



**Ken Gehler, MBA, LUTCF**  
Senior Account Executive

Registered Representative  
13 Years of Service  
Leaders Conference  
4 Times Qualified  
National Sales Achievement Award  
4 Times Qualified



27 OCT 1994

Mike

I went home at noon and found  
the article which will help a little  
except unfortunately I cut out article  
and it didn't have a date on it. I will  
look again to see if I can come up  
with a date.

Sincerely

Glen

17. STATUS SYMBOL	18. FAULTS AND/OR REMARKS	19. ACTION TAKEN	20. SIGNATURE
/	(12 Jun 64) Oil line leading from AFT trans. to oil cooler leaks		
/	(26 Jun 64) Search light control will not go to the right		
—	Intermediate due		
	Last flight in Vietnam	Flt #1 O.K.	Robert J. Dillards
	Official closing of the log by Commanding General, US Army Support Command, Vietnam	<i>Delk M. Oden</i> DELK M. ODEN Brigadier General, US Army Acting Commander	
		<i>John C. Hughes</i> JOHN C. HUGHES Lt Colonel, Inf Commanding Officer, 145th Avn Bn	
		<i>Earl O. McConaha</i> EARL O. McCONAHA Major, Artillery Commanding Officer, 120th Avn Co.	



MR. EARL O. McCONAHA  
484 WINES WAY  
STEVENSVILLE, MT 59870

1. DATE <b>27 JUN 64</b>		2. TYPE MODEL SERIES <b>CH - 21 - C</b>		3. SERIAL NO. <b>56 - 2049</b>		4. NAME OF CREW CHIEF OR MECHANIC				5. STATION <b>AP0 - 143</b>		6a. PAGE NO. <b>1</b>	6b. NO. OF PAGES <b>1</b>	
7. STATUS TODAY					8. AIRCRAFT TIME		9. NEXT INSPECTION DUE		10. OTHER					
AIRCRAFT		ELEC-TRONIC	ARMA-MENT	OTHER	TOTAL HOURS TO DATE	2033:10		INTERMEDIATE NO. <b>2</b>	2030:50		Eng.	Last Run up		
1	4				HOURS TODAY	:		PERIODIC NO. <b>22</b>	2087:50		160:30	27 Jun 64		
2	5				TOTAL HOURS	:		OTHER	:					
3	6													
11. FUEL (Gallons or Lbs)				12. OIL (Quarts)						13. OXYGEN (PSI)	14. ANTI-ICING FLUID (Gal)	15. OTHER	16. SERVICED	
SERV-ICE NO.	GRADE	ADDED	TOTAL IN TANKS	GRADE	ADDED NO. 1 ENG	TOTAL IN TANKS	ADDED NO. 2 ENG	TOTAL IN TANKS	APU				BY	STATION
1	115/145	0	60	1100	0	86							RMc Laughen	AP0 143
2														
3														
4														
5														
6														
7														
TOTAL														
17. STATUS SYMBOL		18. FAULTS AND/OR REMARKS								19. ACTION TAKEN		20. SIGNATURE		
—		DI Due												
/		(18 May 64) Slight 1 to 1 vertical												
/		(28 May 64) Ski crack on top of fuselage L/H side sta. # 239												
/		(4 Jun 64) Artificial horiz. inop.												
/		(11 Jun 64) Excessive tension in throttle												



# Simple Ceremony Marks CH-21 Retirement

Tan Son Nhut, (IO) — The only fanfare to mark the retirement of the banana-shaped CH-21 helicopters from the skies of Viet Nam was a quiet ceremony held at the airfield here. There was no band playing martial music nor flags fluttering in the wind, just a small formation of Army aviators who paid their last respects with a hand-salute.

A final token flight was made by "049," the first CH-21 to land in Viet Nam three and a half years ago. At the controls was a familiar hand, that of Lt. Col. Robert Dillard, who flew the same ship off the aircraft carrier in 1961 to mark the beginning of the long, helicopter war.

As he made his last landing in "049," he carried the log book and reported to Brig. Gen. Delk M. Oden, Commanding General of the U.S. Army Support Command, Viet Nam. Then he made the last entry in the plane's log, signifying the end of two and a half years of heliborne assaults, evacuations of wounded and refugees and deliveries of pigs and rice.

In a last tribute, 19 sister ships, the newer UH-1Bs, roared in formation overhead.



**FINAL TRIBUTE TO OLD WARRIOR** — A flight of 19 newer UH-1B Hueys pay last tribute to final CH-21, "049" (bottom right) in retirement ceremony. Inset: Brig. Gen. Delk M. Oden, CG, USASCV and Lt. Col. John Hughes, commander of the 145th Aviation Bn. watch Lt. Col. Robert Dillard make final flight log entry for "049," the first and last CH-21 to fly in Viet Nam.

## Last of the H-21s To Leave Vietnam

SAIGON (AP) — The Army's Vertol H-21, battle scarred workhorse of the Republic of Vietnam's guerrilla war, will be phased completely out of combat within the next few months, informed sources say.

Only two companies, with about 40 of the obsolete machines, remain in Vietnam. All other Army helicopter units here now use the newer and faster Bell UH-1A and UH-1B turbine-powered helicopters,

some of which are armed with rockets and power-operated machine gun pods.

The H-21s here will go to National Guard units back in America, one source said. Their crews already are undergoing training to take over UH-1Bs.

The two-rotor H-21, sometimes called the "flying banana" because of its ungainly shape, made aviation history after arriving here in December, 1961. H-21s, loaded with up to 12 Vietnamese troops each, began carrying the war into the heart of communist controlled areas. They gave the relatively slow moving Vietnamese Army a new dimension in mobility, which for the first time permitted surprise attacks in strength in the enemy's rear areas.

But tropical flying conditions and a crushing load of missions began to tell on the H-21s. Despite replacement of frayed control lines and worn out engines, and repeated patching up of bullet holes, too many of the H-21s were just worn out. Dozens were shot down by increasingly accurate enemy ground fire, and others crashed because of mechanical failure.



