot to pack his suit, so he had to borrow his original "Best Man's" sport coat and slacks. Yes, the original "Best Man" was Mike Covey, now Covey is 3 inches taller and 30 lbs. heavier than Larry. Not a good fit. I think you're starting to get the picture and nobody's drunk yet!!!!!!

Anyway it seemed like the whole city of Saigon was watching us as we arrived at the Notre Dame Cathedral in the rain. The Father was impressed I'm sure. The small group was immediately ushered to the front row. Visualize a 6 ft. 2 inch Vietnamese Priest with broken English introducing eight Americans to his congregation, the men had their Stetson's in their hands.



This photo shows the wedding party in Vietnam when Larry and Carroll renewed their vows in 2005. Pictured here, from left to right, are Barry McAlpine, Carol Brown, Larry Brown and Mike Covey.

The Father started to speak and eventually got right into it. After the Homily he introduced Larry and Carol to the congregation in very broken English. It went something like this, "Certy-Hive years ago Hairy (Larry) Rown and Carol Rown were married near Saigon and have returned to re-new their Edding-Hows".

Just then a siren goes off outside and Larry thinks we're getting mortared!!!! He quickly glances over his shoulder at Covey (Best Man) who looks totally bewildered. Anyway, Carol is calm and has Larry by the hand and Larry finally gets it, he can't run. Now about this time (the sirens and the broken English Vietnamese Priest) a bat starts flying up and down the aisle, behind the alter, circling the pews and generally distracting everything.

OK, follow me now, the Father starts talking about certy-hive years of marriage and all the work that had to be involved. He said some things about Vung Tau, Ia Drang, An Lo and A Shaw. I think I heard ATM machines mentioned a couple of times and lots of "looove". He said, Today marks the wonderful day for re-erection to the marriage, certy-hive years!!!! Here comes the

bat again. Trust me, I'm trying not to laugh but this fiasco is killing me and Covey is getting teary-eyed seeing Brown getting married to Carol in Covey's suit. What a show this was. The Priest's broken English was so funny that my side was aching. Ok.....so now we go outside and pose for pictures with our Black Cav. Stetsons. Again it seemed like hundreds of local Vietnamese clamored around us. We jump back in the rented van and head to a communist sub-division where our guide lived with her family. They put on an enormous wedding dinner, salads, prawns, pork pot, etc. Out of nowhere appear six or seven bottles of wine, some cold beer, some cheap champagne and a bottle of brandy. Well, you know the rest of the story. We brought some CD's from the states and a trumpet. As the night got louder the eighty-four year old timid grandmother appeared and was totally confused with the whole scene. She saw her grand-daughter dancing with the trumpet player and realized she had never danced before in her life!!!! The music was getting louder and the neighbor's dogs were barking at us, Brown wanted to do away with the neighbor's pets. Not a good sign.

So we go outside and the trumpet player starts with the Star Spangled Banner. I mean loud. Sooo everybody starts signing the National Anthem in commie country. And the dogs are barking. By this time my eyes are becoming a little blurry and my brain a little fuzzy. I could tell that this old infantryman should rescue the wives before this neighborhood gets fired up. I just couldn't figure out if I should leave those dumb-ass pilots. When I saw granny shake her head and run up the stairs and dive into her bedroom I quickly called our driver and he promptly got us all out of there. We left for Pleiku the next morning.

*And they said this marriage would never last.
It's another Vietnam story I will never forget.*

Barry McAlpine
B Troop 1/9 Cav., First Cav. Division, 1966-67
E-Mail: [REDACTED]

CAPTAIN AMERICA - OR HOW I BECAME A HOMETOWN HERO

by Ty Graham

This photo dates back to October 1970 and it shows Member Ty Graham of A (Apache) Troop, 1/9th Cav, 1st Cav Division posing in front of one of his unit's 20mm "Vulcan" Cobra's titled the Pinball Wizard.

The photo was taken in Song Be by the late and great Lou "Rocket" Rochat, another Cobra Pilot in my unit, as one of a roll of film taken at the request of a newspaper reporter (Vivian Cannon) back in my hometown of Mobile, Alabama. Vivian was writing a feature article on me for the front page of the Sunday Magazine insert of the paper. The story ended up running on 29 November 1970 and was entitled "Captain America Hails From Alabama".



The Pinball Wizard was great to use against 50 cal pits. I don't remember who painted the nose art, but pretty sure it was the crew chief for the bird as they usually did the nose art for all our aircraft. I can easily remember that our crew chiefs were pretty particular about letting mere pilots "touch" their birds. In fact they never really liked us taking them out for a spin, because we often brought them back complete with "bullet holes"...

Enjoy the photo!

Ty Graham
Apache, 13, 10, 29 (AKA Capt America)
Dec '69-Dec '70
E-Mail: [REDACTED]

Chinook Versus Porta Potty

I was assigned to C/159th ASHB (CH-47 Chinook), 101st Abn, Phu Bai, call sign "Playtex", Motto "Support Extraordinaire".

Early 1969 found me hauling a sling load of 105mm ammo into a very small fire-base atop a mountain. On short final, we noticed, among other things, that there was a "port-a-potty" on the edge of the LZ where the "E-Nothing" Ground Guide wanted us to drop our load. We told him that we would probably blow the darn thing off the mountain side, but he was adamant about us putting the load where he wanted it! So, we dropped it where he wanted it and sure enough, we ended up blowing the potty thingy end-over-end and over the side.

After we landed our Battalion Commander called us into his office to learn more about the mission, sure enough there was somebody inside the port-a-potty at the time. I have often wondered what went through that poor guy's mind while he was flopping around inside that port-a-potty and rolling down that hill!! Oh well, we all, including our Commander, thought it was pretty funny!

Howard Van Dine, then Capt.

E-Mail: [REDACTED]



Photo of our Author Howard Van Dine in the cockpit of a CH-47 somewhere over Vietnam

UPCOMING REUNIONS

A Troop, 2nd Squadron, 17th Cavalry,
101st Airborne (Airmobile) Division
May 1-5, 2013, San Diego, California
POS is Mike Mabe,
E-Mail: [REDACTED]

All veterans who served with the 121st Aviation Co.(AML),
121st Assault Helicopter Co. (AHC), the 93rd Trans Co (Lt.Hel.),
the 80th Trans Det. (Avn. Maint.)
and all other attached and supporting units.

May 16-19, Fort Worth, Texas,
Hosted by the 121st Avn Association, Inc. Details at:
<http://1211avn.org/> or by contacting secretary,
John Schmied [REDACTED] or
David Cunningham [REDACTED]

Anyone who served with the 282nd AHC "Black Cats & Alley Cats"
in any capacity, including civilian technicians.

June 13 -15 2013 at the Crowne Plaza, Lenexa (Kansas City), Kansas
POC is Fred Churchill [REDACTED] or
Jose Cano [REDACTED] e-mail: [REDACTED]
Ray Jennings [REDACTED] e-mail: [REDACTED]

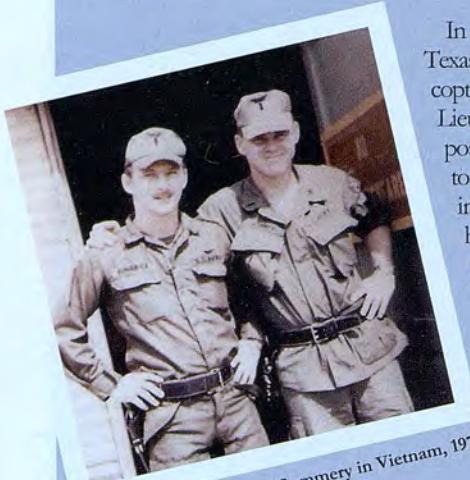
10th Anniversary of the 134th Assault Helicopter Company
June 19-23, 2013 in Corpus Christi, Texas.

Reunion is open to anyone that was in the 134th AHC
or attached Companies regardless of rank, family and their friends are
also welcome. Contact Jim & Judy Downen [REDACTED] or
Kirk Muth [REDACTED] or see our website:
<http://www.134thahc.com>.

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

VIETNAM BUDDY'S REUNITE

.....by Alan Schoenack



Alan Schoenack and Paul Summey in Vietnam, 1971

In November 1969, at Ft. Wolters Texas, the US Army's Primary Helicopter Training Center, a young 2nd Lieutenant had just arrived at the post and was trying to find where to in-process. He literally bumped into another 2nd LT who was having the same problem. These two young men began helicopter training together a few days later in Class 70-22 and graduated from advanced helicopter training at Ft Rucker, Alabama on the same day, nine months later.

They both received orders to begin

their Vietnam service on the same day, they were both

assigned to I Corp's Americal Division and both eventually ended up in the 123rd AVN BN, Company B, the "Warlords". Both men ended up being assigned as roommates in one corner of a four-room hut and the both completed their tours of duty on the same day, one year later.

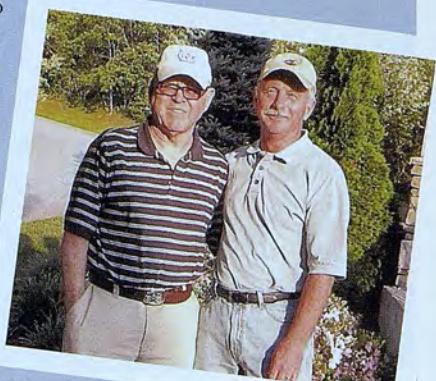
On June 2nd, 1971 a combat event occurred in the lives of these two soldiers in which both men were awarded the Distinguished Flying Cross. That event finished cementing a life-long friendship. They completed their time in service, left active duty, got jobs and raised their families, thousands of miles

apart. During the next 40 years, no matter what was going on in their lives, a phone call was made on each June 2nd. The previous years' events were shared, goals were discussed and each year the call ended with, "I love you buddy!"

Other than Christmas cards, an occasional additional phone call and two brief visits over the years, these men had not had the opportunity to spend time with each other. This year, June 2nd, 41 years to the day, Alan Schoenack (Warlord 25) of Moorhead MN and Paul Summey (Warlord 23) of Asheville NC, were again together, and this time it was under much better circumstances. Both men are now retired and still married to the same women they wed in flight school. Again together, the two couples reminisced on a 42 year-long special bond that was created during a dark period in history. Stories, laughs and tears were shared and plans were made for the next June 2nd, and many more June 2nd to come.

Alan Schoenack

Paul Summey and Alan Schoenack in 2012



The Tulsa Air and Space Museum and Planetarium
Is holding their 2013 Aviator Ball titled
"WELCOME HOME FROM...VIETNAM"



This year's party will be held on April 27 from 6-10pm at the American Airlines Hangar 80 on Tulsa International Airport.

Appetizers and drinks will be served outside the hangar while watching a flyby of vintage aircraft from both The Vietnam era and World War II followed by a skydiving exhibition.

The celebration will continue inside Hangar 80 with more complimentary wine and beer and a cash bar for mixed drinks with a catered dinner and desserts.

The featured speaker this year is Joe Galloway, one of America's premier war and foreign correspondents and co-author of *We Were Soldiers Once and Young*. Of course he'll be wearing his black Cavalry hat.

There will be Vietnam era music (*We Gotta Get Out Of this Place*) and a live auction that includes flights on unique aircraft.

This annual event provides funding for scholarships to TASM educational programs, camps, classes, school group tours, and outreach.

This is a fun party for good causes and this year honors the Vietnam Vets. If you can make it, please contact Diana Edens at [REDACTED] for a reservation.

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email: [REDACTED]

VHPA Satisfied Clients

- Dan Fox
- John Shafer
- John Penny
- Lanny Julian
- Terry Opdahl
- Korean War Vet Satisfied Client

Kenny Hames Photos of War Tour
1952-53 Heartbreak Ridge & Sugarloaf

THE VIETNAM WAR

WEEKEND CONFERENCE

ALEXANDRIA, VIRGINIA

April 4 to 7, 2013 and October 24 to 27, 2013

The Vietnam War was America's most divisive, controversial war since our Civil War, 1861–65. The war tore us apart as a nation. Americans divided into two camps, pro-war hawks and anti-war doves. Television made Vietnam the first war to be brought into American homes each evening, adding to the already conflicted emotions within our society.

Among the overriding questions still debated today:

- Was the Vietnam War an unwinnable undertaking, a huge mistake, even immoral? Or was it a necessary war, a noble, idealistic cause that was won by our military by 1972, and then lost by weak politicians and an unthinking public at home?
- Did our military fight the "right kind of war" against our North Vietnam and Viet Cong enemies? Or were we slow to recognize that the Vietnam War was an insurgency that brought challenges far different from our experience in World War II and Korea?

Our weekend conference will not provide "all the answers" to these large questions. But we will bring forth "more light than heat," so that participants will gain a better understanding of that pivotal time in our nation's history.



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PROGRAM SCHEDULE

THURSDAY

1600 The French Experience in Vietnam
1800 Reception, Open Bar
1900 Dinner: Welcome and Overview

FRIDAY

0800 Breakfast
0900 How We Won and Lost the Vietnam War
1100 American Intervention: The Advisory Period
1400 American Military Leadership in Vietnam
1600 A Foxhole View of the War

SATURDAY

0800 Breakfast
0900 American Combat Operations
1100 The Enemy Tet Offensive and Its Results
1400 Diplomatic Negotiations and the Paris Accords
1600 The Outcome of the War
1800 Reception, Open Bar
1900 Dinner and Speaker—Reconciliation: The United States and Vietnam Today

SUNDAY

0800 Breakfast
0900 The Political and Military Legacy of the Vietnam War
1100 Conference Ends

Conference Site
Hilton Alexandria
Mark Center



Looks can be deceiving when it comes to old Aviators

At a wine merchant's warehouse the regular taster died, and the director started looking for a new one to replace him. A retired Army Aviator, drunk and with a ragged dirty look, came to apply for the position. The director immediately started to wonder how to gracefully send him packing.

He gave him a glass of wine to taste knowing that there was no way this old fool could know what he was drinking. The old pilot tried it and said, "It's a Muscat three years old, grown on a north slope, matured in steel containers. Low grade but acceptable." "That's correct," said the boss.

"Here's another glass" said the director "please let me know what you think about this one." "It's a cabernet, eight years old, south-western slope, oak barrels, matured at eight degrees centigrade. Will require three more years



in the casks for the best results." "Absolutely correct" said the director. A third glass was offered with these results "It's a Pinot Blanc champagne, high grade and exclusive, but generally considered not worth the extra expense" calmly said the drunk.

The director was astonished but was still sacred that this old birdman would get the job, so he winked at his secretary to suggest that they should try the one thing they had agreed upon only in case of an emergency. She left the room and shortly came back in with a glass of her own urine.

The old Aviator took a sip and said "It's a blonde, 26 years old and three months pregnant."

He then stared the director directly in the eye and announced "and if I don't get the job, I'll name the father."



FT WOLTERS FRONT GATE RESTORATION FINALLY COMPLETE...

Several weeks ago the final piece in the restoration of the "MAIN GATE" at Ft Wolters was installed. Yes, the TH-55, the infamous "Mattel Messerschmitt", was mounted on the column at the right side of the gate. It's taken about 18 months to get the aircraft restored and put in place and now the front gate really looks good.

Though the Post itself is now a dump, littered with old oil field equipment and other junk, the Gate once again remind all who see it of the thousands of young men who learned the basics of helicopter flight while assigned there from 1956 to 1973. Many thanks go to Jim Messinger, the National Vietnam War Museum volunteers and the City of Mineral Wells for getting this project completed.

If you are in the area it's worth your time to stop by and see the gate - hey, bring a camera and get your picture taken in front of it. And also stop by the NVWM as you leave town, it's on the south side of Hwy 180 about a mile east of the Gate.

Mike Sheuerman
Membership Chairman



WANTED

Helicopter Memorabilia from the Vietnam War

Unit specific items - Patches, Uniforms, Headgear, Flight Gear, Calling Cards, Souvenirs AND Captured Bad Guy Items!

Army - Navy - Air Force - Marine Corp
Assault - Cavalry - Trans - Medical Rescue etc.



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References Available



Contact: John Conway
Toll Free 888-870-5408

www.vhpamuseum.org

A Pilot-Grandfather's Tough Love Story....

Most people nowadays think it improper to discipline children, so I have tried other methods to control my grandkids when they have had one of 'those moments.'

Since I'm a pilot, one way that I have found very effective is for me to just take the child with me for a flight, during which I say nothing and just give the child the opportunity to reflect on his or her behavior.

I don't know whether it's the steady vibration from the engines, or just the time away from distractions such as TV, video games, computer, iPod, etc. But either way, the kids usually calm down and stop misbehaving after our flight together.

I believe that eye to eye contact during these sessions is an important element in achieving the desired results. I've included a photo below of one of my sessions with my grandson, in case you would like to adopt the same technique...

SHOULD ALSO WORK WITH OTHER PEOPLE'S KIDS...



Random act of kindness.....A relayed story....by Howard Horton

It was late November 1970, and it was time to DEROs, head home to the land of the big PX. As things worked out Bryan got an early out to go home. He didn't have time to call home, just enough time to catch a C 130 in Hue Phu Bi then to Cam Rahn Bay and on to Travis AFB, California.

In Viet Nam we knew lots of things had changed while we were gone. Thanks to Time Magazine, AFVN Radio, Stars and Stripes newspaper and letters from home. We heard of lots of new things. The 747 made its Maiden Flight, first successful heart transplant, what we now know as the computer "Mouse" was invented, Mc Donald's was becoming a national presence, and 911 Emergency phone service was started. And lots of not so significant items too.

Bryan got to SFO and on a plane to Minneapolis, MN, then to Fargo, North Dakota and then it was only about one and half hours from his home in Hillsboro, North Dakota. Bryan was out of breath after getting off the plane in Fargo. Almost home. Some of Mom's eggs and Dad's hand made sausage with a little gravy would be a bit of heaven.

He headed to the first phone bank he could find in the terminal. When he got there, why did everything look different? Where were the black phones with the round wheel with the holes in it? These boxes were chrome and black with little square buttons on them. He raffled though his pockets to come up with some U.S. change and not "Vietnam Piaster's". He finally could make out the slot for his coins, so in went a dime and he pressed "0".

The operator came on and asked if she could be of assistance. He said he needed to make a collect long distance call. She explained that he could do so by pressing a sequence on the buttons on this box and Bryan explained that he had just gotten off a

plane from Viet Nam, had little change and never seen a phone like this before. She said she would make the call for him.

In a few moments the sound of his mother came on line. Brian said he was looking forward to having breakfast with them in about an hour and a half. I think his Mom just about dropped the phone. *"Where are you?"*

"I am in Fargo."

"How did you get there so quick."

"I'll explain later" he said.

His Mom said "Breakfast will be waiting!!" and she hung up. Bryan spoke in the phone, "Any one still there?" and the operator came back on... "Soldier?" "Yes Mam....Do I owe you any more for the call?"

No soldier it's "On the house!"

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



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Above: Loading into sampans for the journey thru the Delta. Right: Some of last year's VHPA group at lunch in Tay Ninh, the owner (center) is a former VC officer!

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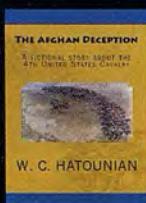


TANK WITCH

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.

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.



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.



DPMO
Defense Prisoner of War/Missing Personnel Office

The number of Americans announced as returned and identified since the end of the Vietnam War in 1975 is now 929; another 63 US personnel, recovered post-incident and identified before the end of the war, bring the total to 992. Of the 1,654 total unreturned American veterans from the Vietnam War, our POW/MIA, 90% were lost in Vietnam or in areas of Laos and Cambodia under Vietnam's wartime control. Detailed numbers are Vietnam – 1,280 (VN-470, VS-810); Laos – 314; Cambodia – 54; Peoples Republic of China territorial waters – 7. Over 450 of these were over-water losses, these losses are among the 630 DPMO lists as No Further Pursuit (NFP).

CAMBODIA FIELD OPERATIONS POSTPONED:

Unfortunately, JPAC has had to postpone the Joint Field Activity (JFA) in Cambodia that was scheduled to begin this week. This JFA would have consisted of two Recovery Teams (RTs) and one Underwater Recovery Team (URT). JPAC leaders anticipate this to be only a short postponement in order to resolve some critical contracting and budget issues.

Letters to the Editor

To the Catholic Members of the VHPA

A few months ago a Catholic VHPA member, CW2 Dean Petersen, passed away. He was so close to me and another VHPA Member that we felt compelled to have 30 consecutive "Mass's for the Dead" said for him. We found a Priest that offered to do this for us and while he didn't ask for any monetary compensation for his services, but we donated \$600 to him in honor of his sacrifice,

This same Catholic Priest has now agreed to say a Mass every day for one month for any deceased VHPA members and we found another Priest in Malta that has agreed to say Mass's every days for a month for 2 veterans. Unfortunately, I cannot continue this financially, but I believe the donation of \$600 is fair, especially considering how involved it is to conduct such a dedicated mass. If anyone out there is interested in doing what we have done, feel free to contact me for full details. I will not accept any money and any checks must be made out to the individual Priest or their parishes.

If any of you know a Catholic Priest that is also willing to say a similar set of Mass's, please let me know and I'll do all that I can to spread the word. God Bless all those who died in Vietnam and have since died due to their Service in RVN.

Gary Potter

E-Mail: [REDACTED]

To the Editor of the VHPA Aviator - RE: Last issue's story Dustoff Down in the Delta

I wanted to sort of "complete" last issue's story for the Author, Jimmy Parker. I easily recognized that ship and clearly remember the mission; in fact I also have pictures of the ship taken at Saigon Heliport a few days later.

The A/C was WO George Vadelniexs, the Copilot was Randall Radigan (DAT). I'm pretty sure the crew members were Page and Ronan (last names, but don't remember their first names). The crew flew with the 57th Med Det out of Long Binh. One of our ships evacuated the crew later in the evening of the shoot down. George was shot in the face and remained hospitalized for some time and was eventually discharged from the Army, I believe, as a result of the injuries. The remaining crew had several confirmed VC kills with personal weapons before being picked up. I spoke to them at the hospital in Long Binh shortly after they arrived.

George is listed in the membership directory and shown as living in Ft Bragg, North Carolina. There were awards received for the mission, I believe George got a DFC. Randy went on to have a distinguished career, including receiving a direct commission and serving a second tour in Vietnam, his story is told in the DAT section of the Membership Directory.

Ted Riendeau
283rd Med Det

E-Mail: [REDACTED]

Gentlemen of the VHPA

My publisher, Stackpole Books, has authorized a follow-up to "VN War Helicopter Art" (2012) with VOL 2 added to the title and a set release date in early 2014. Images of in-country helicopter artwork are therefore solicited for consideration.

You can contact me with any questions, comments and submission details. I also plan to attend this year's Reunion where I'll be a vendor signing my already published helicopter "Names" & "Art" books.

John Brennan

E-Mail: [REDACTED]

An old infantry soldier died and went to Heaven

By Mike Perry

At the pearly gates he was greeted by Saint Peter, "Hey! Glad to see you made it! You deserved to come to Heaven and we need more "grunts" up here."

The old soldier smiled and was about to step into Heaven when he stopped and said, "Saint Pete, you don't have any "CAV" up here, do you? They picked on me my whole career, throwing MRE's, beer, and Coke cans at me as they rode by. I hate the "CAV"!"

"No way!" said Saint Peter. "There isn't any "CAV" here. They stay down at Fiddlers Green."

So the old grunt stepped into Heaven and immediately saw a gigantic cloud with a gun tube sticking out of it. Inside the old grunt heard all hell breaking loose - girls laughing and screaming, raucous music playing, and bottles breaking. "Hey! That's "CAV"! You lied to me!" he said

"No, no, no", said Saint Peter. "That's the mechanized infantry, they seem to party all day up here."

The old grunt took no more than a few more steps when he heard an even louder racket coming from another cloud which had an even bigger gun tube sticking out of it. "That's the "CAV - they're right there" he screamed hysterically.

"Calm down", said Saint Peter. "That's the field artillery - the guys that used to bail you out when things got rough on the battlefield."

Well the old grunt took another few steps and was immediately confronted by an Up-armored Humvee screaming around the corner. The gunner was hunched over his Ma Deuce, firing bursts and tossing frag's everywhere. The TC wore a black Stetson, was holding a bottle of Jack Daniels in his left hand and a beautiful blond in his lap. Crossed sabers were painted on the Gun Shield, and a Guidon whipped from the antenna. "CAV! CAV! That's the CAV!" screamed the old grunt.

"NAW", said Saint Peter, "That's GOD. He just thinks He's "CAV".

Mike Perry - Scouts Out

And we have this from VHPA Member Steve Bookout...

Four old retired guys are walking down a street at Fort Walton Beach, Florida. They turned a corner and see a sign that says, 'Old Timers Bar - all drinks 10 cents. They look at each other, and then go in, thinking this is too good to be true.

The old bartender says in a voice that carries across the room, 'Come on in and let me pour one for you! What'll it be, Gentlemen?'

There seemed to be a fully-stocked bar, so each of the men ask for a martini. In short order, the bartender serves up four iced martinis. Shaken, not stirred, and says, 'That'll be 10 cents each, please.'

The four men stare at the bartender for a moment. Then look at each other they can't believe their good luck.

They pay the 40 cents, finish their martinis, and order another round. Again, four excellent martinis are produced with the bartender again saying, 'That's 40 cents, please.' They pay the 40 cents, but their curiosity is more than they can stand.

They have each had two martinis and so far they've spent less than a dollar. Finally one of the men says, 'How can you afford to serve martinis as good as these for a dime a piece?'

'I'm a retired tailor from Boston,' the bartender said, 'and I always wanted to own a bar. Last year I hit the Lottery for \$25 million and decided to open this place. Every drink costs a dime - wine, liquor, beer, it's all the same.'

'Wow!!! That's quite a story,' says one of the men.

The four of them sipped at their martinis and couldn't help but notice eight other people at the end of the bar who didn't have drinks in front of them, and hadn't ordered anything the whole time they were there.

One man gestures at the seven at the end of the bar without drinks and asks the bartender, 'What's with them?'

The bartender says, 'Oh, they're just a couple of old Cav gunship crews, waiting for happy hour when drinks go to half price.'

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Musings of an old Helicopter driver

Sent to us by VHPA Member Rudolph (Rudy) Ribbeck

Anything that screws its way into the sky flies according to unnatural principals.

You never want to sneak up behind an old, high-time helicopter pilot and clap your hands. He will instantly dive for cover and most likely whimper...then get up and smack you.

There are no old helicopters laying around airports like you see old airplanes. There is a reason for this. Come to think of it, there are not many old, high-time helicopter pilots hanging around airports either so the first issue is problematic.

You can always tell a helicopter pilot in anything moving: a train, an airplane, a car or a boat. They never smile, they are always listening to the machine and they always hear something they think is not right. Helicopter pilots fly in a mode of intensity, actually more like "spring loaded", while waiting for pieces of their ship to fall off.

Flying a helicopter at any altitude over 500 feet is considered reckless and should be avoided. Flying a helicopter at any altitude or condition that precludes a landing in less than 20 seconds is considered outright foolhardy.

Remember in a helicopter you have about one second to lower the collective in an engine failure before the craft becomes unrecoverable. Once you've failed this maneuver the machine flies about as well as a 20 case Coke machine.

Even a perfectly executed autorotation only gives you a glide ratio slightly better than that of a brick. 180 degree autorotations are a violent and aerobatic maneuver in my opinion and should be avoided. When your wings are leading, lagging, flapping, precessing and moving faster than your fuselage there's something unnatural going on. Is this the way men were meant to fly?

While hovering, if you start to sink a bit, you pull up on the collective while twisting the throttle, push with your left foot (more torque) and move the stick left (more translating tendency) to hold your spot. If you now need to stop rising, you do the opposite in that order. Sometimes in wind you do this many times each second. Don't you think that's a strange way to fly?

For Helicopters: You never want to feel a sinking feeling in your gut (low "g" pushover) while flying a two bladed under slung teetering rotor system. You are about to do a snap-roll to the right and crash. For that matter, any remotely aerobatic maneuver should be avoided in a Huey.

Don't push your luck. It will run out soon enough anyway. If everything is working fine on your helicopter consider yourself temporarily lucky. Something is about to break.

LIGHTEN UP!

by Terry Opdahl

I arrived in RVN in late 1968 and spent my tour with the 189th AHC as a part of the 52nd CAB. We were stationed in Pleiku, at Camp Holloway in the Central Highlands.

I began my tour with the "Ghostrider" lift platoon, but soon found myself as a "Charlie Model" AC as part of the weapons platoon. I found the aircrew to be a courageous, well oiled brotherhood of air crewmen.

Providing a fire team for night alert duty at Holloway was a rotating mission and tonight would be our turn. I am sorry I can not name the other crewmen, but it has just been too long. Early evening we positioned our aircraft on the "hot spot" and prepared them for a "battery-on pull the trigger" launch. We retreated to the alert hooch, played some cards, told tales and retired to the racks for some sleep.

About 0100 hours I got a land-line call from Operations. We were to proceed west to the Cambodian Border and make contact with an Air Force SLAR (side looking aerial radar) aircraft. We launched and headed toward the border.

By the time we crossed our perimeter it became apparent that it was an extremely dark night. I think we could have logged night X 2, if there were such a thing. Appropriately, the pucker factor torque'd up a bit and I imagine we could see as much as Johan saw from the belly of the whale.

We came up frequency and made contact with our Air Force partner. His alto response was like a rapid fire weapon. In his excitement he explained that he had a sizeable force of personnel crossing the Cambodian border into South Vietnam just northwest of Duo Co. I thought, that's good, but we can't see a thing. Our Air Force pilot was blacked-out leaving us with no visual reference. He was able to get a few short-lived flares dropped to the north of us to verify our heading and avoid the high ground.

We concurred with our Air Force pilot that he would use his radar and try to vector us to the target. It was a bit unusual, but seemed to work.

I felt it was time and fired a rocket based on the best information I had. Our Air Force pilot yelled "right on" and my wingman used my rocket flash to begin his gun run. We made about six pass's expending everything we had, said goodnight to the Air Force and broke-off heading back into the black abyss.

When we finally got back to Holloway the replacement gun team was in place on the hot spot. It was great to tuck our Charlie Models back into their revetments and head for our hooch.

Based on our night duty we were off the next morning. I slept in a bit and headed toward Operations with a strong curiosity about our mission from the night before. I entered Operations and after the laughing and jousting ebbed, I was directed toward the chalkboard/scoreboard.

It read..... Avengers: 48 ~ Monkeys: 0

*Terry Opdahl, CW4 (Ret.)
Class 68-13 & 68-509*

E-mail: [REDACTED]

TAKING FIRE FROM A DEAD TREE

by John Shafer, Scalphunter 18



Our Author standing outside the Scalphunter hooch's at Camp Holloway, 1971.



Sgt. James "Mac" McConnell getting our LOH ready for a day of work in our AO; he's shown here putting ammo, frag grenades and smoke grenades into our LOH. Picture taken in 1971 at Camp Holloway in our unit's parking area, the "Christmas Tree".



John's Scout Hat. B Troop 7/17th was an Air Cavalry unit, the Gun pilots and Slick pilots wore Cavalry hats, the LOH pilots or Scout pilots wore the Cavalry Scout hats, like the old west Indian Scouts. I earned my hat in December 1970 – Later that year I added the feather from a female peacock, a peacock, the red, white, and blue hippy belt was a gift from Linda Hines, the wife of Garland Hines. After I left the Army in April of 1974, I put my Army issued Wings, Warrant Officer insignia's, and ribbons on the hat.



Five Scalphunters share a lighter moment back at Camp Holloway in 1971. (From left to right) Garland Hines, Bob VanSchoick, John Shafer (our Author), Leroy Westra (KIA 5/25/71) and Bob Stevens.

I was in B Troop 7th/17th Air Cav stationed at Camp Holloway near Pleiku; we flew hunter killer teams of LOACHEs (LOH's), call sign Scalphunter, COBRAs, call sign Undertaker, and SLICKs, call sign Pallbearer.

B Troop flew teams of two LOH's, two Cobras' and a command and control (C & C) Huey. We had several Slicks at the staging area waiting to insert troops on enemy encampments or for help in the rescue of the crew of a downed aircraft. The teams would alternate, one out in the area of operations (AO) and one at the staging area. When a team would return from the AO to rearm and refuel the other team headed out to the AO.

I flew LOH's and my callsign was Scalphunter One Eight. It was January 31, 1971 my observer was Sgt. James McConnell, we called him "Mac".

We were flying an early morning visual reconnaissance (VR) around the Camp Holloway area to see if the bad guys had moved into the area the night before. Each morning and evening we always flew these VR missions.

THIS AIN'T NO @#^&! I was flying wing, I had been flying LOH's for almost three months and Mac had been in LOH's for maybe a month. We had been out flying for about thirty minutes when lead started to back track. I turned to cover him and turned directly into the sun. The sun was right on the treetops and it was blinding. My first thought was that there were some taller trees in the area than the ones we were flying over. So I pulled in a handful of collective and pulled back on the cyclic as quickly as I could. I wasn't quick enough.

Branches started coming into the cockpit through the Plexiglas. The popping of the rotor blades and the LOH hitting the dead tree branches reminded me of something I had been taught, so I yelled "One Eight taking fire" in the radio. You see, when I started flying LOH's, one of the first things I was told was "when you hit a tree" it wasn't "if you hit a tree", it was "when you hit a tree." NO, NO, I know exactly what you're thinking and NO, NO; it had nothing to do with my flying ability. I was told, "When you hit a tree start with taking fire". So that's what I started with.

The branches came into my lap and the air rushed in. The LOH vibrated like hell but we were still flying.

So now I'm trying to talk to Mac, call to the lead LOH, throw out branches, and the pedals were stuck because of the branches. I looked over at Mac. I'm thinking he's dead because he hasn't answered me, he isn't moving and he's just hanging out the door, his M-60 was hanging from the bungee cord next to him. I think I've killed him, so I grabbed him and pulled him back in the aircraft.

By this time gun lead realizes I am not with the lead LOH, so they start calling and looking for me. They see me climbing to altitude heading back to Camp Holloway. I have been talking on the radio ever since I hit the tree but I had not transmitted a thing. I could hear them talking but they could not hear me.

By now Mac has come around, but we can't hear each other over the radio. So, Mac and I start to yell to each other making sure we are both okay, I get him to start throwing out branches. The next thing I know he is back hanging out of the aircraft, I think he has passed out again, so, I grab him to pull him back in. He turns around, his eyes are as big as saucers and he starts telling me he just watched the skid on his side of the aircraft fall off; I look and check my skid, it is still hanging on by the rear strut. I get him to continue throwing out the branches.

I tell Mac that the branches have the pedals stuck so he tries to remove the branches from the pedals on his side; he has to unbuckle to get down to the pedals. He cleared the pedals on his side but the pedals were still stuck, so we knew it was the branches against my feet and legs that had the pedals stuck. He now tries to get to the pedals on my side. He's banging into the collective and cyclic getting to my pedals, which is sending the LOH all over the sky. He's able to clear the branches from my pedals and finely they are working.

Remember Going Home?

VHPA Member Bob Witt who flew in Vietnam with A Co, 227th Avn Battalion, sent us these photos taken the last few days he was in-country. His collection starts with the photo of him standing in front of the Pax Terminal at An Khe AAF at the end of his tour in March of 1969. The next picture show him waiting on the ramp for the C-130 "milk run" airplane that took him to Cam Ranh Bay where he caught his flight home. The third picture shows the sign that marks the billets in Cam Ranh where Bob stayed while he was "Awaiting transportation to CONUS" (and wasn't that some lovely words!). The last photo, used courtesy of the Vietnam War Foundation, shows soldiers boarding a "Freedom Bird" bound for the states after completing their tour of duty. Enjoy!

Bob Witt

Flight Class 67-21/501, A/227th 68-69

E-Mail: [REDACTED]



That's my war story and I'm sticking to it.

John Shafer, Scalaphunter 18

Oct 70 – Oct 71

EC Junior Member at Large

E-Mail: [REDACTED]

Editor's note – John later added this footnote to his story...."David, I first told this War Story at the 2008 reunion in San Antonio and it was included in the "War Stories" section of the Historical Presentation Forum DVD. VHPA HQ may still have the DVD available for purchase, give them a call at 1-800-505-8472."

AVIATION 101

Author Unknown

- If God meant man to fly, He'd have given him more money.
- A fool and his money are soon flying more airplane than he can handle.
- It's easy to make a small fortune in aviation. You start with a large fortune.
- Flying is not dangerous - crashing is dangerous.
- The probability of survival is equal to the angle of arrival.
- Gravity never loses! The best you can hope for is a draw!
- Takeoff's are optional. Landings are mandatory.
- Try to keep the number of your landings equal to the number of your takeoffs.
- Every one already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great landing.' It's one after which you can use the airplane again right-away.
- There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.
- Good judgment comes from experience and experience comes from bad judgment.
- Learn from the mistakes of others. You won't live long enough to make all of them yourself.
- Remember, you're always a student in an airplane.
- Keep looking around; there's always something you've missed.
- There are old pilots, and there are bold pilots, but there are no old, bold, pilots!
- It's better to be down here wishing you were up there, than up there wishing you were down here.
- A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.
- Speed is life, altitude is life insurance. No one has ever collided with the sky.
- The only time you have too much fuel is when you're on fire.
- Any attempt to stretch fuel is guaranteed to increase headwind.
- It's best to keep the pointed end going forward as much as possible.
- If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller. (Unless you keep pulling the stick back -then they get bigger again)
- You know you've landed with the wheels up when it takes full power to taxi.
- Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is.
- Those who hoot with the owls by night, should not try to soar with eagles in the morning.
- A male pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.
- Asking what a pilot thinks about the FAA is like asking a fireplug what it thinks about dogs.
- Being an airline pilot would be great if you didn't have to go on all those trips.
- The only thing worse than a captain who never flew as copilot is a copilot who once was a captain.
- A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in motion. Helicopters can't really fly - they're just so ugly that the earth immediately rejects them.



Illustrations courtesy of VHPA Member Jay Riseden

The Tower.....by John Bercaw

Camp Eagle, South Vietnam, March 19, 1968

Our commanding officer sent a handful of us north in our Hueys to support the 1st Brigade, 101st Airborne Division shortly after the beginning of the 1968 Tet Offensive. After a prolonged period of moving around like a band of gypsies, mooching maintenance, supplies and other support from anyone who would listen, we eventually set up camp in the newly established Camp Eagle. Large dark-green general-purpose tents were set up on barren hillsides and they became our home. We parked the helicopters between the low hills to provide them minimal protection. It was a no-frills camp with no showers, rudimentary toilets and few hot meals. We flew in fog-shrouded mountains with nearly constant rain, reduced visibilities and cold temperatures as our companions.

There was no shortage of enemy activity or demand for our services, and we flew every day. Due to the marginal, at best, weather, we did little flying at night and that was fine with us, because nothing good ever happened at night in Vietnam.

Late evening on March 19th, as Milo Overstreet and his crew (copilot Frank Wynne, crewmembers F. F. Schultz and Dave Packard) returned from another long day of flying, the operations officer notified him that he had a request to fly one more mission that day. Milo was exhausted. Short, pugnacious and quick to anger, this request, tacked on to a long, frustrating and dangerous day, made him upset. Milo loved, and still loves, to play poker (he earned the nickname Hi-Lo Milo) and he was looking forward to his usual evening game along with a couple of beers. He became even more upset when he found that the mission was to take a single soldier north to a minor firebase to deliver some documents.



The Cub Inn is a 5,000-square-foot log cabin that offers unique charm that blends our love of aviation with the great outdoors. Located in California's Sierra Nevada mountains just 25 miles from Yosemite National Park, our five guest rooms sleep either two or four people, and they all feature a private bath.

Our guests start each day with a hearty country breakfast and are also invited to join us in the living room each evening to enjoy a glass of wine and a light snack. The Cub Inn is the life-long dream of husband and wife team, Piper Cub owner and pilot Charleen Beam and VHPA Life Member Joe Riley.

Full details and booking information are available on our website:

TheCubInn.com

Or call us at: [REDACTED] (land line) to book.

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"Can't they wait until morning?" he asked.

"No, they said they need them immediately," was the response.

"Well, heck," Milo said...or something like that.

Milo collected his passenger, a specialist with a several rolled up papers that turned out to be maps. As they prepared for departure, Milo called for information on any active artillery in the area. Due to the reported high volume of firing, neither he nor Frank could decide on an altitude or route that seemed safe. They opted to stay low and fly over the city of Hue, hoping that would keep them clear of any airborne projectiles. Not originally assigned to fly that day, Schultz and Packard were subbing for another crew.

Pissed off, Milo departed Camp Eagle flying at maximum airspeed. Years later, he would say that night would be the only time in his life his bad temper proved helpful.

Staying low around two-hundred feet, they headed toward the old capital city of Hue. As he made a turn over the city, Milo was still fuming.

All vestiges of sunlight had disappeared. That and the ever-present overcast made the night as dark as any Vietnam had to offer and Milo turned the aircraft lights on. As they approached the Hue Citadel, Milo said, mostly to himself, "Isn't there is an unlighted tower somewhere around here?"

As soon as he spoke, the tower came rushing out of the night, like an enemy soldier, straight toward them. Milo threw the Huey over into a 90-degree right turn and pulled the cyclic all the way back.

They slammed into the tower.

The skids snagged one or more of the supporting guy-wires. The aircraft immediately nosed over into a shuddering dive as it struggled against the cables. Schultz found himself staring straight up into the night sky unsure as to what had just happened. Packard, thrown violently against his M-60 machine gun, could see nothing but the ground very close below. Fortunately, his harness kept him inside the aircraft. Grappling with the controls, Milo pulled in full power. Just as he decided that his time had come, the cables broke with a resounding snap.

Regaining control of the helicopter before it smashed into the ground, he turned and headed back to Camp Eagle. Had they been flying at a slower airspeed, the cables may not have broken and would have pulled them into the ground or back against the tower.

All the way back, it was completely silent inside the aircraft. No one spoke a word. The only sound Milo would be able to remember was the wind whistling through the holes in the damaged rotor blades.

During the approach for landing at Camp Eagle, while the aircraft was still about two feet off the ground, the passenger and his maps disappeared in a blur as he left the Huey at a dead run never to be seen again.

As word spread about the incident, most of the pilots and crews headed out to see what damage the Huey had sustained. Some, me included, were skeptical about the story. Several men brought flashlights, and what we saw was sobering. The skids, now bent into an inverted V, spoke to the violence of the collision. Both rotor blades were severely damaged and required replacement. In addition, the landing light was gone.

The next morning, most of us diverted over the city of Hue as we began our missions to look at the tower. Sure enough, the tower, mangled and bent, stood as a provisional monument to human folly, extraordinary luck and a very skilled pilot.

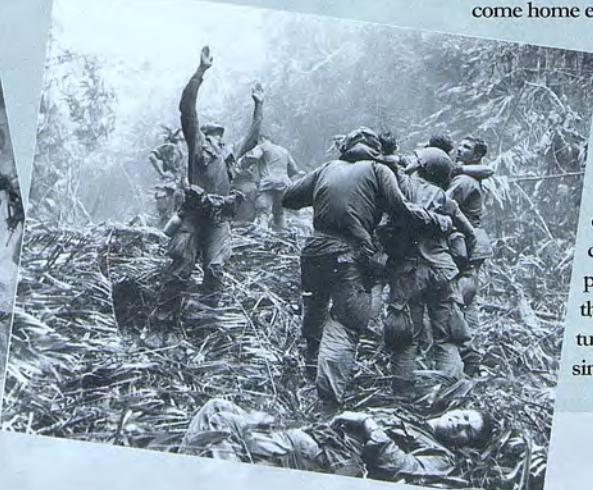
John Bercaw

E-Mail: [REDACTED]

EVERYTHING I NEEDED TO KNOW IN LIFE I LEARNED AS A HELICOPTER PILOT IN VIETNAM.

Courtesy of VHPA Member Dale McKnight, Author unknown

- 1 - Once you are in the fight, it is way too late to wonder if this is a good idea.
- 2 - It is a fact that helicopter tail rotors are instinctively drawn toward trees, stumps, rocks, etc. While it may be possible to ward off this natural event some of the time, it cannot, despite the best efforts of the crew, always be prevented. It's just what they do.
- 3 - NEVER get into a fight without more ammunition than the other guy.
- 4 - The engine RPM and the rotor RPM must BOTH be kept in the GREEN. Failure to heed this commandment can affect the morale of the crew.
- 5 - Cover your Buddy, so he can be around to cover for you.
- 6 - Decisions made by someone above you in the chain-of-command will seldom be in your best interest.
- 7 - The terms Protective Armor and Helicopter are mutually exclusive.
- 8 - Sometimes, being good and lucky still is not enough.
- 9 - "Chicken Plates" are not something you order in a restaurant
- 10 - If everything is as clear as a bell, and everything is going exactly as planned, you're about to be surprised.
- 11 - Loud, sudden noises in a helicopter WILL get your undivided attention.
- 12 - The BSR (Bang Stare Red) Theory states that the louder the sudden bang in the helicopter, the quicker your eyes will be drawn to the gauges. The longer you stare at the gauges the less time it takes them to move from green to red.
- 13 - No matter what you do, the bullet with your name on it will get you. So too can the ones addressed "To Whom It May Concern".
- 14 - If the rear echelon troops are really happy, the front line troops probably do not have what they need.
- 15 - If you are wearing body armor, they will probably miss that part.
- 16 - Happiness is a belt-fed weapon.
- 17 - Having all your body parts intact and functioning at the end of the day beats the alternative.
- 18 - If you are allergic to lead, it is best to avoid a war zone.
- 19 - It is a bad thing to run out of airspeed, altitude, and ideas all at the same time.
- 20 - Hot garrison chow is better than hot C-rations which, in turn is better than cold C-rations which, in turn is better than no food at all. All of these, however, are preferable to cold rice balls even if they do have the little pieces of fish in them.
- 21 - Everybody's a hero ... on the ground ... in the club ... after the fourth drink.
- 22 - A free fire zone has nothing to do with economics.
- 23 - The further you fly into the mountains, the louder the strange engine noises become.
- 24 - Medals are OK, but having your body and all your friends in one piece at the end of the day is better.
- 25 - Being shot hurts.
- 26 - "Pucker Factor" is the formal name of the equation that states the more hairy the situation is, the more of the seat cushion will be sucked up your ass. It can be expressed in its mathematical formula of S (suction) + H (height) above ground) + I (interest in staying alive) + T (# of tracers coming your way) - Thus the term 'SHIT!' can also be used to denote a situation where high Pucker Factor is being encountered.
- 27 - Thousands of Vietnam Veterans earned medals for bravery every day. A few were even awarded.
- 28 - Running out of pedal, fore or aft cyclic, or collective are all bad ideas. Any combination of these can be deadly.
- 29 - There is only one rule in war: When you win, you get to make up the rules.
- 30 - C-4 can make a dull day fun.
- 31 - There is no such thing as a fair fight, only ones where you win or lose.
- 32 - If you win the battle you are entitled to the spoils. If you lose you don't care.
- 33 - Nobody cares what you did yesterday or what you are going to do tomorrow. What is important is what you are doing-NOW-to solve our problem.
- 34 - Always make sure someone has a P-38.
- 35 - Prayer may not help . . . but it can't hurt.
- 36 - Flying is better than walking. Walking is better than running. Running is better than crawling. All of these, however, are better than extraction by Medivac, even if it is technically, a form of flying.
- 37 - If everyone does not come home, none of the rest of us can ever fully come home either.



38 - Do not fear the enemy, for your enemy can only take your life. It is far better that you fear the media, for they will steal your HONOR.

39 - A grunt is the true reason for the existence of the helicopter. Every helicopter flying in Vietnam had one real purpose: To help the grunt. It is unfortunate that many helicopters never had the opportunity to fulfill their one true mission in life, simply because someone forgot this fact.

Aviators...

They are cold, steely-eyed, weapons systems managers who kill bad people and break things. However, they can also be very charming and personable. The average helicopter pilot, despite sometimes having a swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. These feelings generally just don't involve anyone else.

The ideal helicopter pilot is the perfect blend of discipline and aggressiveness. The medical profession is the natural enemy of the aviation profession.

It's not that all helicopter pilots are good-looking. It's just that good-looking people seem more capable of flying helicopters.

ONE DAY, LONG, LONG AGO,
THERE WAS THIS HELICOPTER PILOT
WHO, SURPRISINGLY, WAS
NOT FULL OF S___.

BUT IT WAS A LONG TIME AGO.....
AND IT WAS JUST FOR THAT ONE DAY.

Courtesy of VHPA Member Chuck Oalline



Member Tom Huhn sent us this photo taken in early 1968.

You had to have some humor in your life, even back in 1968 when you flew with Company C of the 227th Aviation, 1st Cav Division. We were flying out of Camp Evans not far from the DMZ when one day my co-pilot, WO Gary Jewitt, showed up to fly in what looks like a WW1 pilot's leather helmet that was cobbled together so he could talk on the radios and on the intercom. The infantry troops we carried into combat that day had lots of laughs, especially about the monocle.

Tom Huhn

E-Mail: [REDACTED]

Editor - This ought to make you laugh!

Monthly Basic Pay and Allowances

PL 91-231, 91st Congress, 2nd Session

Effective: 1 January 1970

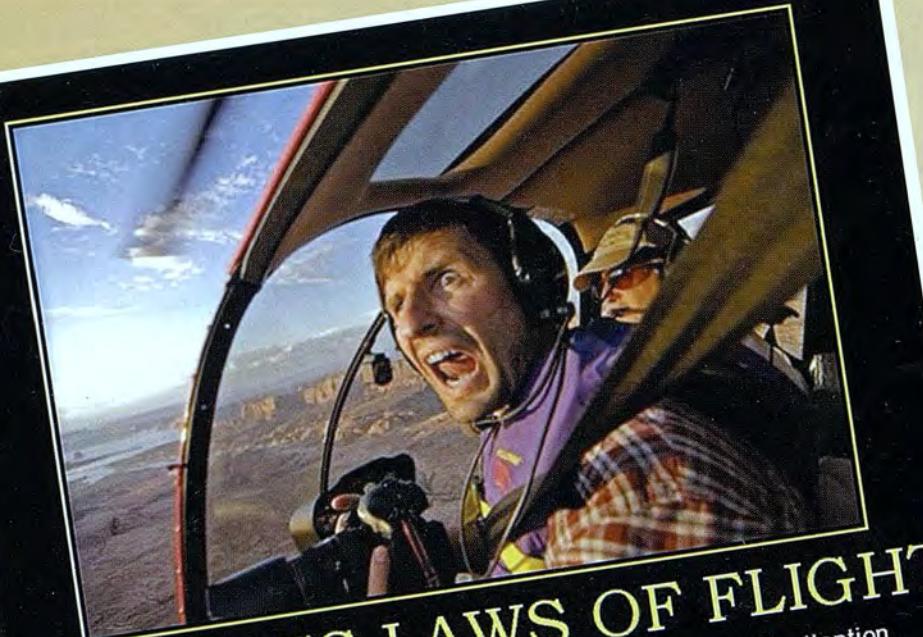
Rank	Cumulative Years of Service 1/												Personal Money Allowance	Basic Allowance for Subsistence	Basic Allowance for Quarters With Dependent	Basic Allowance for Quarters Without Dependent		
	Under 2	Over 2	Over 3	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18	Over 20	Over 22	Over 26				
CNO 2/	3,000.00														333.33	47.88	201.00	160.20
O-10	1,956.90	2,025.90				2,103.30	2,264.70		2,426.70	2,588.70		2,750.40	183.33	47.88	201.00	160.20		
O-9	1,734.30	1,779.90	1,818.00			1,863.90	1,941.30		2,103.30	2,264.70		2,426.70	41.67 3/	47.88	201.00	160.20		
O-8	1,570.80	1,617.90	1,656.60			1,779.90	1,863.90		1,941.30	2,025.90	2,103.30	2,188.20		47.88	201.00	160.20		
O-7	1,305.00	1,394.10			1,456.20	1,540.80		1,617.90	1,779.90	1,902.30			47.88	201.00	160.20			
O-6	967.20	1,063.20	1,132.50						1,170.90	1,356.00	1,425.30	1,456.20	1,540.80	1,671.30	47.88	170.10	140.10	
O-5	773.40	909.00	971.10				1,001.10	1,054.50	1,125.00	1,209.30	1,278.60	1,317.00	1,363.50		47.88	157.50	130.20	
O-4	652.50	793.80	847.50		862.50	901.20	962.40	1,016.70	1,063.20		1,109.40	1,140.30			47.88	145.05	120.00	
O-3	606.30	677.70	723.90	801.60	839.70	870.00	916.80	962.40	985.80					47.88	130.05	105.00		
O-2	486.00	577.20	693.30	716.40	731.40									47.88	120.00	95.10		
O-1	417.60	462.60	577.20											47.88	110.10	85.20		
O-3E					801.60	839.70	870.00	916.80	962.40	1,001.10				47.88	130.05	105.00		
O-2E					716.40	731.40	754.50	793.80	824.70	847.50				47.88	120.00	95.10		
O-1E					577.20	616.50	639.80	662.40	685.50	716.40				47.88	110.10	85.20		
W-4	617.40	662.40		677.70	708.30	739.50	770.10	824.70	862.50	893.40	916.80	947.40	978.60	1,054.50	47.88	145.05	120.00	
W-3	561.30	609.00		616.50	624.00	669.60	708.30	731.40	754.50	777.30	801.60	832.20	862.50	893.40	47.88	130.05	105.00	
W-2	491.70	531.60		547.20	577.20	609.00	632.10	654.90	677.70	701.10	723.90	747.00	777.30		47.88	120.00	95.10	
W-1	409.50	469.80			508.80	531.60	554.70	577.20	600.90	624.00	647.10	669.60	693.30		47.88	110.10	85.20	

Rank	Cumulative Years of Service 1/												Basic Allowance for Quarters						
	Under 2	Over 2	Over 3	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18	Over 20	Over 22	Over 26	Without Dependent	One Dependent	Two Dependent	Three or Dependents	
E-9 4/							701.40	717.60	734.10	750.30	767.10	782.10	823.50	903.60	85.20	120.00	120.00	120.00	
E-8							588.60	605.10	621.00	637.50	653.70	669.30	685.80	726.30	807.00	85.20	120.00	120.00	120.00
E-7	369.90	443.40	459.90	476.10	492.30	507.90	524.10	540.90	564.90	580.80	597.00	605.10	645.60	726.30	75.00	114.90	114.90	114.90	
E-6	318.90	387.30	403.20	419.70	435.90	451.80	468.30	492.30	507.90	524.10	532.50				70.20	110.10	110.10	110.10	
E-5	275.40	339.30	355.50	371.10	395.40	411.60	427.80	443.40	451.80						70.20	105.00	105.00	105.00	
E-4	231.60	290.10	306.60	330.60	347.10										60.00	90.60	90.60	90.60	
E-3	167.70	233.70	249.90	266.40											60.00	60.00	90.60	105.00	
E-2	138.30	193.50													60.00	60.00	90.60	105.00	
E-1 +4mos	133.20	177.00													60.00	60.00	90.60	105.00	
E-1 -4mos	124.50														60.00	60.00	90.60	105.00	

Notes:

- If no amount is shown for a pay grade under cumulative years of service, the amount immediately to the left applies.
- Basic pay is \$3,000.00 regardless of cumulative years of service.
- While serving as U.N. member \$225.00.

- While serving as Master Chief Petty Officer of the Navy, basic pay is \$1,098.30 regardless of cumulative years of service.
- E-4 with under 4 years of service. E-4 with over 4 years of service BAQ is \$70.20 without dependent, one or more dependents \$105.00.



MURPHY'S LAWS OF FLIGHT

Loud, sudden noises in a helicopter WILL get your undivided attention.

PRE-TAKE-OFF:

- The ground unit's organic aviation company normally responsible for the unit's extraction can no longer muster sufficient extraction birds.
- The elusive Brigade Chaplain is at the mission brief.
- The Intelligence officer indicates 'possible light enemy contact'.
- On leaving the mission brief, you note:
 - The S1 is typing requests for aircrew replacements,
 - The S2 scurries chuckling from the room,
 - The S3 Air is erasing lines from the flight crew board,
 - The Chaplain wants to touch you with some water,
 - Your fellow aviators seem to be dividing your things,
 - The First Sergeant salutes you for the first time,
 - Your company commander smiles for the first time since your problematic demonstration in POL last week of that reverse-spin WP grenade toss.
 - Your assigned-aircraft is the company hanger queen.
 - Maintenance has cleared the aircraft for a "one-time only" flight before correction of those pesky Red-X's.
 - The more cerebrate crews in the unit have all volunteered for all-day sandbagging duty or have crowded into the latrines.
 - The copilot is pending FEB.
 - A recess in the crew-chief's courts martial enables him to make the flight.
 - The gunner has completed his testimony against the crew-chief.
 - Both are sitting behind you with loaded weapons.
 - As you taxi clear, the ground crew is painting a new aircraft number on your revetment space.
 - On waiting for take-off release, it is raining too hard to see if the ground fog has cleared any. Fortunately, the tower gives you a 'Radar Departure'; sadly you recall missing that day in flight school.

OVER THE PZ:

- You have to turn up the receiver volume to hear the whispered PZ radio call that the "PZ is COLD".
- The reassuring PZ radio transmissions are distorted by inexplicable background popping and screaming.
- There are two or more C&C birds;
 - Both are above 5,000 feet and rapidly climbing.
 - Everyone else has turned off the C&C frequency.
- There are twice as many gunships as usual.
- The TAC AIR stacked more than three high.
- The FAC has been shot down.
- DIVART has a 'Shot-Out' on an 'FPL adjustment' (whatever those are) and you overhear a garbled ground adjustment request for "...(garble) forget the FPL, ... (garble) ...right on top of us.... (garble), yes, right now you moron ... (garble) I had better.... (garble) or when I get back... (garble).
- The airborne command and control helicopter is rapidly climbing through 6,500' pursued by both green and orange tracers headed for 10,000 where the ground commander can write up his own Silver Star in peace.
- The ground commander and the airborne commander interrupt their other concerns to curse each other; you copy several colorful infantry and genealogy lingo phrases on you knee pad to ask the First Sergeant about so you can use them later when talking to the grunts.
- The gunships and TAC AIR all simultaneously call "Bingo fuel, RTB in 5".
- An Air Cavalry troop operating several miles away is studiously ignoring the Romeo-Foxtrot Extraction; the usual over-achievers in that unit appear to have turned off 'Guard'.
- There are multiple large burning objects in the PZ referred to by the C&C bird as '\$360,000 Smoke Grenades'.
- On final you still can't see anyone in the PZ.

R's SIGNS OF A REALLY BAD P/Z MISSION

d-Hair Day CLUES for the Clueless Flight Crew

by Craig B. Collier

IN THE PZ

ARRIVAL BASE

- On very short final you note the PZ guides are kneeling rather than standing.
- The troops hurrying to load on your bird are walking backwards.
- They are firing full automatic and throwing loud things.
- Once loaded they continue firing and throwing things.
- There is enthusiastic pounding on your seat back and loud yelling of "GO, GO, GO!"
- Judging from the hot brass being sprayed down your neck, the crew-chief and gunner are both firing non-stop.
- You make an important crew firing adjustment command shifting the hot brass to the co-pilot.
- The copilot remarks on the "funny green-colored" tracers.
- There seem to be more colored lights on the cockpit display than usual.
- Attention to this set of details is difficult to maintain due to the low RPM audio's incessant noise.
- The copilot opines that the Master Caution light could be related to that hammer-like banging on the transmission compartment.
- The windshield suddenly becomes difficult to see out of.
- You note a warm feeling on your pants legs; however, the pleasure of the moment is spoiled by an annoying odor.
- That non-stop high-pitched panicky hysterical screaming on the intercom that has been interfering with your thinking is giving you a sore throat.
- The Chief and Gunner are vying for your attention over trivialities such as the gunner's machine gun (signed for on the property book by you) has spontaneously dismounted and fallen into the LZ carrying the ammo box, his C-Rat Beenie-Weenie lunch can, and his lucky chicken's foot with it;
- The Gunner helpful notes that the grass fire set by white hot barrel is moving under the helicopter toward the hydraulic leak;
- The Chief adds to the general lack of cheer by announcing his own gun, down to last its last 50 rounds, has gone into a runaway gun mode.
- Meanwhile, the Gunner is throwing (mostly stolen) maintenance tools and a large unauthorized rock that you have a suspicion that you are signed for somehow.
- There seem to be a more and more troops in the crowding into PZ than the pick-up number indicated in the briefing.
- Most of the onrushing enthusiastically gesticulating PZ crowd seems to be wearing uniforms that you cannot exactly recall seeing in the post clothing sales store.
- You decide that the situation here is not as briefed and that you should take your departure, preferably away from the sparkly lights. (You plan is count this routine admin extraction as a "CA" based on the extraordinary amount of new maintenance items needing write up in the book.)
- The trip home is shortened by your plotting how to blame the hand-receipt losses on the co-pilot.

- The infantry dismount on their hotspot looking and pointing at you, shaking their heads, and kissing the earth you would be standing on if you had dismounted; you assume heroic figures are rare in their unit.
- Their '6' dismounts the C&C bird and runs toward your cockpit shouting and shaking his fist, doubtless full of metals for the crew. But the copilot misunderstands somehow the Chief and Gunner's piteous pleases of 'NO, NO' and pulls pitch for home depriving you of that which the CO was rushing over to deliver.
- On landing at your unit you note the operations officer, the commander and the first sergeant all have tears in their eyes.
- The maintenance officer's and the Maintenance Test Pilot's open sobbing warms your heart.
- You wonder if the Mess put has together a special supper for you, maybe steak, as the first sergeant is sharpening his K-Bar.

Editor's note - this article was sent in to us by
Craig B. Collier MD. COL. (Ret). MC, USA

Former Helicopter Pilot in RVN

with the 57th Assault Hel. Co, 1968-69 (then 1LT)

Callsign 'Gladiator 26' (UH-1H slicks) and "Cougar 10" (UH-1C Guns)

Craig may be reached at: [REDACTED]



REUNION STATUS REPORT

from the Reunion Committee

Speaking for the VHPA Executive Council, the Headquarters Staff, and the entire Reunion Committee – I want to share several ideas with you.

First, please note we made a significant change in the number of Aviator pages dedicated to the Reunion starting with this issue. For several years many readers pointed out that the Reunion material repeated itself in issue after issue when that space could be devoted to other subjects. This year we heard you. Instead of taking 6 to 8 pages per issue, this year started with the Mar/Apr issue onward the Reunion will take just 3 or 4 pages.

Second, THANK YOU for heeding our collective plea to register early! I am pleased to report that the Dec & Jan San Francisco 2013 Reunion registrations are at least 15% stronger than for the same period for the New Orleans 2012 Reunion. Since the VHPA leadership considers the New Orleans to be VERY WELL ATTENDED, we are ecstatic to see the excellent response to the San Francisco Reunion. THANK YOU.

Third, Three of the original 21 tours set for "outside the hotel activities" have already sold out, so we have added three more. Both of the

July 2nd dinners at the Franciscan and the Fog Harbor restaurants sold out so we have added a Group Dinner excursion to the Fisherman's Grotto Restaurant, another Fisherman's Wharf restaurant for that date. And since the July 3rd visit to both the Beringer and the Castle Di Amorosa vineyards is sold out, we have added two tours to the USS Hornet Aircraft Carrier; one is scheduled for July 2nd and the other is set for July 3rd. Descriptions of all of these new tours can be found elsewhere in this section.

Fourth, The first deck of The San Francisco Belle is nearly full. THANK YOU again. We will now sign the contracts necessary to charter the second deck.

Fifth, Please seriously consider scheduling a Mini-Reunion. It is easy. Complete the Mini-Reunion Request form available at VHPA.ORG and email it to Rebecca Bittle at Rebecca@vhp.org or call [REDACTED] or mail the completed form to HQ in Grand Prairie, TX. Reunions are all about renewing old and making new friends based on our common bonds forged when we were soldiers once and young.

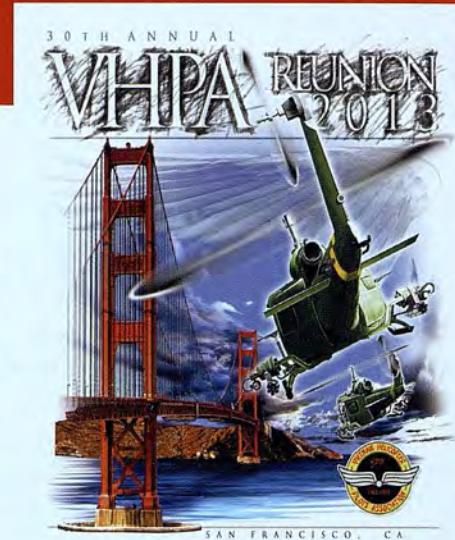
HPF Needs Help

Historic Presentation Forums were established as Annual Reunion events in 2006. Over the years this program has been refined to the point that it has become an integral segment of how VHPA records its legacy. Members and outside experts are invited to speak on topics relevant to our activities in SE Asia. Interaction between speakers during and following presentations have facilitated useful contacts.

These presentations are recorded, edited and provided as DVDs to the following year's subscribers. A continuing effort has been made to improve the quality of these recordings and to expand our speaker pool. We have finally reached the point where additional help is necessary. At the 2013 reunion we hope to upgrade to a two camera system and to take steps to permanently enhance the audio quality. This simply cannot be done without additional manpower. And, frankly, my technical skills are being stretched.

Should you be one of those rare individuals who attends reunions and thinks: "Boy, there's a lot of work that goes into putting these things together. I wonder where I might help.", please contact me and we'll discuss what might fit into your parameters. I promise to never use the dreaded "V" word.

Al Roettger



Questions? Comments?

As always get in touch with HQ at 800-505-8472 or Mike Law

at [REDACTED] or [REDACTED]

As always, complete details on our 2013 Reunion are available on our website: VHPA.org

VHPA Workshop ~ The Memoir That Heals

10:45 to 12 noon, July 4, 2013

This year's VHPA Reunion event for members who are budding writers features Alan Rinzler, an expert on editing and publishing. He will be focusing on memoirs, but everyone interested in writing and publishing is welcome.

Rinzler notes there are many good reasons for writing about your life experience: to take a stab at understanding it, making sense of all that happened; to get it off your chest so it doesn't get you down; to inform and inspire folks beyond your friends and family; and even to make a buck, if you're able to write something people want to read.



This workshop will suggest steps to use memoir writing as a therapeutic creative process – choosing the significant characters and events to make a coherent story leading to a life-changing epiphany. On a literary level, he will also discuss the kind of professionalism and discipline it takes to write a good book, and the many new options authors have in the changing world of book publishing today.

Rinzler has been an acquisitions and development editor since 1962 as Assistant Managing Editor of Simon and Schuster, Senior Editor at Macmillan and Holt, Director of Trade Publishing at Bantam Books, VP and Associate Publisher of Rolling Stone and President of Straight Arrow Books, West Coast editor for Grove Press, and Executive Editor for Jossey-Bass Publishers in San Francisco. He's currently retired, but working with selected authors who are writing novels, memoirs, narrative non-fiction, young adult, mysteries, and science fiction.

Rinzler has edited and published Toni Morrison, Tom Robbins, Hunter Thompson, Clive Cussler, Robert Ludlum, Shirley MacLaine, Andy Warhol, Bob Dylan, Jerzy Kosinski and others.

His web site is at: <http://alanrinzler.com>

**Official Schedule of Events - The 30th Annual Reunion of the VHPA
San Francisco, California, 2 through 6 July, 2013**
Updated as of 15 February, 2013

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

Tuesday – July 2nd, 2013

11:00 am – 11:00 pm O'Club open
9:30 am – 3:00 pm Tour of the USS Hornet Aircraft Carrier
1:00 pm – 5:00 pm Vendor Room open
1:00 pm – 8:00 pm Welcome desk and Registration desk open
1:00 pm – 8:00 pm T-Shirt pick-up available
1:00 pm – 5:00 pm Tour Desk open
5:30 pm – 8:00 pm Group dinner at the Fisherman's Grotto Restaurant
5:30 pm – 8:00 pm Group dinner at Franciscan Crab Restaurant
5:30 pm – 8:00 pm Group dinner at Fog Harbor Fish House
7:00 pm – 10:00 pm Early Bird Reception

Wednesday – July 3rd, 2013

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

Thursday – July 4th, 2013

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

Reunion Continuing Events:

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

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

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

Friday – July 5th, 2013

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

Saturday – July 6th, 2013

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

WOC CHORUS SINGERS!

Your leader Mike Roulier has a new e-mail address.

Contact him at:

Mike is still looking for a few
more "Good Men" to join them!



Newly Scheduled events for the 2013 Reunion.

Group Dinners...

As stated elsewhere, three of the four original group dinner events have already sold out (the Fog Harbor Fish House, the Franciscan Seafood Restaurant and the R&G Chinese lounge). In response we have scheduled another Group Dinner for you to enjoy...

On Tuesday, July 2nd, from 5:30 pm – 8:00 pm, we're now taking



Reunion Attendees to dinner at the Fisherman's Grotto restaurant, located on San Francisco's world-famous Fisherman's Wharf. Opened in 1935 as the Wharf's first sit down restaurant, our diners will enjoy excellent seafood complete with views of the Bay, the Golden Gate and the fishing fleet and harbor.

On Wednesday, from 5:00 pm – 7:30 pm, tickets are still available for our 2nd Group Dinner. This one is to one of San Francisco's most unique and entertaining dining experiences, The Stinking Rose.



Located in North Beach, San Francisco's renowned Little Italy, this Italian restaurant has become

world famous for its dishes that celebrate the culinary euphoria of garlic.

Remember, all group dinners are limited to 50 participants each and include appetizer, salad, your choice of entrée and a dessert courses. Your Group Dining tour price also includes round trip transportation and all taxes and gratuities associated with the meal. Please note, the Stinking Rose restaurant is not wheelchair accessible

And because the trip to the Beringer and the Castle Di Amorosa Vineyards set for 3 July has also sold out, we've scheduled two visits to the USS Hornet Aircraft Carrier for everyone to enjoy....

USS Hornet Tour and Lunch

Tuesday July 2nd & Wednesday, July 3rd (9:30am - 3:00pm)

Enjoy a wonderful day on board the USS Hornet. The Aircraft Carrier USS Hornet Museum is a national treasure, having participated in two great 20th Century events, World War II and the Apollo 11 manned space mission. Now peacefully moored at historic Alameda Point on San Francisco Bay, the USS Hornet is a timeless memorial to those who defended our American values and to those who have pursued America's technological advancements. Your visit



begins with a guided tour of the ship. Your guide (a veteran of the USS Hornet or other Aircraft carriers) will escort you through the ship including the Pilot Ready Rooms, Officers' Country, Crew's Berthing and several historic aircraft and exhibits of WWII, Vietnam, and the Apollo moon missions. Don't miss the helicopters on display on the hanger deck including a HUP1 Retriever, Seahorse, Sea King, AH1G Cobra, and a Hub. Following your tour will have time on your own to visit additional areas of the ship which interest you the most. The tour includes a boxed lunch for you to enjoy at your leisure while on board. Limited to 150 participants each day.

Executive Council Leadership in the VHPA ELECTION UP COMING:

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

The election will take place at the Annual Business Meeting during the 2013 reunion in San Francisco, CA. to fill the positions of Vice President (VP) and Junior Member at Large, and each brings a three-year commitment to ensure leadership continuity. The elected VP candidate will serve the first year as Vice President, the following year as President, and the final year as Immediate Past President; the elected Member at Large will serve one year as Junior, one year as Midterm, and one year as Senior Member at Large. Rules for conducting the election shall be provided in the application packet.

The requirement for candidates is straightforward: the individual must be an active member for one year prior to the first day of the 2013 annual VHPA National Reunion. The nomination process is easy, as well. You may personally volunteer or you may nominate another active VHPA member who is willing to serve. The nomination, however, must be received in writing (e-mail or letter) by John Shafer, the VHPA EC Junior-Member at Large and Election Coordinator not later than midnight, June 15, 2013.

John Shafer will provide you with an application packet and form to complete and return. The nominee form details basic biographical information which will be posted to the VHPA website by June 20, 2013. This notice itself fulfills VHPA policy to notify members and to seek nominees for the Vice President and Junior Member at Large positions.

John Shafer's contact information is:
Email: [REDACTED]

*Honor the lives of the fallen
by gathering with the loved
ones they left behind*

GOLD STAR FAMILY BREAKFAST

For Veterans and KIA/MIA Families

They will never be forgotten.

This is an opportunity for family and friends of the fallen to be among veterans, to learn of the camaraderie that their loved one experienced.

We all loved - and lost - the same people.

Let's remember them together.



The **Gold Star Family Breakfast** will be held during the 2013 Vietnam Helicopter Pilots Association Reunion

Where: Hilton San Francisco Union Square - Imperial Room A on 2nd level
335 O'Farrell Street, San Francisco - 415-771-1400

When: 7:30-9:00 am Friday, July 5, 2013

Questions about the breakfast: Julie Kink, Family Contacts Committee Member
Pre-Reunion: [REDACTED] -or- **During Reunion:** call her room @ Hilton
Reunion information: <http://www.vhpaw.org/news.htm> or 800-505-VHPA (8472)

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

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:

Address change? Yes

City:

State:

Zip:

Email address:

Telephone: ()

Wife/guest name:

Hometown:

21 or older? Yes/Wheelchair? Yes

Guest name:

Hometown:

21 or older? Yes/Wheelchair? Yes

Guest name:

Hometown:

21 or older? Yes/Wheelchair? Yes

Guest name:

Hometown:

21 or older? Yes/Wheelchair? Yes

EVENT

#Attending

Price

Total

Registration through 4/30/2013*		@\$25	
Registration 5/1/2013 and after*		@\$35	
Registration for under age 21		@\$15	
Tour of the USS Hornet #1 (includes box lunch)	(July 2)	@\$65	
Group Dinner at Fisherman's Grotto	(July 2)	@\$65	
Group SOLD OUT Fog Hat	SOLD OUT	@\$65	SOLD OUT
Early Bird Reception	(July 2)	No Charge	
Tour of the USS Hornet #2 (includes box lunch)	(July 2)	@\$65	
City Tour #1	(July 3)	@\$31	
Alcatraz Tour #1	(July 3)	@\$71	
Bridge to Bridge Cruise	(July 3)	@\$45	
Poker Tournament #1	(July 3)	@\$25	
Group SOLD OUT R&G C	SOLD OUT	@\$65	SOLD OUT
Group Dinner at Stinking Rose	(July 3)	@\$57	
1st Time Attendee Reception	(July 3)	No Charge	
Welcome Reception	(July 3)	No Charge	
Bob Hope USO Show	(July 3)	@\$30	
Golf Outing with Lunch **	(July 4)	@\$136	
Muir Woods & Sausalito Tour	(July 4)	@\$56	
City Tour #2	(July 4)	@\$31	
Cable Car & Walk-the-Bridge #1	(July 4)	@\$40	
Writers Panel Presentation	(July 4)	No Charge	
Cable Car Tour #1	(July 4)	@\$34	
Dinner Cruise (fireworks viewing) **	(July 4)	@\$159	
KIA/MIA Gold Star Breakfast	(July 5)	@\$20	
Gold Star Breakfast Sponsorship	(July 5)	@\$20	
Winery Tour & Lunch #2	(July 5)	@\$92	
Hiller Museum & Helicopter Display	(July 5)	@\$55	
Hiller Museum & Helicopter Display & Tank Museum	(July 5)	@\$80	
Alcatraz Tour #2	(July 5)	@\$71	
California Academy of Science Tour	(July 5)	@\$41	
Cable Car Tour #2	(July 5)	@\$34	
Quilt Show & Tell w/outing	(July 5)	No Charge	
Poker Tournament #2	(July 5)	@\$25	
Memorial Service	(July 6)	No Charge	
Spousal Murder Mystery & Lunch	(July 6)	@\$55	
Annual Business Meeting	(July 6)	No Charge	
Cable Car & Walk-the-Bridge #2	(July 6)	@\$40	
Closing Banquet – Adult	(July 6)	@\$76	
Closing Banquet – Child	(July 6)	@\$18	
Non-Registered Guest at Banquet	(July 6)	@\$90	
Total From Sidebars	XXXXXX	XXXXXX	
VHPA Dues (if not dues current)	1 year	@\$36	
VHPA Dues (if not dues current)	3 years	@\$99	
Life membership	(Call HQ for exact amount)		
2013 CD or Paper Directory Fee		@\$10	
Mult. Year CD or Paper Directory Fee	(# of Years x \$10)		

** Denotes a Non-Refundable Event

GRAND TOTAL \$

CREDIT CARD PAYMENT

MC/Visa #: _____

Exp. Date: _____

Signature: _____

CHECK OR MONEY ORDER PAYMENT

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

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

CURRENT VHPA CHAPTERS

ALASKA CHAPTER

Victor Micol, President

ARIZONA CHAPTER

Bill Sorenson, President

CALIFORNIA CHAPTER NORTH

Ken Fritz, President

CENTRAL NEW YORK CHAPTER

Tom Mc Millen, President

FORT RUCKER CHAPTER

Roscoe V. Souders, President

FORT WOLTERS CHAPTER

Mike Sheuerman, President

GEORGIA CHAPTER

Bill Mc Rae, President

LOUISIANA GULF COAST CHAPTER

Victor Lent, President

RESERVED FOR YOUR CHAPTER

We want to open six more chapters

Contact me for details

or

Jack Salm, National Chapter Liaison

MICHIGAN CHAPTER

Charley Martin, President

MINNESOTA CHAPTER

Ray Wilson, President

MONTANA CHAPTER

Todd Brandoff, President

NORTH ALABAMA CHAPTER

Les Haas, President

NEW ENGLAND CHAPTER

Bill Williams, President

NEW JERSEY CHAPTER

Pete Purnell, President

NORTH CAROLINA CHAPTER

Brock Nicholson, President

OHIO RIVER LZ CHAPTER

Jack Mecham

SOUTH DAKOTA CHAPTER

Jim Miles

SOUTH MISSOURI CHAPTER

Russ Emory, President

ROCKY MOUNTAIN CHAPTER

Hal Bergdahl

THE ALAMO CHAPTER

San Antonio, Texas

Jim Martinson, President

SOUTH CAROLINA CHAPTER

(Celebrate Freedom) Chapter

Larry Russell, President

SOUTHERN CALIFORNIA CHAPTER

Sven Akesson, President

VHPA OF FLORIDA

Tom Rountree, President

OLD DOMINION CHAPTER

President: Don Agren

WASHINGTON STATE CHAPTER

Mark Hansen, President

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

VHPA CHAPTER ACTIVITIES

ALAMO CHAPTER

Our new president for 2013 is Jim Martinson, Jim moved up from the office of vice president as called for in our bylaws.

On 15 December, some of our members met at the VA National Cemetery on Ft. Sam Houston. As part of the Wreaths Across America Project, we helped to place wreaths on the graves of veterans and their families. People from all over the United States had purchased 9,900 wreaths to place on the 100,000 (+) graves at Ft. Sam Houston. This was the most ever purchased since the annual project began some years ago. Some wreaths were designated for named gravesites, but most were not. Volunteers worked all day to ensure that wreaths were placed in every section of the cemetery.

The Chapter members met on 24 January for our quarterly business meeting, after dinner at the Barn Door Restaurant in San Antonio. We enjoyed a large turnout of members and their ladies. Our next meeting will be a fun bus ride and outing on March 2nd. We will bus to Luckenbach, Texas, to help them celebrate Texas Independence Day. Another dinner meeting at the Barn Door will be held in June, and in September we plan a trip back to Fredericksburg, Texas, to enjoy the Hangar Hotel and a play at the Rock Box Theater. In December, we will have a Christmas party, with details still pending.

Jim Martinson, President - Submitted by Chuck Qualine

ARIZONA CHAPTER

I first want to thank everyone that could make it to our January 19th meeting! We had a pretty good turn out and it was good seeing some old and new faces. There were a few people that didn't know if they could make it but showed up anyway, that nicely balanced out the last minute bow-outs. I want to thank Damon Cecil for making the arrangements for the use of the Post 35 facilities and for Chef John to open his kitchen early. I would like to have another function sometime in April in the Scottsdale area at an American Legion or VFW. If anyone has a location they know of, please let me know so I can make some arrangements.

For the members in the Tucson area, I'd like to have something there in May. If anyone down there knows of a good location, please let me know. The reason I want to use a military organization is because they allow smoking which most commercial locations don't. And, any areas we select needs to have a "smoke free" area as some members have respiratory issues.

Also, if anyone has any ideas for a meeting, please let me know. The best to everyone and I hope to see you at the next meeting!!

Bill Sorenson, Griffin 83E, President

CENTRAL NEW YORK CHAPTER

The next meeting of the Chapter will be held on 23 March at the Steak Sundae, 1830 Teall Ave, Syracuse, NY at 11 AM. We will have a business meeting. Please plan to attend. Contact me at [REDACTED] or e-mail me at: [REDACTED]

Tom Mc Millen, President

FORT WOLTERS CHAPTER

The Ft Wolters Chapter met December 8, 2012; our guest speaker was Megan Burke, an active duty Captain, stationed at Ft Hood. She has been deployed twice, once to Iraq and recently to Afghanistan, while serving as an Aviation Maintenance Officer both times. She discussed her two tours and we found out the same problems never go away - lack of parts, no air conditioning, long hours, demanding aircraft requirements and ridiculous red tape. Today's pilots don't seem to get as many hours as we did in Vietnam. Also, the nomenclature has changed quite a bit, we kept asking "what's that? She is a 10 year Army Aviator with less than 800 hours total. It was great having her come speak to a bunch of "Old Guys" and she seemed to enjoy the way we listened and asked questions. The Chapter plans to ask other active duty pilots to address our group every 12 to 18 months.

At our meeting on March 2 we will have VHPA member Pike Anderson come speak to us. Pike is a Regional Officer with VA based in Waco, Texas and he will talk to the Chapter about the current status of VA benefits and answer our questions. The Chapter invites any Vietnam era helicopter pilot to attend this Chapter meeting even if you are not a member. The meeting will be held at Logan's Road House, [REDACTED]

Hurst, TX and will start at 11:30 AM. We expect a big turn out so get there early.

The MAIN GATE at Ft Wolters is now fully restored (see the article and pictures in this issue); a TH-55 has now been mounted on the pillar on the right side of the gate! It's worth the trip to Mineral Wells to see the finished project.

Mike Sheuerman President

GEORGIA CHAPTER

The Georgia Chapter holds a Saturday morning breakfast meeting every other month. We furnish speakers to high schools and colleges, Boy Scout Troops and other youth organizations and civic groups who want to learn more about the Vietnam War from those who participated in it. Newnan High School teaches a course on the Vietnam War, and the Georgia Chapter provides our assistance to them whenever possible, like their Student-Vet Connect activities planned for May and October of this year.

Our November meeting featured COL (Ret) Clyde Romero. Clyde flew the LOH-6 as a WO-1 during Lam Son 719 in 1971. He got out of the Army, joined the Air Force, and served a second tour in Vietnam as an F-4 pilot out of Da Nang. He presented a detailed strike plan briefing for a possible air strike on the nuclear sites in Iran, with the difficulties and issues associated with such a strike. To be successful it would be extremely difficult and very hazardous to all parties involved.

Dan Britt was our guest speaker for our January meeting. Dan had two tours in Vietnam as an LOH-6 pilot with C/7/1 CAV. His presentation was on the "Community Covenants" for returning Guard and Reserve troops. Many of our returning troops are now faced with no job and the problems associated with no work and no income. The solution is to mentor, advise and help these troops find a job and get back to being a productive member of the workforce.

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.ga-vhpa.org for the next meeting date or contact me at: [REDACTED] or via telephone at: [REDACTED]

Bill Mc Rae, President

MICHIGAN CHAPTER

The next Michigan Chapter meeting will be held at the Army Aviation Support Facility located at the Abrams Airfield, 10602 Eaton Highway, Grand Lodge, MI on April 27, 2013 from 6-10 PM.

The AASF is hosting this event, the Guard will allow access to the armory starting at 5:30, snacks and soft drinks will be provided and please contact me at: [REDACTED] (or [REDACTED] for further information

All Vietnam vets living in Michigan are invited to join in and socialize with others who have the same military experience.

Charlie Martin, President

MINNESOTA CHAPTER

The recently formed Minnesota Chapter met on 16 January at the Ft. Snelling O'Club for lunch and business with 11 members in attendance. After a pretty good buffet lunch, Chapter President, Ray Wilson opened the business portion of the gathering.

Several items were discussed, such as increasing member size and how to go about getting the word out. We also discussed renaming our organization to a more regional name which would reflect that VHPA members in the border areas of surrounding states are also welcome to join us. We also discussed chapter focus; generation of chapter by-laws; and attendance at the July national reunion in San Francisco. We will have representation at the reunion but it's still unknown as to how many.

It was an excellent meeting and generated excitement for the chapter's future. The next meeting will be held again at the Ft. Snelling O'Club at 1130 on Wednesday, 20 March. For chapter meeting reservations, please contact Russ Jowers, [REDACTED] or [REDACTED] For membership information, please contact Chapter President, Ray Wilson, [REDACTED]

Ray Wilson, President

NORTH ALABAMA CHAPTER

The North Alabama Chapter held its first meeting of 2013 under the new Officers and Directors elected. A short installment ceremony was held and delivered by Don Bison. The following officers and directors were installed for the next two years. Ralph Weber-Director at Large, Marshall Eubanks-Director at Large, Sandy Weand, Treasurer, Sam Maki -Secretary, Jim White- President Emeritus and our newly elected President Les Haas. Jim White passed the gavel to Les and he called the meeting to order, Sandy Weand gave the Annual Budget Report for 2012 and also the proposed budget for 2013.

The Events Committee Chairman, Marshall Eubanks reported on the Board approved Quarterly Function spearheaded by a volunteer team leader assisted by other members. These functions are to hopefully entice more members to become more active and to increase our membership. Sam Maki is the team leader for the 1st quarter and Dan Bison the 2d. The 3d and 4th quarter leaders will be assigned later.

VHPA CHAPTER ACTIVITIES

NORTH ALABAMA CHAPTER (cont)

Restoration Committee Chairman Bernie Parr gave a report on our last work day. He recommended that we have only a once a month workday as there is still sheet metal work to be completed before we can proceed. Les Haas covered Old Business. Changes were made to our Bylaws which were approved by the Board and also the members. These changes will be submitted to the State by Sam Maki.

A new Committee was recommended by our President Les Haas, titled the Publicity Committee. This will be a subcommittee to the Events Committee; initially they will publish a news letter and formulate a Web Site. In the future they will work with all the media in the area as well as schools and other factions of our community to make them aware of our Chapter and what we did during the Vietnam era. Member George Kitchens volunteered to chair this committee.

Les announced that the President of the Alabama MOAA, Charlie Marvin is coming to Redstone; he will be here to install members to the local MOAA. Charlie is a member of the VHPA and requested that we greet him. Les Haas and Bob Monette will assist. Charlie also showed interest in seeing our restored helicopter so Les and Bob will escort him.

A hand was given to our new President and he closed the meeting.

Les Haas, President

OLD DOMINION CHAPTER

We are still planning our "SPRING FLING PICNIC" at the Flying Circus in Bealton for a Sunday in May. Please feel free to invite your children, grandchildren and friends. We hope many members will join us from Northern, Eastern and Southwestern Virginia, who do not normally attend our monthly meetings.

Registration is now open online for our 30th National VHPA Reunion in San Francisco July 2 thru 6. I was able to attend our Reunion last year and I can report that it is truly a destination with many attractions to enjoy. I would urge you to attend if you possibly can. Some events are limited to 50 or 100 people, so the early registrants will get the tickets. Please register on line at: www.vhpao.org. Looking forward to seeing you there.

Don Agren, President

SO CAL CHAPTER

The So Cal Chapter will have our Annual St Patty's Day meeting and BBQ on March 16. The location will be either at Classic Rotors Museum at Ramona Airport or Wings and Rotors Museum at French Valley Airport. Prospective, past members and guests are welcome. I will be sending out an e-mail to all those on my list to finalize the location.

Please contact me [REDACTED] if you are not getting chapter e-mails and would like to be on the list. Currently our So Cal web site is down and if anyone would like to help out by being our webmaster please let me know. I'd like to thank everyone for their support through the years. All of you have made it possible to form a chapter. I'd like to ask for your continued support in getting other friends and members involved. Hope to see you all on March 16 for our St Patty's meeting and BBQ.

Sven Akesson, President

SOUTH MISSOURI CHAPTER

The first quarterly meeting of 2013 of the South Missouri Chapter VHPA will be held 16 March 2013 at Tan-Tar-A Resort, Osage Beach, Missouri (Lake of the Ozarks). The meeting is scheduled to begin at 1100 hrs. We have notified our Members of the meeting by email or hard copy asking that reservations be made before 11 March 2013, if you wish to make reservations please contact Russ Emory at [REDACTED]

[REDACTED] Some members have indicated a desire to play golf (either 9 or 18 holes) along with the meeting and if you would like to join them, so indicate and we will see what we can put together. The resort has extended to us a reduced room rate for those that wish to stay overnight, individuals must make own room reservations with the resort (call 1 800 826-8272).

The Chapter been approved to be a part of The United States of America, Vietnam War Commemoration 50th Anniversary recognition program. The Congressionally-mandated program is designed "To thank and honor Veterans of the Vietnam War, including personnel who were held as prisoners of war or listed as missing in action, for their service and sacrifice on behalf of the United States; and to thank and honor the families of these Veterans. We are proud to be a Commemorative Partner on this project.

Check out our website, vhpsmo.org for information regarding The Chapter, our members and also on-line merchandise. We are always pleased for first time attendees and wives to attend, so join us, bring a guest and share experiences with us at Tan-Tar-A Resort. We welcome your Vietnam photos and stories.

Russ Emory, President

WASHINGTON STATE CHAPTER

We will start 2013 with a general meeting at Famous Dave's BBQ in Tacoma on February 23rd, while there when we will elect new officers for 2013. We will also be talking about some unfinished business still on hold from last year (repaint on the mobile Huey). We'll also have a discussion centering on the problem of membership and how to increase our numbers based on a declining database. Also, the lucky guy that attracted the most members to the chapter during the past year will receive the free night's stay at the Tulalip Resort Casino in Marysville.

Looking forward, our next meeting will gather on July 13th at the Olympic Airshow - Olympia Airport. Please notice that it's about a month later this year and this year will not coincide with Father's Day. I think the wet weather we've had over the past few years gives some explanation to the change. Please watch our website (vhpawa.org) for further information on directions and timing.

We will also have a fairly large contingent from our Chapter attending the VHPA National Reunion in San Francisco (June 30 - July 7). Since the reunion is so close to us this year, we expect even more of our chapter members to be there. Finally, our third annual meeting in Eastern Washington is in the planning phase with more information to come in the next month or two. Again, watch the website for the date, time and location.

Mark S. Hansen, President

NORTH CAROLINA CHAPTER



On February 2, the NCVHPA met at the state Capitol grounds for a ceremony regarding North Carolina's MIAs. The ceremony involved reading the names of the 43 MIAs from the Vietnam war. The attached photo was taken alongside the Vietnam Memorial on the Capitol grounds.

During our annual meeting we elected the following Chapter officers: Brock Nicholson, President; Jim Breznay, Vice President; Bob Inglis, Secretary; Carl Seager, Treasurer and Jerry Seago, Operations Director.

*Brock Nicholson, President
Submitted by Bob Inglis, Secretary*

VHPA OF FLORIDA



VHPAF participates in last November's Inverness Veterans Parade. VHPA of Florida, Chapter members shown here (from left to right) are Paul Steinke, Tom Tomlinson, Tom Rountree, and Gary Harrell. Also shown are VCMA members Rabbit Hare and BJ Atkins.

The VHPAF has been very active the last five months with events throughout the state.

The chapter supported the South Creek Middle School Civic Day activities on November 9th with our OH-6 Cayuse display in Orlando Fl. This was followed by our participation in the Veterans Day parade in Inverness Fl. on November 10th with members of both the VHPAF and the VCMA. Veterans Day activities were supported at the Hillsborough Veterans Park in Tampa Fl. on Nov 11th. The chapter supported the Vietnam Traveling Wall in Englewood Fl. from November 30th thru December 2nd. Closing the year out the chapter held a Mini Reunion in Kissimmee Fl. at the Warbirds Museum. Nineteen members attended and enjoyed a great tour of the museum's aircraft and airfield history, followed by a pizza lunch in the main hanger. The first event of 2013 was in Orange City Fl on Jan 24th & 25th where the chapter was invited to participate in the EMS/Military Expo at the University High School. Over 37 military, county, and health organizations were invited to display and talk with the students concerning their future career choices.

Upcoming events the chapter will be supporting: Sun N Fun Air Show, Lakeland Fl. April 9-14 2013, Vietnam Veterans Reunion at Melbourne Fl. April 21-28 2013.

If you are a member of the VHPA and wish to join us at these events, you can contact us at the our web site VHPAF.org

*Tom Rountree, President
Submitted by Tom Tomlinson, Chapter Treasurer*

TAPS

BENJAMIN, George J. Graduated flight training with Flight Class 68-7. Flew in Vietnam with the 54th Arty Gp (1967), B/4/77 ARA, 101 ABN (1969) and C/4/77 ARA, 101 ABN (1970) under the Toro 6 and Griffin 26 callsigns.



COL (Ret) George "Jake" Benjamin III passed away on January 1, 2013, at the age of 73. Jake spent his early years in Baltimore MD. After high school he attended Morgan State University as a major in math and chemistry. Jake joined the US Army in 1964 and served 3 tours of duty in Vietnam. His piloting expertise included AH1G, UH1H, UH60 helicopters and well as the fixed wing U8 and U 21 airplanes.

Jake was released from active duty in 1973 and joined the Army Reserves in 1974. Jake retired from the United States Aviation Branch with the rank of Colonel in 1999. His numerous military awards include Meritorious Service Medal, Bronze Star, Air Medal, Army Accommodation Medal, National Defense Medal, Armed Forces Reserve Medal and Senior Army Aviators Badge.

Jake had also spent over 20 years as a member of the Executive Board of Quad-A and he also revitalized the So Cal Quad-A Chapter at Los Alamitos CA. During his 38 year civilian career with GE, he was Western District Manager Aircraft Engines Business Group. He coordinated engine/airframe programs with various aircraft manufacturers including the Apache and Blackhawks Helicopters.

Jake was a loving husband, father, grandfather, son and lifetime soldier. Jake lived and loved life to the fullest and in grand style. He was a loyal and trusted friend, world traveler, great story teller and a more than avid golfer. Jake leaves behind his wife Mamie of 42 years, two sons his mother and two grandsons. Jake will be greatly missed by family and friends who cherished and loved him dearly.

BUCHANAN, Doug. Graduated flight training with Flight Class 71-16, flew in Vietnam with A Troop, 7/17th Cav (1971-72) and the 60th AHC (1972-73).



Seven nights before Valentine's Day (on February 7th 2012) while the temperature climbed 80 degrees from -50 to freezing in Fairbanks, Doug Buchanan died.

Doug lived many lives, all connected, all enacted thoughtfully, artfully, meaningfully. He enjoyed the respect and company and humor of many, many friends, mostly in Fairbanks but also around the world, where he was famous. Famous for rabble-rousing, for elevating freedom above safety, security, and (mostly) always being in control.

A revolutionary who did not call us to arms -- us being climbers, mostly in Alaska, but elsewhere, too -- not to arms, but to action, to take responsibility for ourselves and so protect our freedoms. He was really the first to say that while conservation is critical,

mountain freedom will be curbed in the name of conservation. He was right, of course, as he almost always was during mid-winter party talk, serious parties, serious talk, but witty, too, and humor in those smiling gray eyes. Yes he was right about the inevitable tension between land managers and freedom-seeking adventurers (like you, brother). This conclusion of Doug's came long before the Access Fund founders even sensed a problem.

In the mid 1980s Doug pioneered climbing insurance in this country. The Mountain Rescue Expense Fund was the first. It lived on for decades, protecting the runners, skiers, and packrafters of the Wilderness Classic. Doug also pioneered climbs in the Alaska Range and Wrangells, especially first winter ascents. He specialized in the nameless, the unknowable, the cold and the desperate, the lonely.

His many first ascents, while not solo, remained anonymous, purposefully protecting the sensibilities of those who followed, so that they, also, might savor the feeling of first. While Doug must have craved and received recognition and respect, as all humans do, he shunned making his personal conquests known. Doug was a climber-skier-boater-skydiver-self-propelled-subsistence hunter for 40 years. He jumped out of hot-air balloons, rappelled into glacier bellies, lined his boat upstream and returned with it full of moose. Recently, he and a friend designed and built ice tower climbs in Alaska's Interior. One hundred miles from anyplace steep and wet enough to hold natural ice, they built and colored 150 foot towers of ice in psychedelic colors winter after winter.

Doug experimented with fabrics from the 70s-80s, lightweight fabrics he sewed himself in designs he imagined while pursuing wild, icy mountain and solo ocean adventures so far out of the league of everyone else that decades passed before others did the same. He knapped arrowheads, made museum-quality pipes and sculpture, and later kept incredible entertaining and provocative websites of stories and this and more.

Yes, a revolutionary, a visionary in ways, physical, metaphysical, and herbal, as some may recall (smiling if they happen to read this).

Doug served with the 7/17 Cavalry as platoon leader and helicopter pilot in Vietnam during the late sixties. Soon after, he grew a pony-tail and long beard to match. Head hair reached down his back, face hair his chest. Truth be told in later age, his beard was longer, and in the most recent photos I see the pony tail is gone, but the beard, the long, gray, full beard, an enigmatic blend of wisdom, counter-culture, and liberty shines in resplendent display. He organized an Alpine Club recognized by the UIAA, sponsoring the likes of Todd Skinner to competitive climbing events. He served on the board of the NRA, too, but quit in disgust of what seemed to be self-serving elitists (just like East Coast climbers, yea?). He fought federal regulations and won.

Yes, he was a visionary. A mentor. And a friend. More than that, he was a model of a man.

Sent to us by VHPA Member John Conway, taken from The Roaming Dials website.

DAILY, Duane T. Graduated flight training with the US Air Force, in Vietnam he flew CH-53's on search and rescue missions.

Capt. Duane T. "Smoke" Daily logged his final flight entry November 16, whilst at home dreaming of adventures...

Smoke was a husband, father and aviator of the highest order. Born May 29, 1942 in McKeesport, PA, he is survived by his loving wife of 46 years, Lana, her children, their two grandchildren and numerous other family members and friends.

He attended Fresno State College joining Theta Chi and meeting Lana Jane, his wife to be. Shortly thereafter, the sky came a calling. As a pilot, Duane's career began under the tutelage of his father and fellow USAF airman, Lt. Col TH "Smoke" Daily. The nickname came along with the ride. Smoke served our country with honor from 1964 to 1970. Stationed in Minot AFB, ND, Southeast Asia and at Elmendorf AFB Anchorage AK, he earned several prominent recognitions including the Silver Star (Nov. 1968) for his gallant action during the Vietnam War.

If they built it, he could fly it... Over the course of 50 years, Smoke flew military, commercial and corporate equipment types, including but not limited to T-37/38, B-52, Jolly Green Giants, Huey, DC-8/10, B-727/737/747, A319/320, Pilatus and Citation aircraft. His commercial and private aviation highlights included logging over 22,000 flight hours with ZERO accidents or violations, serving as; a Chief Pilot for Transamerica Airlines (ex/Trans International Airlines aka TIA), a NASA trainer, an Airbus Cpt. for AmericaWest Airlines (US Airways) and most recently as a pilot for the DuraFlame Co. During each of these stay he made numerous long-term friendships which continue to this day.

An avid classic car enthusiast and man of sport, Smoke loved to play golf, tennis, ski, walk dogs and collect (many) car parts. The auto fleet includes early Americana, European Muscle, Japanese import, modern Swedish and more. Some even have wheels. Recent missions required his participation in somewhat milder activities such as fishing, beachcombing and lounging, duties which he is also said to have performed with aplomb. He visited every country of the world, with the exception of Russia, during his days in the military and at TIA. His family was lucky to enjoy travelling along on occasion, but as airplanes served as his office, he preferred to relax at home, play on the golf course, visit with neighborhood friends, take up a racquet or don a pair of trunks to swim with the family.

Smoke was loved especially for his good humor, being a good sport, his odd taste in leftovers, 'over-the-top' cabin PA announcements, but mostly for his dreaming. His parting was far too soon and he will be missed greatly. Memorial contributions welcomed via the Pancreatic Cancer Network at pancan.org.

TAPS

DAVIS, Gary E. Graduated flight training with Flight Class 68-23. He flew in Vietnam with the 48th AHC (1969-70) and the 62nd CAC (1972-73) under the Blue Star and the Coachman callsigns.

Gary E. Davis, 68, passed away on 16 January 2013 at his daughter's home in Madison, AL. He was born on 25 July, 1944 in Lake City, Iowa and grew up in Lake City where he graduated from Lake City High school in 1962.

He eventually joined the Army in 1968 and served over 21 years as a helicopter pilot and instructor with numerous tours in Vietnam where he was awarded 9 Air Medals and Vietnam Campaign Medals. Other service awards include the Meritorious Service Medal and Master Aviator Badge. He retired from the military as a Chief Warrant Officer 4 in 1990.

Gary was a member of Pilgrim Lutheran Church, VFW Post 1899, American Legion, and the Vietnam Helicopter Pilot Association (VHPA). He enjoyed travelling, driving his tractors, visiting friends, tinkering with technology, and helping others.

Gary is survived by his two daughters and their spouses, six grandchildren, one grandson, two great-grandchild and two brothers. The family requests memorial donations be made to the Wounded Warriors Project.

HAWKINS, Algin S. Flew in Vietnam with HHC, 1st Avn, 1st INF in 1966-1967.

Col. Algin S. Hawkins (Al), U.S. Army Retired, age 82, died December 12, 2012.

He was born in Birmingham, AL and after attending the University of Alabama he received his Commission as a 2LT in 1951. He went on to a distinguished 32 year career in the Army that included tours in the Korean Conflict and with the Big Red One in the Vietnam War. Being a Master Army Aviator and Instructor was his true military passion. A commander in the Army's first Chinook Battalion, he beamed with pride as this new helicopter has become a critical asset saving countless lives on the battlefields. He went on to master many other rotary and fixed wing aircraft. As a graduate of Command and General Staff College and the Army War College, Colonel Hawkins excelled in his career whether in an academic, staff or field tactical environment. He was awarded the Legion of Merit (2OLC), Distinguished Flying Cross (1OLC), Bronze Star Medal with V Device (2OLC) and numerous other medals. In 1982 Col Hawkins retired in the famed 'Quadrangle' at Fort Sam Houston.

His love and commitment to family was his badge of honor. He is survived by his devoted wife of 54 years, Elaine G. Hawkins, two sons, one daughter, ten grandchildren and one great-grandson.

LAWSON, Robert Allen. Flew in Vietnam with the 57th TC Co in 1962-1963 and the 120th Avn in 1963.

Robert Allen Lawson, 78, of Weems, Virginia, passed away on December 31, 2012.

He was born on January 9, 1934 in Cleveland, Ohio. Bob had a distinguished military career retiring from the U.S. Army in 1978 with the

rank of Colonel. He served two tours of duty in Vietnam piloting fixed wing aircraft and helicopters. He was assigned as the Army Commander in charge of the Port of Rotterdam, The Netherlands, where his duties included European ports from the Netherlands to Greece. He was the recipient of the Legion of Merit with one bronze oak leaf cluster, the Distinguished Flying Cross, the Bronze Star Medal, Meritorious Service Medal and the Army Commendation Medal with one bronze oak leaf cluster among others.

After his military retirement, he worked as a builder, developer, realtor and broker. He was a member of Wesley Chapel United Methodist Church, near Orlean.,

He is survived by his wife of 57 years, Jane Lawson and he was he was preceded in death by his son, Rob Lawson. He is also survived by his four children and their spouses, his grandchildren, thirteen grandchildren and three great-grandchildren. Memorial contributions may be made to the Fort Eustis Transportation Museum or the Parkinson's Disease Association.

GROOMS, John Payne. Graduated flight training with Flight Class 69-02

John Payne Grooms, 71, of Charles City, VA, formerly of Chicago, IL transitioned this life and returned to God in eternal rest on December 17, 2012. Born on December 13, 1941 in Columbia, SC, John was the youngest of 14 children. His father, Sidney, made news as one of the first Black farmers to own a tractor in South Carolina, and before moving to Virginia, he donated land for the building of a Church.

John graduated from Boston Technical High School in 1957 and later attended Virginia Union University. After being drafted into the US military, John graduated from officer's candidate school, becoming an Army helicopter pilot and serving during the Vietnam War.

After moving to Chicago with his wife, John joined the board of the south Shore Commission and helped to found a community newspaper, the South Shire Scene. John later became a police officer and retired from the Chicago Police Department in 2004.

John is survived by his loving wife of 44 years, Linda Grooms; two sons, one daughter, two grandchildren, one brother, two sister and several nieces, nephews, cousins, friends, and loved ones.

MATHEWS, Richard L. Graduated flight training with Flight Class 69-23. Flew in Vietnam with HHT/1/11 ACR (1969-70), B/228 AVN, 1st CAV DIV (1970-71) and the 362 ASHC (1971) under the Bengal and Longhorn callsigns.

Richard L. Mathews passed away on January 4, 2013 at 63 years of age.

Mr. Mathews worked as a counselor for the Oakland County Veteran's Services, where he retired after over 30 years of service. He was a proud veteran of the US Army with two voluntary deployments flying helicopters during Vietnam. He also served in the National Guard where he earned the rank of CW4. Richard was an instructor pilot and flight examiner for many years.



Mr. Mathews is survived Barbara, by his wife of 25 years, one son, one daughter, two sisters, one brother and three grandchildren.

His death was reported to us by Member Richard Deer. Richard went on to say that "Dick flew two tours in Vietnam and he and I also flew together for many years in the Michigan Army National Guard. We both served as IPs during NVG qualification and sustainment training, along with all other IP duties. He was also an IFE and was in high demand for his professional services. He had been fighting cancer since last September but the news of his death was a blow to me as he seemed to be holding his own. He was a great friend, a great pilot and was respected by all who served with him".

McCULLEN, Cecil Dewey Graduated flight training with Flight Class 68-20 and 68-34, he flew in Vietnam with the 187th AHC (1969-70) under the Rat 5 callsign.

Cecil Dewey McCullen Jr. passed at 8:30am on Saturday, December 22, 2012, after a yearlong battle with Idiopathic Interstitial Lung Disease. Dewey was born on March 11, 1944, in Faison, NC, son of Cecil Dewey McCullen Sr. and Velma Johnson McCullen Isenhour.

Dewey graduated from North Duplin High School in 1962. He received the Bronze Star Medal and 2 Distinguished Flying Cross Medals, serving a tour in Vietnam as a helicopter pilot in the United States Army. He graduated from the University of North Carolina at Chapel Hill with a Bachelor of Science in Business Administration, class of 1966, and was a member of the Alpha Tau Omega Fraternity. In 1968, Dewey married the love of his life, Caroline Watts. They celebrated 44 years of marriage on July 6th.

Dewey is survived by his beloved wife, Caroline; his daughter, Shannon Dean McCullen; his son, Ian Watts McCullen and his wife, Katherine Roach McCullen, all of Raleigh; his sisters, Sybil McCullen of Columbus, GA and Pam McCullen Ortiz of New Orleans, LA; and a host of nephews, grandnieces and nephews.

McGREGOR, Glynn Alfred. Graduated flight training with the US Air Force, in Vietnam he flew CH-53's on search and rescue missions.

Glynn Alfred McGregor, 74, died on Jan. 26, 2013, at his home and after a short illness.

Glynn grew up in Azle, Texas and after his high school graduation he attended the University of North Texas. After receiving a Bachelor of Science degree in industrial arts and math, he was commissioned into the U.S. Air Force and retired 21 years later. Early in his career, he flew large transport aircraft and later flew helicopters for the Air Rescue Service. He was awarded the Distinguished Flying Cross for rescue missions in Vietnam. Other decorations in addition to the DFS were two Air Medals, the Meritorious Service Medal and The Commendation Medal.

In addition to a bachelor's degree, he received his master's degree from Troy State and Texas A&M Corpus Christi. After his retirement from the Air Force, he worked for Lockheed Martin at NAS Corpus Christi



TAPS

for 25 years training aspiring Navy pilots in simulators. Glynn was active in several organizations. He was past president in the Azle Ex-Students Association, his high school class, CMF group of his church, president of the Riverwood Homeowners Association and also a member of the DFC Association.

He is survived by his wife, Willow McGregor, two sons, two daughters, one brother and ten grand children. Interment was held on Feb. 4, in Dallas-Fort Worth National Cemetery. The family requests donations be made to The Kidney Foundation in the name of Stacey McGregor Sisco.

MURPHY, Ray E. Graduated flight training with Flight Class 67-20. Flew in Vietnam with Div Arty, 25th Inf Div (1967-68), 54th AVN (1970) and 2/32 ARTY (1970-71) under the Blaster and Big Daddy callsigns.



Ray Eugene Murphy took the pilot's seat for his final solo flight in the morning of December 21, 2012. A man of action and few words, he is survived by his mother, two brothers, one son, one daughter, one granddaughter, one grandson, two great-great grandchildren and many dear friends. His wife of 46 years, Pamela preceded him in death.

A son of a military family, Ray was born in July of 1942 in Bellefontaine and travelled the world but settled in Hayward, California. He joined the US Army as a sharpshooter when he was 18. He volunteered for two tours in Vietnam. As a Lieutenant and company commander he was also a helicopter pilot. On one noted flight he landed, under heavy fire, on a hilltop to rescue fellow soldiers. He was awarded two Bronze Stars and a Purple Heart, among other commendations.

His love of flying led him to share that passion with students as he taught both fixed wing and rotor students from the late 1970s until this year. His teaching style was supportive but firm; always praising hard work and dedication and was well loved by his students. After retiring from Army a Major, he continued to serve his country and his passion in the Federal Aviation Administration at the Oakland FSDO and retired a Principal Operations Inspector.

No one who knew him was surprised when in last year's Reno Air Race tragedy, he piloted the Huey helicopter that ferried wounded to local hospitals and was subsequently awarded the prestigious 2012 Eurocopter Golden Hour award from the Helicopter Association International. His compassion and generosity were shared with all.

NIELSEN, Kenneth G.

L.T. COL. Kenneth G. Neilsen, US ARMY (RETIRED), 81, passed away Thursday, January 17, 2013.

He earned his pilot's license at age 16. The next year, the 17 year old "kid" joined the US Army. He served in post World War II Japan, was a tank commander in the Korean War, and a helicopter gunship commander in Vietnam. He attended the Command and General Staff College in Ft. Leav-

erworth KS. He earned many medals and awards in service to his country, including the Legion of Merit, the Distinguished Flying Cross, and The Bronze Star. He received his Bachelor of Science in Aeronautical Studies Degree from Embry-Riddle Aeronautical University, and his Master of Science degree from the University of Louisville where he also attended the Brandeis School of Law.

He is survived by his loving wife of 59 years, Betty "Joey" Smith Nielsen; two daughters, one son, two granddaughters and one sister. Expressions of sympathy may be made to Wounded Warriors.

OLESEN, Andrew H. Graduated flight training with Flight Class 71-20

Andrew H. 'Andy' Olesen, 65, of Rockford, Illinois, died Monday, Dec. 10, 2012, in a helicopter accident.

Born Feb. 23, 1947, Andy married Patricia Beck on Sept. 12, 1970, in Pierre, S.D. Andy served in the U.S. Army as a helicopter pilot. He was a Vietnam veteran.

He was a longtime member of Bethlehem Lutheran Church. He enjoyed playing golf, racquetball, and was an avid Green Bay Packer fan. Andy was a member of the "REACT" team for Rockford Memorial Hospital.

He is survived by his wife, Pat, one son, one daughter, three grandchildren, two sisters and numerous other nieces, nephews and friends. The family requests that contributions may be made in Andy's name to a memorial that will be established in Andy's name.

RILEY, Carl J., CW4. USA. Ret., Graduated flight training with Flight Class 55-Q

CW4 (Retired) Carl J. Riley, 86, died Wednesday, January 9, 2013 in a Lawton hospital. Mr. Riley was born May 21, 1926, grew up in East Concord and attended school there through high school. He was an athlete in high school where he played baseball, football and ran track and was named an all-state halfback in 1944. He also played semi-professional baseball. While in school he met Patricia Tippet and they married in 1947 and were married for 61 years.

Mr. Riley entered the U.S. Army and served for 31 years, retiring in 1975. While in the Army he became a helicopter pilot, flying Hueys, H-37, H-34 and Chinooks. He served in World War II, Korea and two tours in Vietnam. His awards include the Bronze Star, eight awards of the Air Medal and his Senior Aviator Badge. He and the family spent three years in Germany while serving with the army.

He was a member of St. Andrew's Episcopal Church, he had coached Little League baseball, served as a junior golf instructor and volunteered at Reynolds Army Community Hospital as a physical therapist aid. He had also served on the Board of Directors at Fort Sill Federal Credit Union for two years. During his life he was an avid reader, loved to play golf, bowl and garden. He loved his country and was proud to have served. He will be missed by his many friends and family who are proud to have known him.

He is survived by five children, 13 grandchildren and 16 great grandchildren.

SCHUSTER, Richard F. Graduated flight training with Flight Class 65-10, went on to fly in Vietnam with the 119th AHC (1965-66) and the 101 GAG, 101 ABN (1971-72).

Richard F. Schuster, 74, of Marco Island, Fla., died Monday, Nov. 19, 2012, in Naples Community Hospital after a brief illness. Born in NY, he attended schools in Red Bank and Pt. Pleasant Beach. He held BA and MA degrees in Business, was a career officer in the U.S. Army, attaining the rank of Major. He served two tours as a helicopter pilot in Vietnam. He will be remembered as a kind and caring person who touched the lives of many, and will be sadly missed.

He is survived by his loving wife, Maureen Fahey; children, Sharon and Richard Lee; grandchildren, Cassidy and Paul; a sister and many nieces and nephews.

SPURLOCK, William Winston. Flew in Vietnam with the 191st AHC (September 1967-Feb 1968), and also the 199th LIB Avn Section at Long Bihn under the Boomerang 6 callsign.

Lt. Col. (Retired) William Winston "Bill" Spurlock, passed away on December 29th 2012 at the age of 87.

LTC Spurlock was born on September 20, 1926 in Cheyenne Hills, Colorado; he has been a resident of Columbus since 1979. He retired from the U.S. Army on April 30, 1977 in Fort Ord, California, having served 27 years. He served in WWII, the Korean War and two tours of duty in Vietnam where he was in combat the entire time of service. He served as a helicopter pilot as well as a fixed winged aircraft pilot. He spent two years in the U.S. Marines prior to joining the U.S. Army. During his army career he was awarded many decorations, medals, badges, commendations and campaign ribbons and because of his love of flying, perhaps the Distinguished Flying Cross was his most cherished.

LTC Spurlock and his wife, Melba, traveled extensively to Europe, Spain, South Africa, China, and South East Asia. Their trip to Ho Chi Minh City in Viet Nam was quite different from the time LTC Spurlock spent there during the war. The return visit for him was a healing process from the mental agonies of war.

LTC Spurlock earned his BA and MA degrees from the University of Texas. He worked as a Real Estate agent with French & Whitten Realtors until he retired in 1987.

He is survived by his wife of 26 years and many other survivors. The family extends their thanks and appreciation to Columbus Hospice and to the Skilled Nursing Department of Spring Harbor for the loving, professional care they have provided during the latter years of his life and asks that memorials be made to Columbus Hospice.

TAPS

SMITH, Clarence William. Graduated flight training with Flight Class 69-03. Flew in Vietnam with the 48th AHC (1969-70) under the Blue Star 206 callsign and then with the 146 RR (1972-73) under the Vanguard 509 callsign.

Clarence William "Clancy" Smith, II, age 65, died Friday, January 18, 2013, at his residence.

Mr. Smith was born August 27, 1947 in Greenville, SC. He served his country as a member of the United States Army where he did four back-to-back tours in Vietnam; two of them as a helicopter pilot and two as a pilot with Air America.

He is survived by his wife and the love of his life, Patricia Bradley. He is also survived by one son, one brother, one sister, two aunts and one sister-in-law. Burial was held on January 25, 2013 in the Barrancas National Cemetery in Pensacola, Florida.

THOMASON, Jeffrey Hugh Graduated flight training with Flight Class 66-14. He flew in Vietnam with the 334th AWC (1966-67), the 118th AHC (1967), the 269th CAB (1969-70) and the 12th CAG (1970) under the Bandit 36 callsign.

LTC (Ret.) Jeffrey Hugh Thomason, 71, of Augusta, GA passed away on Saturday, November 24, 2012 as a result of complications related to PTSD and his 100 percent medical disabilities.

Born in Manhattan, NY he retired after 28 years of service as a Lieutenant Colonel in the Army. He served 2 tours in Vietnam, where he received the Distinguished Flying Cross, Bronze Star, Purple Heart, Meritorious Service Medal, Army Commendation Medal, Valorous Unit Award, Meritorious Unit Commendation, Good Conduct Medal, National Defense Service, Vietnam Service Medal, Army Service Ribbon, Overseas Ribbon, Vietnam Campaign Medal Armed Forces Honor Medal, Senior Army Aviator, Legion Merit, and Parachutist Badge.

Jeffrey was a member of the American Legion, Scottish Rites of the Valley of Columbia Orient of SC and the Vietnam Helicopter Pilots Association. Jeffrey graduated Magna Cum Laude from the University of Tampa in 1973 with a bachelor's degree in Political Science/Economics. He was in sales with ADT Security and Prudential Insurance following his military retirement. He was passionate about his patriotism, politics, and conservatism in general.

He is survived by his three sons, two daughters, one brother, one sister and one granddaughter. He will be buried at Arlington National Cemetery at a date and time to be announced.

YUHAS, Steven L. Graduated flight training with Flight Class 63-3W. He went on to fly with the 2nd Sig Grp (1965), the UTT (1965-66), the 197th AHC (1965-66) and the 235th AHC (1970-71) under the Raider 23 and Death Dealer 23 callsigns.

VHPA Member Gerald Meador sent us this message about his loss of Steve Yuhas.

I am saddened to report the passing of one of my flight school classmates, Steve Yuhas, who passed away on 17 January 2013 in Austin, Texas. He was buried in Fort Sam Houston National Cemetery.

Steve was the baby of our class fifty (50) years ago at age 21. After graduation, Steve was assigned to the 38th Missile Command in South Korea as Flight Detachment Commander. In 1965 - 66 Steve was in the UTT-197 Armed Helicopter Company, in 1970 - 71 Steve returned to RVN and CAN TO with the 235th AVN.

In retirement, Steve wrote and published a book on his 20 year military career titled; Charlie I'm Sorry I Missed You. The book is mentioned in the VHPA Aviator.

On 18 June 1963, twenty two (22) of us put our Silver Wings of Aviators on our chest. Now, there are only fourteen (14) of us still kicking.

MAY YOU REST IN PEACE, STEVE

WATSON, Eddie L. Graduated flight training with Flight Class 65-9W. Went on to fly in Vietnam with the 295th ASHC (1967-68), the 242nd ASHC (1968) and the 228th ASHB, 1st Cav (1970-71) under the Geronimo and Muleskinner callsigns.

The death of Ed (Eddie) Watson, which occurred on September 16, 2011, has just been reported to the VHPA.

Eddie entered the service at the age of 18 and proudly served his nation for over 21 years, serving in Korea, Vietnam, Dominican Republic, Germany as well as many bases stateside before finally retiring in Enterprise, Alabama. He received many medals and commendations during his service to include a Silver Star, Bronze star w/two oak leaf clusters, a Distinguished Flying Cross, a Meritorious Service Medal, 61 Air Medals and many, many more awards.

At the time he was survived by his wife Carol, one daughter, one son, a brother and numerous other family members, relatives and friends - he will be missed by all.

WILLCOX, William Auhur, Lt. Col USA, Ret.

Lt. Col. William Arthur Willcox, US Army (Ret), passed away on Tuesday, December 18, 2012 at the age of 83. For over 25 years, he proudly served his country in the US Army MSC as one of the first Helicopter Ambulance Pioneers, known as the Solopilot in Korea and then as one of the first Dustoff pilots in Vietnam.

He is preceded in death by his beloved wife, Marguerite A. Willcox and is survived by their four children, six grandchildren and two great-grandchildren. Bill's life made a lasting impact on his family and on the people who knew him. He will be remembered as an extremely intelligent, highly energetic individual and devoted to his family. He was an exceptional man who touched the lives of all who knew him.

WOOD, Robert Thomas Graduated flight training with Flight Class 65-5.

Robert "Bob" Thomas Wood, 78, a retired U.S. Army lieutenant colonel, passed away Friday, Dec. 21, 2012.

Bob Wood was married to his beloved wife, Frances, for more than 52 years. He graduated from Arlington State College and joined the Army where he remained for 36 years, first as a Med-Evac/Dustoff helicopter pilot, where he received numerous medals and commendations, including the Bronze Star, Purple Heart and Combat Medic badge while flying more than 5,000 wounded out of the jungles of Vietnam. Later in both his military and civilian careers, he was a hospital administrator, serving for three years at Frankfurt General Hospital in Frankfurt, Germany, and over 10 years as a night administrator at John Peter Smith County Hospital in Fort Worth.

Bob was an avid sportsman who enjoyed deer, quail and dove hunting, gardening, fishing, camping, cooking, traveling with his family, and playing with his grandchildren and many well-trained bird dogs and untrained cats. He is survived by his wife, Frances Roach Wood; his four children and their spouses, six grandchildren, one sister and numerous nieces and nephews.

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TAPS

The following 13 death notices were received by the VHPA during this period, but none of these men were ever members of the association. Their deaths were also not reported to the Association by a member of the man's family, or by a current member of the VHPA (they were obtained through an internet search engine). We have posted the TAPS information we received on these men on their individual listing at VHPA.org if you would like more information on them. If you are not able to retrieve the information on-line, call HQ for help (1-800-505-VHPA).

BEDARD, Dennis B, MAJ, USA, RET.

Graduated flight training with Flight Class 67-19. Flew in Vietnam with C Troop, 7/17th Cav (1971-72) under the Gambler 11 and White 6 callsigns.

DELAURENTI, Michael F.

Graduated flight training with Flight Class 66-7.

FREEMAN, Edward Young

Graduated flight training with Flight Class 70-14 & 70-16.

FOX, Thomas Rea.

Graduated flight training with Flight Class 66-21 and 66-23

FUCHS, Donald W.

Graduated flight training with Flight Class 70-09 & 70-13, flew in Vietnam with the 173rd ABN (1970-71) under the Inferno 3 callsign.

HAGEN, Duane Lumen

McCullen, Cecil Dewey

NEWHOUSE, Howard M. "Pete"

Graduated flight training with Flight Class 68-8 and 68-10
Served in B/7/17th Cav in 1968

OFFEREINS, Otto Elkins

Graduated flight training with Flight Class 68-503 and 68-1. Flew in Vietnam with C/158 AVN, 101 ABN in 1969-70 under yje Phoenix 48 callsign.

PRICE, Henry F.

PORCH, Stephen L., LCDR. USN. Ret.

RODRIGUES, Albert F. Col. USA., Ret.

WILLIAMS, Howard W.

Graduated flight training with Flight Class 68-29/68-517.
Flew in Vietnam with the 191st AHC (1968-69) under the Boomerang 8 callsign.

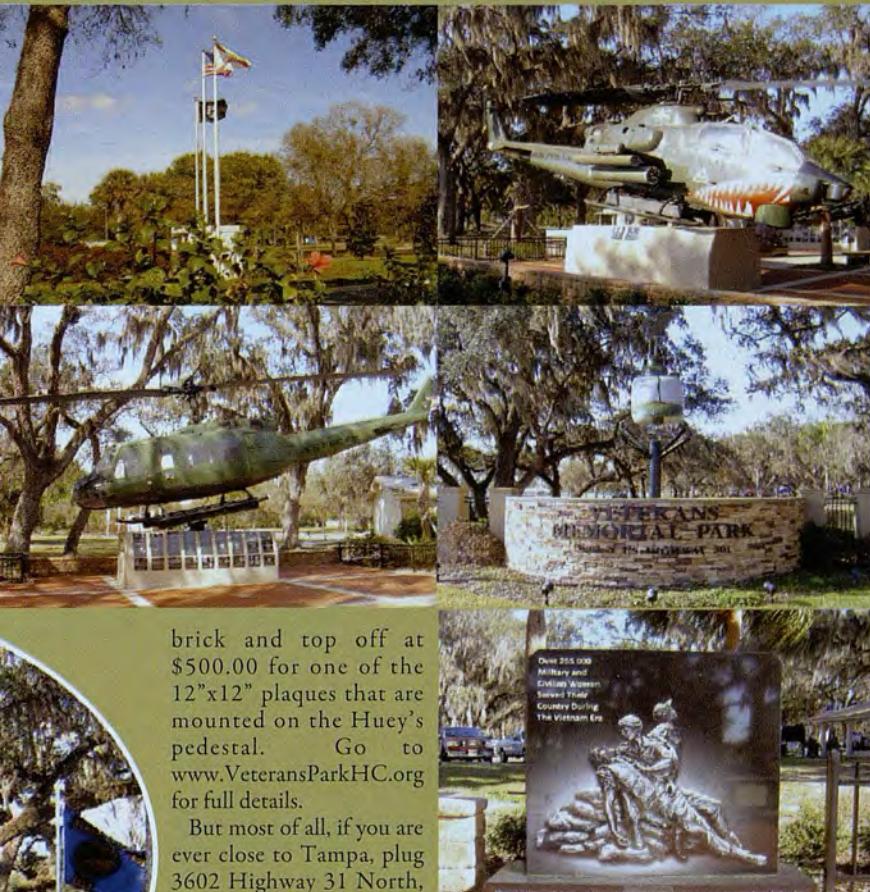
Hillsborough County Veteran's Memorial Park, Tampa, Florida

VHPA Member Harry Bryant sent us this group of photos he took at the Hillsborough County Veteran's Memorial Park located in Tampa, Florida. Harry was visiting his Memorial which had just been placed in the park and he thought all the Members of the VHPA would be interested in the park, and its mission.

Of course a large part of what one sees in the park, especially the section dedicated to Veterans of the Vietnam War, is the result of a lot of hard work done by the Members of the VHPA of Florida Chapter. In fact, the park itself was dedicated last July to the late LTC Jim Basta, one of the Chapter's founding members and the driving force behind this memorial being built.

Donations go a long way towards helping Hillsborough County maintain this place of quiet reflection, the centerpiece of the park itself is a Huey mounted on a stone pedestal where several black marble plaques have been placed in memory of individuals and/or units from all of America's Wars.

Enjoy the photos and if you're so inclined, you can help preserve a part of it for yourself, or your loved ones. Memorials start with a 4"x8" brick for \$50.00 rise to \$100.00 for an 8"x8"



brick and top off at \$500.00 for one of the 12"x12" plaques that are mounted on the Huey's pedestal. Go to www.VeteransParkHC.org for full details.

But most of all, if you are ever close to Tampa, plug 3602 Highway 31 North, Tampa FL, 33619 into your GPS and spend an hour or so in quiet reflection. And if you ever run into a member of the VHPA of Florida Chapter, be sure and thank them for everything they have done to make this Veterans Memorial Park into one of the finest in the country.

Story and photos courtesy of VHPA and Florida Chapter of the VHPA Member Harry Bryant



Looking For...anyone who knew Donald Higgins

I am service officer based in Benton county AR and I am trying to help the widow of a Donald Higgins who was a Part of the 38th ARS during a deployment to Thailand. I am now attempting to help his widow receive the benefits I am sure she is entitled to based upon her late husbands service.

We are trying to prove he was in Vietnam at least a few times during his deployment to Thailand so that we can satisfy the VA that Don's death was indeed service related. Don passed away after fighting lung cancer which is a "presumptive illness" once service in Vietnam has been conceded.

If the name strikes a bell, or if you have any evidence (flight manifests, log books, flight records etc.) that list him going to Vietnam to perform any types of mission, please contact me.

Stele James
Ph# 479-464-6123

E-Mail: [REDACTED]

Looking For...anyone who can help us find/acquire a surplus Huey

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

We have participated in two Veteran's Day celebrations in the Northeast in the last few weeks. Both were focused on the Vietnam Vet. The Traveling Wall was at the local VA hospital, and a local community discovered they have the oldest Vietnam War memorial in the nation. Both were perfect opportunities to allow the vets to reconnect to the aircraft that has so much meaning for all of us.

If anyone knows of an aircraft that might be available, please let us know. We can follow-up to determine whether or not the aircraft will fly again. Also, please consider becoming a member of our organization. As you know, these aircraft are expensive to operate. We're a 501 (c)(3) tax-exempt, non-profit. Visit our website (<http://libertywarbirds.com>) for more on our mission and our progress. *Thank you,*

Pete Bohn and Jim Haga

E-Mail: [REDACTED]

Looking For...members of a aircrew that was shot down 17 December 1966

I was flying gunner on a slick on December 17, 1966 when we were shot down. It was a photographic mission with two Army photographers photographing the coast (I presume for troop landings). We took off from Can Tho airfield in the Delta, flew down the Bassac river to the Sea and then turned north.

I'm confused about the order in which things happened next as we also might have been carrying two officers going on R&R or...we might have stopped in Saigon at the 8th aerial port and picked up two officers who were returning from their R&R. But either way, we were flying single ship, doors open and with unmounted guns when we took a number of rounds through the belly of the aircraft.

One round went through the hell hole, through the fuel bladder and through the wall just below the left rear seat - where I was sitting while wearing a Navy flak jacket. The round whacked me in the back but was probably going sideways at that point and nearly spent. I was not wounded, but bruised pretty bad plus I was soaked in JP4 from the leaking fuel cell. Behind me was a suit of clothes hanging in a plastic bag (belonging to one of the two officers referred to above) which is where we eventually found the expended round. We didn't return fire because of the large amount of fuel now spilled in the aircraft. We were pretty well shot up and the pilots managed to find a place to auto-rotate into. We set up perimeter and were rescued shortly.

One of the reasons that I am looking for information on this is because I have just recently discovered that we should have been awarded air medals for that incident, if not for the 30 or so missions I flew as gunner. Also, I'd like to find out what the other crew member's memories are of that day.

At the time I was assigned to the 13th Security Platoon, 13th (Delta) Combat Aviation Battalion in Can Tho. The shoot down happened in the Mekong Delta, I think we might have landed near a place called Go Cong. Although if it helps, I wrote Tra Vinh on the backs of the two photos I took that day. I would greatly appreciate any help or advice your members can give me in this matter.

Dennis Fisher

E-Mail: [REDACTED]

LOOKING FOR....Pilots/crewmembers who sprayed Agent Orange

We're looking for pilots and/or crewmembers who sprayed Agent Orange and other herbicides during the Vietnam war. I am looking for information regarding how the process of loading, unloading and cleaning the spraying apparatus worked and even more importantly, how cleaning up any of the spills in the helicopter was handled.

We are a group of civilian workers who repaired UH and various other helicopters during the Vietnam war at the Corpus Christi Army Depot. The information we are now receiving from DA is that only a very few (some say none) of the Army's Helicopters ever sprayed Agent Orange / herbicides - but I suspect that was just not true.

Any information you can provide is appreciated.

Steve Maher

Looking For... anyone can help me find a "Solo Hat"

I'm looking for a grey hat just like the ones we wore in flight school at Fort Wolters.

Thanks,

Les H. Combs

E-Mail: [REDACTED]

Looking For...members of an aircrew that extracted a SF team in December 66 or January 67

I'm looking for help contacting any aircrew member who remembers extracting a SF team from RT Hawaii in December of 1966 or January of 1967. The mission marked the first time we (FOB2) used McGuire Rigs to extract a team.

I would like to talk to a member of the Huey crew about (they might have been from the 155th) the mission. You might not remember but you pulled us through the trees, my back was screwed up when we hit the tree and has gotten steadily worse.

All is forgiven between us, but I would like you to be a witness for my VA claim.

Please feel free to contact me for full details.

Tom Livingston

E-Mail: [REDACTED]

Looking For...anyone who might have known Ed Schultz

I am Joan Schultz, Ed's widow. He died on May 15th, 1975 from renal carcinoma that had metastasized to his lungs prior to its discovery. We were living in Colorado Springs while stationed at Fort Carson when that happened, I know he flew with the 101st Airborne from January through December of Dec 1968 and although he returned to Vietnam in 1972, his second tour was spent mostly while serving as a Combat Engineer in Saigon.

If you know anything of Ed's Military history, could you please contact either myself [REDACTED] or our son, LTC Cory Schultz [REDACTED]

Thank you.

Joan L. Schulz

Looking For...anyone who can help me find a LTC White or a Col Joseph R. Franklin

I'm looking for anyone who can help find a LTC White who was serving during the period from 28 April to 15 May, 1971 as a U.S. Army Adviser to the 21st ARVN Division's 31st (or 33rd) Light Command Post (31st LCP). The LCP was located in the Central U Minh Forest region of the Southern Ca Mau Peninsula in the Delta as part of the 21st Divisions "U-Minh Campaign". Also looking for Col Joseph R. Franklin, Colonel, Infantry, Senior Adviser (MACDRAC-51-SA), 21st ARVN Division on 23 September 1971, or and other 21st Division advisers who may know the location of LTC White.

LTC White seemed to me to be a magnificent warrior adviser to the ARVN when they invaded the U Minh Forest with elements of the 21st ARVN Division, set up his Regimental Light Command Post there and dared the VC/NVA's 5 Battalions operating there to try to drive him out.

For many years the VC had had free reign along the U Minh coast by mixing their supply junks in with the fishing junks to transport supplies from the Cambodian coast to the coast of the U Minh Forest. At night they would slip their supply junks into the trees along the points where the U Minh creeks and rivers intersect the gulf of Thailand.

LTC White created a LCP that was complete with two small PSP helo pads, fuel bladders & hand pumps. That fuel availability, and his clearances, made it possible and practical for our Det. 3 Seawolf team to develop new tactical night interdiction tactics that we employed throughout the length of the U Minh coast. This operation was just UNBELIEVABLY successful. By first light after our first night of operations, flames could be seen burning along the entire coastline of the U Minh Forest.

I've wanted to thank LTC White for over 40 years and recognize his chutzpah and contribution to our success. Such efforts should not go unrecognized. I'll certainly appreciate any help or information that you can provide.

Don C. Thomson, LTC USA (Retired)
Navy HA(L)-3 Seawolf Detachment 3, Ca Mau, April/May, 1971
E-mail: [REDACTED]

Looking For....anyone who might have known my father Tarey Bessette Schell

My father, Tarey Bessette Schell, was the Operations Officer for the First Cavalry Division Artillery from July 1968 to July 1969. He passed away on September 7, 2011.

Before he died, he told me a story about his friend, as "escort" helicopter pilot being shot down and killed while out doing something for my father. He said that I am the only person he has ever told the story to and he cried when he related it to me.

I would like to find out just who the helicopter pilot was. All I know was what my Dad told me, that they were out in the countryside hauling "pigs and rice" and bringing them back to the base. The pilot, who always flew my dad, went back to get him whatever it was he needed and he never returned. My dad found out later that day that he had been shot down and killed.

I'm sorry I don't have any more details. Can you help me in my search?

It is a personal quest.

Sincerely,

Lauren Schell Bozone

E-mail: [REDACTED]

And last, it's been a great month for our "Looking For" queries

I want to say THANK YOU so much Mike Sheuerman. Within minutes of calling you, I was given the address and phone number of my "stick buddy" from Chinook transition as well as my roommate, LTC (R) Jack Campbell, from B/228th 1st Cav (AM). Jack and I had lost contact and had not talked since 1971. Well, yesterday, January 3, 2013, we reconnected.

Again, Thanks so much.
Marty Nelson (LTC RETIRED)

If you are Looking For....

Looking for an old stick buddy from Flight School, trying to locate a guy you flew with in Vietnam or maybe a pilot you served with after your tour in SE Asia or in the Reserves or National Guard? Let me help you find that guy.

For starters, go to the VHPA website, click on member services, click on online directory. If he's listed there, then try and contact him with the info listed. If the data is out of date contact me via email or phone call, and give me all you have on the guy and I'll do the rest. Hey, it's my job as MEMBERSHIP CHAIRMAN and I really like my job. Why will I do all this for you? Two things - 1) I get to help a fellow VHPA member and 2) I know YOU will help me recruit the guy to join VHPA, so we all three win.

Looking forward to helping you find your friend~

Mike Sheuerman, Membership Chairman

E-mail: [REDACTED]

5 Man Can Can Dance

In 1970, one of the officers' quarters in the 11th GS Co., 1st Cav Div, was labeled as "Ye Old Soldiers Home". For some reason that we cannot remember, in November of that year, five of us 'old guys', ranging in age from 24 to 32, posed in a line dance formation for a photo. Shown back then (from left to right) are Luther "Vandy" Vandegriff, Bob Taylor, Melvin Thomas, Bill Burton and Ralph McClurg



In 2006 the pose was re-enacted at the Army Aviation Museum. That Reunion was wonderful and we had a great time together visiting both the museum and our old stomping grounds.



We were able to get together again in October 2012 and again have the photo taken. And while not able to get our legs anywhere near as high as we could back in 1970, for a few hours we were able to feel like we did back in 1970.

Later that day we were honored to be joined for dinner by our old CO, Ken Bedsole, of course we did the honorable thing and let him pay for everything! We visited about occupations, family, what we did back then and how much fun we had doing it. Probably much of that was true. We also talked about those who did not come home alive.

Four of us continued in Army Aviation and have since retired from it. Four of us still have the same wives we had in 1970 but Bill lost his wife to cancer some years ago. A quick bit of arithmetic showed that the group had logged around 58,000 flight hours and had over 180 air medals.



This last photo was taken that evening. Front row: Melvin Thomas and Ralph McClurg. Standing: Luther "Vandy" Vandegriff, Bob Taylor, Bill Burton, Bob Cox, and Ken Bedsole.

WELCOME TO THE VHPA!

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

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

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

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

We also welcome these 74 new Members to our Association in this issue. All have joined the VHPA during the period from 06 December, 2012 through February 2013

First a bit of old business, the following Member ran in our last issue with several incorrect listings for his data, here is the corrected version:

Dassonville, Curtis R 'Curt' **
Gallatin Gateway, Montana, US Army
Flight Class(s): 63
VN Combat unit(s):
13th CAB at Can Tho, RVN in 1965

And now for our 74 other New Members!!

Allen, Buck T.
New London, Texas, US Army
Flight Class(s): 68-509 68-13
VN Combat unit information not provided

Bentley, Aubrey L. 'Ben' **
Gurley, Alabama, US Army
Flight Class(s): 68-8 68-10

Black, Richard H. 'Dick'
Ashburn, Virginia, US Marine Corps
Flight Class information not provided
VN Combat unit information not provided

Boynton Frank M. 'Pappy'
Homestead, Florida, US Army
Flight Class(s): 67-11
VN Combat unit(s): 1 AVN 1 INF in 67-68

Cannon, Frank R 'June'
Nicholasville, Kentucky, US Army
Flight Class(s): 66-9W 66-9
VN Combat unit(s):
116 AHC in 66; 120 AHC in 66-67

Cherf, Michael J. 'Mike'
Wausau, Wisconsin, US Army
Flight Class(s): 69-13
VN Combat unit(s):
B/158 AVN 101 ABN in 69-70;
163 AVN 101 ABN in 70

Cook, Lewis R. **
Belton, Texas, US Army
Flight Class(s): 68-23
VN Combat unit(s):
48 AHC in 69-70; 201 CAC in 72-73

Cooper, Richard S
Ormond Beach, Florida, US Army
Flight Class(s):
54-H VN Combat unit(s): 174 AHC in 66-67

Dever, Benny James
Hewitt, Texas, US Army
Flight Class(s): 68-22 68-34
VN Combat unit(s):
F/8 CAV in 69; 362 AVN DET in 71-72

Everson, Randolph L 'Randy' **
Harker Heights, Texas US Army
Flight Class(s): 67-20
VN Combat unit(s): 195 AHC in 68

Fauver, David Alan **
Benton City, Washington, US Navy
Flight Class information not provided
VN Combat unit(s): HA(L)-3 in 71-72

Fey, David W.
Newport Beach, California, US Air Force
Flight Class(s): 21 SOS 14 ACW in 70-72
VN Combat unit information not provided

Fish, Kenneth A. 'Ken'
Morehead City, North Carolina,
US Marine Corps
Flight Class(s): 69-8
VN Combat unit(s): HMH-463 in 69-70

Fletcher, William F 'Bill'
Melbourne, Florida, US Army
Flight Class(s): 63-4
VN Combat unit(s):
121 AHC in 63-64; 478 HHC in 68-69

Frost, Robert E. 'Frosty' **
O'Fallon, Illinois, US Air Force
Flight Class(s): 56-G
VN Combat unit(s): 33 ARRS DET in 72

Gaither, Gene A 'Gator'
Menifee, California, US Army
Flight Class(s): 67-13
VN Combat unit(s): 176 AHC in 67-68

Gelsomin, James V.
Palmetto Bay, Florida, US Army
Flight Class(s): 69-23
VN Combat unit(s): ACT/11 ACR in 69-70

Genser, John M.
Andover, Minnesota, US Army
Flight Class(s): 67-1 66-23
VN Combat unit(s):
HHC 4 INF DIV in 67;
A/4 AVN 4 INF in 67-68

Gilbert, Gene
San Diego, California, US Navy
Flight Class(s): USN 69
VN Combat unit(s): HC-7 in 69-72

Hart, James W **
Bridgeport, Texas, US Army
Flight Class(s): 67-5
VN Combat unit(s):
128 AHC in 67; 162 AHC in 68;
D/3/5 CAV in 71-72

Hebbron, Clyde L.
Shingle Springs, California, US Army
Flight Class(s): 70-35
VN Combat unit(s): 114 AHC in 70-71

Hollingsworth, Richard L.
Troutdale, Oregon, US Army
Flight Class(s): 66-19 66-17
VN Combat unit(s): 335 AHC in 67; IIFFV
ARTY in 67

Jackson, Joe L. **
Stockbridge, Georgia, US Army
Flight Class(s): 67-5
VN Combat unit(s): 195 AHC in 67; 240
AHC in 68; HHC 11 CAB in 70; HHC/12
CAG in 70

Jewell, Jack D.
Mission Viejo, California, US Marine Corps
Flight Class information not provided
VN Combat unit(s): HML-367 in 71

Johnson, James E 'Jim'
Tucson, Arizona, US Army
Flight Class(s): 70-50
VN Combat unit(s): A/3/17 CAV in 71-72

Koffler, Dennis J. 'Denny'
Hollywood, Florida, US Army
Flight Class(s): 70-14
VN Combat unit(s): A/4 AVN 4 INF in 70; 1
BDE 5 INF in 70-71

Koslow, John J. 'Jack'
Fort Worth, Texas, US Army
Flight Class(s): 66-14
VN Combat unit(s): 229 AHB 1 CAV in 67-
68

Kullgren, Thomas E. **
Midland, Michigan, US Air Force
Flight Class(s): 66
VN Combat unit(s): 38 ARRS in 67-68

Lamb, Gregory N **
Pryor, Oklahoma, US Army
Flight Class(s): 67-4
VN Combat unit(s): 498 MED CO in 67;
283 MED DET in 68

LeBlanc, Raoul J 'Pierre' **
Newport News, Virginia, US Army
Flight Class(s): 56-8
VN Combat unit(s): 58 TC BN in 65-66; 58
AVN DET in 68-69

Mansur, Paul D.
Hood River, Oregon, US Air Force
Flight Class(s): 67F
VN Combat unit(s): 350 SRS in 68-70

Marsh, Paul D.
Sheridan, Montana, US Marine Corps
Flight Class information not provided
VN Combat unit(s): HMM-164 in 73

Massey, Robert S. 'Skip'
Temecula, California, US Marine Corps
Flight Class(s): 68-24 68-42
VN Combat unit(s): HML-367 in 69-70

Mayer, Michael J. 'Mike'
Frankenmuth, Michigan, US Army
Flight Class(s): 70-3
VN Combat unit(s): D/3/4 CAV in 70-71

Mazurak, Peter A. 'Pete'
Hortonville, Wisconsin, US Marine Corps
Flight Class information not provided
VN Combat unit(s):
HMM-263 in 69-70; AIR AMERICA in 73

Mize, Grandville F. 'Sam' **
Muscle Shoals, Alabama, US Army
Flight Class(s): 66-7
VN Combat unit(s):
HHC 199 INF BDE in 66-67;
1 CAV DIV in 69-70

Morris, Joel L.
Camarillo, California, US Army
Flight Class(s): 69-47
VN Combat unit(s):
15 MED /1 CAB in 70-71

Morschauer, Michael C. 'Mike'
Plano, Texas, US Marine Corps
Flight Class information not provided
VN Combat unit(s): HML-167 in 70-71

Murray, Roger P.
Gulf Breeze, Florida, US Navy
Flight Class information not provided
VN Combat unit(s): HS-2 in 72-73

Navorska, Donald R. 'HPIC' **
Ashland, Ohio, US Marine Corps
Flight Class(s): 56 FW 68-7RW
VN Combat unit(s):
HMS/MAG 36 (FW) in 65-66;
HHS 1/MWHD 1 (RW) in 70

Niles, John W. **
Perry, Oklahoma, US Army
Flight Class(s): 69-50
VN Combat unit(s):
A/4 AVN 4 INF in 70; 101 ABN DIV in 71

Nishida, Dennis T. **
Rocky Mount, North Carolina, US Army
Flight Class(s): 71-44 71-42
VN Combat unit(s): F/1/9 CAV in 71-72

Osley, William J. 'Bill' **
Highland, Illinois, US Air Force
Flight Class (s):61-E
VN Combat unit(s): 37 ARRS in 70-71

Oslund, Paul D.
Montrose, Colorado, US Army
Flight Class(s): 71-12
VN Combat unit(s): 117 AHC in 71

Owens, Bidwell A. 'Bid' **
Terry, Mississippi, US Army
Flight Class(s): 56-1FW 63-QC
VN Combat unit(s): 1 CAV DIV in 65-66

Owens, James P.
Newcastle, Wyoming, US Army
Flight Class(s): 70-3
VN Combat unit(s): 11 ACR in 70-71

Paduano, Ralph J.
Olympia, Washington, US Army
Flight Class(s): 69-24
VN Combat unit (s): A/717 CAV in 69-70

Polsenski, Martin Joseph **
Jacksonville, Florida, US Navy
Flight Class information not provided
VN Combat unit(s):
HA(L)-3 in 66; USS AMERICA in 66

Principio, Marco A. **
Southern Pines, North Carolina, US Army
Flight Class(s): 65-18
VN Combat unit(s):
161 AHC in 66-67; 10 PSYOPS in 71-72

Rebholz, Edward S. 'Ted' **
Portage, Wisconsin, US Army
Flight Class(s): 63-4TQ
VN Combat unit(s):
161 AHC in 66-67; 394 TC DET in 67;
79 TC CO in 70; 14 TC BN in 70-71

Reedy, Charles J. 'Bud'
Oklahoma City, Oklahoma, US Army
Flight Class(s): 69-42
VN Combat unit(s): 2 BDE 25 INF in 70-71

Reeves, Charles E. 'Chuck' **
Vista, California, US Army
Flight Class(s): 69-16
VN Combat unit(s): HMM-164 in 70-71

Richey, James M.
Madison, Alabama, US Army
Flight Class(s): 71-24
VN Combat unit(s):
3/17 CAV in 71; 187 AHC in 71-72

Robinson, Edward C. 'Ed' **
Alexandria, Virginia, US Army
Flight Class information not provided
VN Combat unit(s):
B/228 ASHB 1 CAV in 65-66;
128 AHC in 68

Rodenmayer, John P. **
Reynoldsburg, Ohio, US Army
Flight Class information not provided
VN Combat unit(s):
A/228 ASHB 1 CAV in 67-68

Rovetto, John Larry **
Belton, Texas, US Army
Flight Class(s): 62-1W
VN Combat unit(s): UTT in 62-63

Schwent, William J. 'Bill' **
Santa Fe, New Mexico, US Army
Flight Class(s): 67-20
VN Combat unit(s): ACT/11 ACR in 68

Shields, John Michael 'Mike' **
Paicines, California, US Marine Corps
Flight Class(s): Mar 59
VN Combat unit(s):
HMM-362 in 61-62; VMO-6 in 65-66

Simcoe, Darwin D. 'Butch' **
Clermont, Florida, US Army
Flight Class(s): 69-24
VN Combat unit(s): 175 AHC in 70-71

Smith, Randall P. **
Point Comfort, Texas, US Army
Flight Class(s): 68-510 68-16
VN Combat unit(s): 175 AHC in 69

Spence, Thomas H. **
Midlothian, Virginia, US Army
Flight Class information not provided
VN Combat unit(s):
HHC 1 BDE 1 CAV in 65-66;
101 ABN DIV in 69-70

Stinnett, Robert L. 'Bob'
Lawton, Oklahoma, US Army
Flight Class(s): 55-L
B/229 AHB 1 CAV in 65-66;
273 AVN in 67-68

Stone, James E. 'Jim' **
Woodbury, Tennessee, US Army
Flight Class(s): 60-1
VN Combat unit(s):
UTT in 62-63; XXIV CORPS in 69-70

Stufflebean, Robert G.
Houston, Texas, US Army
Flight Class(s): 67-13
VN Combat unit(s): 189 AHC in 67-69

Sturgis, Howard
Waycross, Georgia, US Army
Flight Class information not provided
VN Combat unit(s): 116 AHC in 66-67

Tarnosky, John A.
Parker, Colorado, US Army
Flight Class(s): 67-19
VN Combat unit(s):
C/3/17 CAV in 68;
C/2/17 CAV 101 ABN in 71-72

Tennant, Charles A. 'Chad'
Melbourne Beach, Florida, US Army
Flight Class(s): 70-28
VN Combat unit(s):
B/101 AVN 101 ABN in 71-72

Thompson, Roy L.
Simi Valley, California, US Army
Flight Class(s): 67-24
VN Combat unit(s):
HHC 15 MED 1 CAV in 68;
HHC 229 AHB 1 CAV in 69

Tivnan, John M. 'Mike'
Woodbridge, Virginia, US Marine Corps
Flight Class(s): 58-10
VN Combat unit(s): HMM-265 in 67-68

Visser, John
Houston, Texas, US Army
Flight Class(s): 70-37
VN Combat unit(s): B/3/17 CAV in 71

Whitney, David L. 'Dave'
San Antonio, Texas, US Army
Flight Class(s): 64-3FW
A/1 AVN 1 INF in 66-67;
144 RR in 69-70; 156 AVN in 69-70

Wiegand, Robert W.
Henderson, Nevada, US Marine Corps
Flight Class information not provided
VN Combat unit information not provided

Wilks, Clarence D. **
Brandon, Florida, US Army
Flight Class(s): 56-14
VN Combat unit(s):
128 AHC in 67-68; 11 ACR in 68-69

Young, Robert W. 'Bob'
Crookston, Minnesota, US Army
Flight Class(s): 68-21
VN Combat unit(s): 195 AHC in 68-69



HQ NEEDS YOUR HELP!

We are diligently trying to get our Membership database information as current as possible. We know that many of our members are retired and go south in the winter to avoid the cold, ice & snow and others head north in the summer to avoid the stifling heat. The problem is that we are spending a lot of additional money for postage and envelopes to resend items (mostly the Aviator) to our dues current members when we really don't have to; money that is needed to seek out new members and grow the Association.

PLEASE help us out. If you are going to be away from your published address, call HQ at 800-505-8472 or send an email to hq@vhpa.org with your temporary address and the dates you will be away from home. That way we can just pay for mailing your items just one time - to your temporary address during the time you are there and your permanent address when you return home. Of course if you are moving permanently, we need that revised address information as soon as possible.

Life Members do not receive annual invoices for membership dues, so they don't always remember to notify HQ of any changes in address or changes in their phone numbers, but we need that info as well. Please understand, the USPS really hasn't been "working friendly" (an old Fort Hood expression from the 70's) lately on forwarding anyone's mail. So please keep us stay up to date on your mailing address and/or your phone number.

We would love to update the database with current email addresses for everyone as well. There are updates that are sent out to everyone via email, plus it's great for making contact with some of your old friends.

Last - if HQ can do anything to make VHPA a better value for you, PLEASE LET US KNOW.

See you in San Francisco!

Sherry Rodgers
VHPA Office Manager

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Note to the Membership -

The VA Revises Its Guidelines on Exposure to Agent Orange

Editor's Note - the following was submitted to us by Member Tony Humphreys. It is his story in his own words and in it he recounts his almost 3-year fight to get his Agent Orange claim through the VA System. It is not published as a statement of "official VA Policy" at this time. It is offered as unofficial information from one Veteran to another, which may be of assistance in the filing of a claim or an appeal with the VA.

The VA has revised its position with regard to individual exposure to Agent Orange (AO)

Have you heard the story about the Veterans Administration's (VA's) revising its position with regard to individual exposure to Agent Orange (AO) and the possible award of disability compensation and benefits to deserving veterans based on that exposure? It's a good story and potentially very important to us "old" aviators who were exposed to Agent Orange while in Vietnam. Here's how it goes.

Once upon a time in a courtroom far, far away, a Federal District Court Judge made a ruling in a class action lawsuit now referred to as the "Nehmer Decision". In a nutshell, the Judge said that most service members that had "boots on the ground" in RVN during the Viet Nam Conflict between January 9, 1962 and May 7, 1975 are presumed to have been exposed to AO and may be entitled to compensation and benefits.

Over the years since the end of the Vietnam Conflict, the VA compiled a long list of medical conditions and diagnosis which have been proven to be related to or caused by AO exposure. Over the same years, thousands of Veterans have filed claims for VA compensation and benefits based on some disabling medical condition only to have those claims denied on the basis of no definable service connection between their specific condition and AO exposure. As a result of the Nehmer Decision, it now appears that many of those denied claims will need to be reevaluated and possibly approved. It is, however, left up to the Veteran himself to contact their local VA office to get the ball rolling on the reevaluation of a denied claim.

Additionally, and as a separate effort not directly related to the "Nehmer Decision", each VA Medical Center (VAMC) is participating in a national program called the "Viet Nam Agent Orange Registry". Any veteran of RVN service that believes he or she may have been exposed to AO should contact the nearest VAMC and speak with the AO Registry Coordinator. The AO Registry Coordinator will provide a short survey/questionnaire to complete regarding the veteran's RVN service and medical condition(s). Based on responses to the questions on that survey/questionnaire, an appointment may be set with an Occupational Medicine Specialist to evaluate the service member's current medical condition in light of your AO exposure. Again, please understand that the AO Registry, although administered by the VA, is not directly connected with the processing of a claim for compensation and benefits.

AO usage in RVN was pervasive and has in some way impacted virtually every veteran of service in that Country. The VA is currently involved in reviewing thousands of denied and unresolved claims for compensation and benefit based on afflictions not previously attributed to AO exposure. Congress has already appropriated several bil-



lions of dollars to pay these previously denied claims. Remember, it is up to the Veteran to contact the VA regarding the review and reevaluation of a denied claim.

For Veterans that may have not previously filed an AO based claim for compensation and benefits, it may not be too late to investigate eligibility. The only sure way to determine eligibility for AO compensation and benefits is to contact the VA and file a claim.

Service members currently receiving military retired pay that is being offset to some degree due to receipt of VA disability compensation may be eligible for restoration of some or all of the offset amount under the Concurrent Receipt of Retired Pay (CRDP) or Combat Related Special Compensation (CRSC) programs. Eligibility for and payment of CRDP or CRSC to Army Veterans is determined by DFAS. Questions concerning eligibility for these programs should be directed to DFAS. Veterans of service in other branches of the military should address their questions to their respective payroll processing centers.

Retroactive payment of VA compensation and benefits may also be available to a Veterans spouse, former spouse or the survivor of a deceased Veteran in light of the Federal Court's AO decision. Again, the only way to know for sure is to contact the VA and file a claim.

Assistance in filing your initial claim is readily available at your local VA Service Center. Should you find that you need additional assistance you may contact your home State's Department of Veterans Affairs Office or Veterans Service Organizations such as the VFW or DAV. These organizations can usually provide excellent advice and assistance in resolving problems. These services are available at no cost to the Veteran. Additionally, they may, under a limited power of attorney agreement, represent your interests with the VA during a claims appeal process.

There is a wealth of information available on the subject of AO exposure, eligibility for VA compensation and benefits and CRDP/CRSC payments on the Internet. Not all veterans of RVN service will be eligible for compensation and benefits, but you will never know if you never ask. If you think you may be eligible, get on the Internet and do a little research. If, after your research, you believe you may qualify, contact the VA and file a claim. The VA's claims process is slow, but every claim is addressed. If you believe you may be eligible to receive AO related compensation and benefits, file a claim. Do not wait.

Thanks for your service and welcome home.

Tony Humphreys

BOOK REVIEWS

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



Bear Cat by VHPA Member Raland Patterson, a graduate of class 68-30, is a unique fictional account of his tour of duty full of challenges and losses with B/229 AHB, 1CAV in 70-71. Patterson readily acknowledges his main character, Captain Johnny McKay, a newly minted AMOC graduate, is drawn from his personal experiences as a maintenance officer with the "Killer Spades."

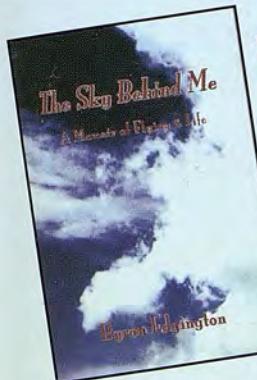
Johnny McKay's arrival in Vietnam quickly finds him dropped into a "hard luck" outfit that struggles to maintain its mission readiness for the demands of ongoing combat operations. The morale of the maintenance personnel is in the crapper and the "higher ups" all the way up to division headquarters are watching McKay and his new unit very closely. He needs to bring order out of chaos, motivate dispirited personnel, clean out dead wood, and navigate the official and not so official supply system to keep the unit from being

disbanded – a real career ending situation.

There has not been much written about the service and sacrifice of the aviation maintenance personnel who made the "Helicopter War" possible; often under seemingly impossible conditions. Patterson has written an engaging and cogent narrative of the daily challenges faced by these unheralded men. Fiction is about the characters and Patterson's "Johnny McKay" is a wonderful vehicle for telling their story – we will all recognize them no matter what unit we served with.

Patterson has also written "Sugar Creek," a story of family, honor, faith, and roots set near his hometown in northern Georgia.

Bear Cat (\$15.00, 240 pages, \$12.99 - Kindle)
by Raland J. Patterson, ISBN: 978-1475153972
is available from your local book store,
Amazon, or other book suppliers.



The Sky Behind Me by VHPA Member Byron Edgington, who served with A/101 AVN in 70-71, call sign Comanchero 23, is a reflective and philosophical memoir of his service in Vietnam and his civilian helicopter pilot career. It is an engaging story of losing one dream and finding another in the cockpit of a helicopter, courtesy of his Ohio Draft Board, encompassing 40 years and 12,500 flight hours in the skies of Vietnam to the paradise of Kauai.

His first flying challenge was surviving his basic flight instructor "Wayne" and the mysteries of the TH-55 - aka "Mattel Messerschmitt." Wayne liked to say "Flyin' ain't dangerous; crashing is" and was quick to point out the imminent death that would occur should one mismanage their airspeed, RPM, or altitude. He was firm, fair, and vociferously profane, but the lessons passed on to budding Army aviators like Edgington would help keep them alive in Vietnam.

Edgington's first combat assault mission was supposed to be into a "cold LZ" – it wasn't! The lesson from his AC: "never underestimate the North Vietnamese." Other lessons involve the dynamics of young men in combat, finding one's place among them, living with daily risk, random losses and the inevitable question: "why them and not me?"

After Vietnam, Edgington joined the National Guard to build flying time and accumulated 31 years of active/guard duty. His first flying job spotting tuna off of Panama was not his "cup of tea." He went on to chasing off aggressive bears in Alaska, charter and coal mining operations, a job flying a news and traffic helicopter, 20 years with a hospital Air Medical Program and finally, his dream job flying tours in Kauai. One day, in 2005, experiencing dizziness during a flight, he successfully landed his aircraft and walked away, understanding it was his last flight - his 40 year flying career was over.

Since hanging up his wings, he attended Ohio State University, earning his BA in English. He has learned well and has a particular skill at bringing the reader into the moment of his narrative that makes *The Sky Behind Me* an excellent reading experience. Edgington has a novel in progress: *Waiting for Willie Pete: A Helicopter Novel of Vietnam*. For a preview and a look at some of his other writings go to: www.byronedgington.com

The Sky Behind Me: A Memoir of Flying & Life (\$17.95, 301 pages) by Byron Edgington, ISBN: 978-1622490370 is available at your local book store, Amazon, or other book suppliers.

CORRECTION:

Michael Lazares, author of *Goodbye, My Darling; Hello, Vietnam* is looking for first hand stories for a book about Army Aviation in Vietnam that he is putting together. You can contact him at [REDACTED]

VIETNAM HELICOPTER PILOTS ASSOCIATION

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