



The VHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association ~ Issue 29-03 ~ May/June 2011



Where did all this sand come from? I thought we were supposed to be fighting in the jungle?

Relax - it's just good prep for when we get together in Orlando 44 years from now!



VHPA member Pete Baxter sent us this photo, it shows his fellow members of C. Company, 227th Assault Helicopter Battalion, 1st Cavalry Division on a mission brief somewhere on the coastal plains of the Bong Son region of II Corps, Vietnam. Pete went on to share with the membership that "we often landed on sand dunes near the ocean or the rivers for three reasons. First, all the good land was under cultivation, second, the bad guys had mined and booby trapped most of the decent helicopter landing zones (and) third, the sand dunes were "safer" because the VC or NVA didn't use them and mother nature "moved them around" so often bad guys couldn't booby trap them."

Information on our 28th Annual Reunion in Orlando available on pages 15 through 21

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NEWS FROM VHPA HEADQUARTERS

Greetings everyone! Spring has sprung and I hope everyone made it out of that challenging winter season in good shape. Our annual reunion is right around the corner, so if you haven't made your hotel reservations in exciting Orlando, do it NOW!

I was just in Orlando and can tell you that the hotel is magnificent! First class accommodations, a great restaurant and sports lounge, and an amazing "water park" pool area that includes a big lazy river and other fun stuff. If there was ever a reunion to bring your whole family along, this is the one. There are so many exciting things to do in Orlando, too many to list here. Our Kennedy Space Center and Daytona Speedway tours are something special – catch them if you can. There are also many exciting events for you at the hotel including four excellent HPF events this year. This is also a great hotel to hold a mini-reunion for your unit. We have lots of private rooms on hold so feel free to call Rebecca Bittle at [REDACTED] for more info on mini-reunions. There are a limited number of rooms available at the hotel - don't delay, book today. (888-488-3509)

MONTH	JAN	FEB	MAR
Current Member Renewals	599	221	189
3 Year Member Renewals	51	61	62
Brand New Members	12	10	27
Brand New Life Members	2	3	4
Coversions from Member to Lifer	6	3	2
Invoices Sent	1078	1480	1795

As always, if you have any questions, concerns or comments you may email me directly:



raycasey@MilitaryReunionPlanners.com
or call [REDACTED]

See you in Orlando!

INTERESTING LINKS FLOATING AROUND THE INTERNET:

One of the most unusual documentaries ever posted on the internet is a video that Win Perkins, a real estate appraiser, created of Charles Lindbergh's famous and risky take off from Long Island in the Spirit of St. Louis. The takeoff video is just one of five stories on the website, all feature different aspects (cockpit layout etc.) of the "Lonesome Eagle's" mission.

www.airportappraisals.com/

Well worth your time – photo array of the last days and history of Boeing's Plant II, the birthplace of many Military Aircraft

www.rbogash.com/Plant%202/2Plant2.html

Current weather info for anywhere in the country! Roll your mouse over any airport or city for the current conditions, click on the spot and get even more info:

www.wrh.noaa.gov/zoa/mwmap3.php?map=usa

A very well done U-Tube story dedicated to Bob Hope may be found at:

www.youtube.com/watch?v=L-HeETwJSUc&feature=player_embedded

Here's a link to a U-Tube Video entitled "Man in the Doorway". It's a tribute to Helicopter Door Gunners in the Vietnam War. At the end of the video there's links to several more similar video's i.e. Vietnam War Huey's, a Rattler Tribute, etc.

www.youtube.com/embed/qH2vbYs6ebc

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

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Official Web Site of the VHPA
www.VHPA.org

From Woody McFarlin, President of the VHPA



As many prior presidents have stated, it hardly seems possible that a year has passed and this is my final column. It has truly been an honor and a privilege to have served you on the Executive Council and this year as your president.

On a personal basis, this has been a tough year. For the VHPA it has been a challenging year as a new contractor, MRP, took over operation of our headquarters. Our physical headquarters office relocat-

ed half way across the country, and many of the internal procedures and computer programs we relied upon have been or are in the process of being revised. This flight has not all been smooth. As of this writing, we are still testing some software that when fully operational should be much easier to live with and provide HQ staff and the EC with more complete, useful, and quicker information to manage your organization than what was previously available. The individual members of the EC and particularly Gary Roush, Mike Law, Tom Payne and Wally Magathan have spent many hours finding solutions to many of the challenges presented. They deserve your thanks. Along with them, the Florida Chapter members should also receive your thanks for their contributions to the Orlando reunion.

This marks Gary Roush's final year on the Executive Council. On the EC among a extensive list of other duties, Gary drew up bid specifications, advertised bid request, reviewed all bids received, provided assistance to other EC members in their review of bids received and their final selection of a contractor. If you have never participated in this type process, it is a very demanding and in many cases a thankless task, yet a vital part of any organizations operation. Thank you again Gary. Don't expect Gary to just disappear, he will continue his record/data base work and don't be surprised to see him working in other areas.

We have welcomed our new HQ staff from MRP and their leader Ray Casey. October will mark completion of the first year of their contract for HQ administration. In addition, to lessen financial risk to the VHPA, MRP now has primary responsibility for offsite tours/venues during our reunions. As in the past, you pick the tours/venues of your interest, purchase a ticket, and show up at the starting point on time. All coordination is taken care of so you may simply relax and enjoy the tour/venue with your fellow VHPA members.

Over the past couple of months, I have read two VHPA Member authored books, have started a third and have two more in my waiting stack. I don't know if our group is getting wiser, selected better editors or what but our guys are putting out some good reads. In addition to making donations to the scholarship fund, donations to The Vietnam Center/Archives at Texas Tech, donations to The National Museum of the Vietnam War, authoring a book of your memories/experiences, are all great ways to record your name in our history. If you are struggling with a book effort, call on one of the guys who has been published and ask for assistance. Contact HQ if you have a book you would like our in-house reviewer to review and comment.

Lastly, let me encourage you to get involved inside our organization. At our annual meeting, we elect a Junior Member-At-Large and Vice President, occasionally others, to serve on the EC. We now have 24 affiliated chapters. If you are not interested in an EC office, each of these chapters has offices to fill. If you do nothing else, be a good active member.

*Hope to see you in Orlando
and Thanks for a Great Year as your President!*

UH-1H Flyaway Ceremony at Yakima Training Center Yakima, Washington

By John Penny

You don't get many opportunities to see a UH-1 flying around these days so when I learned the United States Army Air Ambulance Detachment, at the Yakima Training Center was having a retirement ceremony January 26, 2011 for its last Huey, I jumped at the opportunity. Although billed as a "Flyaway Ceremony", a thick blanket of fog kept things to only a hover up and down the parade field. It was still nice to hear its signature start-up, see the old Huey hovering around, and feel its rotor wash again. It was also nice to see Bruce Crandall get a little stick time.

Attendance was surprisingly good despite the fog and clammy weather. The ceremony was hosted by Maj. George Johnson, CO of the Air Ambulance Detachment, Yakima. Special guests included: Col. (Ret) Bruce Crandall, MOH, Col. (Ret) Philip Courts, CO of the 48th AHC (Blue Stars) in 1970 and later CO of the 9th Aviation Battalion at Ft. Lewis in 74-76, CW4 Joseph Long and LTC Jay Klaus, CO 4-6th Cav., the detachment's parent unit. Introductions were by Capt. Robert C. Thornton and he also provided a brief history of the 229th Medical Detachment and the Huey.

The introduction of Col. Crandall, honorary "peter" pilot for the flight, was particularly well received and he was the focus of much well

deserved attention by the audience and the press. Col. Courts discussed the reasons the Huey was such a successful helicopter and his own history of flying earlier models, beginning 50 years ago in Korea. He also shared a funny story about taking his unit from Fort Lewis to the Yakima Range on the "low road" around the Cascade Mountains via the Colombia River Gorge. With the weather changing against them, he contacted Troutdale Airport for a special VFR clearance, which was granted. After landing, he received a stinging rebuke from the tower for failing to make mention of the other 34 helicopters coming in behind him....

VHPA member CW4 Joseph Long was "AC" of the retirement flight for UH-1 72-21570. This was a particularly fitting honor, as Long was recalled in 2002 to help with the shortage of pilots with UH-1 experience and is one of a very few Army Aviators still on duty, who served in RVN. Also on board, and now with bragging rights, that they "flew" with Col. Crandall, were Col. Philip Courts, Flight Medic Sergeant First Class Michael Schantz and Crew Chief Specialist Micheal Hofhenke.

Retirement ceremonies are about saying farewell as well as welcoming in the new "guy." In this case, the UH-1 will be replaced by the UH-72 Lakota, an Army version of the Eurocopter EC 145. A Lakota was available for inspection after the ceremony. The aircraft type is designated for non-combat duty only. They are impressive with state of the art glass cockpits and hands-off IFR capability. But still, the pilots and crew have tremendous respect for our old bird and say they will miss the powerful, tough old Huey. Sadly, 72-21570, is being dismantled and sent to the Air Force for parts to maintain their small fleet of UH-1N twin Hueys.

Overall, the whole occasion was a sentimental journey of sorts for me. I got to see an aircraft I remember well and speak with others who shared my experiences of those times long ago. I also visited with some of the newest generation of Army Aviators. They are an impressive group and many are combat veterans. They are a lot like we were and take great pride in their skills and

service to our nation. Army Aviation is in good hands.

Walking through the parking lot, a vehicle came in, sporting a rear window decal stating "I'm married to a Huey pilot." I decided I had to meet this person, boy was I surprised when a young woman and small child got out of the car. Yes, she is married to a Huey pilot, but now a Lakota pilot—doesn't quite have the same ring does it?



UH-1V serial # 72-21570



Official Party (L to R): George Johnson, LTC Jay Klaus, COL (ret) Bruce Crandall, COL (ret) Philip Courts



Ceremony Aircrew: (L to R) CW4 Joseph Long, Courts, Crandall, SFC Michael Schantz, Spec. Micheal Hofhenke



Active Army pilot CW4 Long with the Author of this story, John Penny



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Joe Kline Aviation Art,

Preserving our History

We received an e-mail from a widow recently asking if we would like to have a Vietnam map that belonged to her deceased helicopter pilot husband. She was cleaning out her husband's things and instead of throwing everything away which she was about to do, she contacted the VHPA because this map was unusual. I asked her to send everything to me and then I would forward the historical things to our Archives at Texas Tech University once we finish with them. She was very happy to do this because she felt bad about trashing her husband's prized possessions and was relieved that someone else might benefit from these historical things.

There were several important things about this event. First this man was known to us but had never been a member so the information about him was not complete. His obituary described a wonderful family and career man - one of those guys you would like to know but we never had that opportunity. Second the map is priceless. It is a huge 35 x 45 inch laminated special 1:250,000 map composite of III Corps from 1968 with provinces clearly outlined with some LZs marked on it with grease pencil. Third there is a bunch of documents consisting of unit orders from Vietnam, preflight check lists for the OH-23 and TH-55, three flight class pictures, his flight log and more.

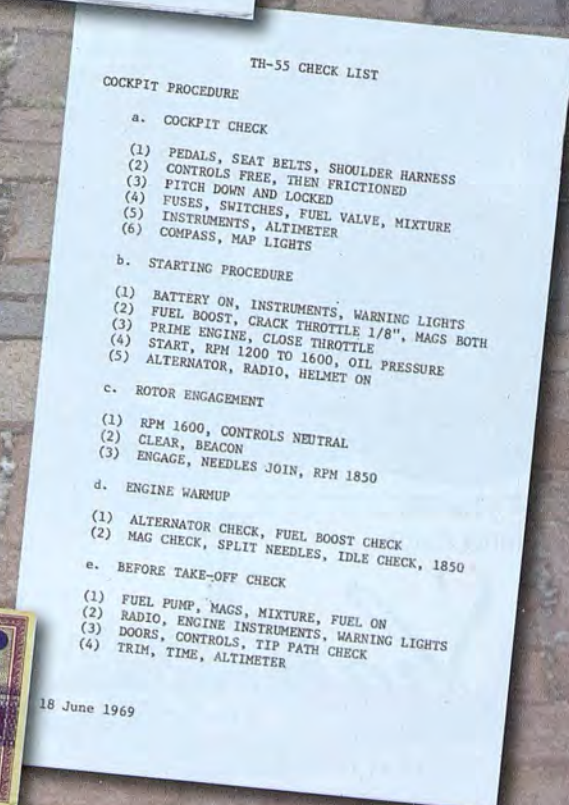
What arrangements have you made for the disposition of your memorabilia?

Nearly everyday we receive request for information about pilots and helicopter incidents. Although we are able to answer many of them, I continue to be amazed at the amount of missing information. There are a few holes in our data that we would like to fill. The first one is a group of older pilots who were first trained in fixed wing and then went through a helicopter qualification course. These men show up in our database with a fixed wing MOS so they are hard to identify. Many of them were commanding officers of companies or maintenance officers so if you have a past CO or maintenance officer who is not in our database, please let us know.

The second hole is live fire incidents and shoot downs. The data we got from the government does not have crew member names like the accident reports have so we need to piece that information together, especially for those who were killed. Please look up the KIAs that you know about on <http://www.vhpa.org> and see if our information is complete. If not, please let us know. The KIA information that is even more difficult to find are for those killed on the ground, therefore, not associated with any helicopter. This is an important part of our history that needs to be recorded.

A third area is Vietnam unit information for potential members. Please look to see if you have unit orders from Vietnam that provide unit information for potential members. If you do, please send a copy to me.

Gary Roush
webmaster@vhpa.org



After Action Report - VHPA BOOTH AT HAI - ORLANDO

The Annual HAI Convention and Show was held in Orlando, Florida on March 6 through 8 and the VHPA was there. Chris Garbow volunteered to function as Mission Lead for the event and was supported by fellow VHPA members Gary Harrell, Terry Muldoon, Bryan O'Reilly, Gary Spooner, Roy "Dana" Swatts, Tom Tomlinson and Don Welch as well as additional support from Chris's son Jonathan, Gary's daughter Diane and Bryan's son Chris.

It's amazing how many of us are still involved in rotary wing flight, over 60 VHPA members stopped by the booth. The crew signed up two first time members and collected updated info on several others. A job well done! Please allow me to

thank all those who staffed the booth for their hard work and effort of VHPA's behalf. See me at the Reunion to collect your "pay" and thanks to all the VHPA members who stopped by. The HAI will be in Dallas next year and Las Vegas in 2013.

On a personal note, Chris sent me several photos from the booth and, as no surprise, in one of them was WOODY WOODARD. As I said in an article several years ago "Everybody knows Woody."



Mike Sheuerman
Membership Chairman



Dana Swatts, Ralph Williams, Brian O'Reilly, Gary Spooner, unidentified VHPA Member and Woody Woodward.



The men who manned our booth - Dana Swatts, Bryan O'Reilly, Tom Tomlinson and Gary Spooner



Chris O'Reilly, Bryan O'Reilly, Chris Garbed

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560 Flies Again

by VHPA Member John Mateyko

Ken Krauss, vice president of Blackhawk Helicopters, Inc., supplied these photos of aircraft 64-13560 in its current configuration which includes a tribute to the Rattlers and Firebirds. Thanks, Ken!



The author of our story John Mateyko stands next to the tail boom of today's Huey 560

IN TRIBUTE to the 71st Assault Helicopter Company and its crew members who in harm's way and under enemy fire inserted, extracted, supported and medevaced ground troops in the Vietnam Conflict. This helicopter, as a member of the Rattlers & Firebirds Team, serves as a reminder of the Heroism, Bravery and Commitment not only of the 71st Assault Helicopter Company but also of all who served in the Armed Forces of the United States of America.

Rattler and Firebird tribute on tail boom of today's 560

US Army UH-1D 64-13560 was assigned to Co. A, 501st Aviation Battalion, (Rattlers/Firebirds) at Bien Hoa in Vietnam during 1966. The Rattlers provided helicopter lift capability to the US 1st Infantry Division, 25th Infantry Division, 173rd Airborne Brigade, Special Forces and Advisors; the Vietnamese 5th, 10th and 25th Divisions; the 1st Royal Australian Regiment; the 161st Battery, Royal New Zealand Artillery; the Republic of Korea Marines; and armed helicopter support for US Marine Corps units operating in the northern provinces. Rattler and Firebird pilots also provided In-Country Orientation to pilots of the US Navy armed helicopters and pilots of the 9th Squadron, Royal Australian Air Force when those units initially deployed to Vietnam; and tactics orientation to USMC pilots when The Corps' Huey gunships arrived in Vietnam.

A/501st was awarded the Presidential Unit Citation and the Vietnamese Gallantry Cross. Members also received a letter from the USAF Military Airlift Command in recognition of Search and Rescue missions flown by the Rattlers/Firebirds.

I was one of the company pilots who flew Huey 560 on a rotating basis, slick drivers generally did not have an assigned aircraft. On any given day, any slick pilot and any D model could be doing Ash and Trash, med-evacs, combat resupply, combat assaults and extractions or USO transport missions. It was not unusual to give rides to Vietnamese civilians and military personnel going from village to village. If at Hotel-3 (Saigon's general use heliport), we would often take FNGs to their advisor village or SF camp.

I was one of the few military pilots who kept a civilian flight log book in Vietnam. After each day of flying, I would record not only the flight time and landings as logged in the military flight records, but also tail number. Comments regarding the company cross country on 24 March 66 from Bien Hoa to Ban Me Thuet via Phan Thiet and Nha Trang in 560 and the direct

return to Bien Hoa on the 28th are recorded. We went to II Corps to support the 155th Helicopter Company (Stagecoach) for five days. On 24 February we supported the 161st Battery of the Royal NZ Artillery; an Air Force CH-3 carried the howitzers externally from a fire base west of Duc Hoa to Bien Hoa while I used 560 to carry external loads of canvas, support equipment and ammunition to Bien Hoa.

The Rattler-Firebird Association meets each even numbered year and can found on the Internet. Using the Internet, Ken of Blackhawk Helicopters traced the history of registration number N214KK which is in their fleet domiciled at El Cajon, California. He got as far back as A/501 and asked our National Director Ron Seabolt what type missions 560 would have flown during its service in our combat zone. Ron put out a request for any such information to be forwarded to Blackhawk. I sent extracts showing flight information on twenty different days. During the exchange of messages, Ken mentioned that if I were ever in the San Diego area to please stop in. I expressed an interest and Ken added, "when you're here to look at her, be prepared to fly...."

N214KK provides Blackhawk Helicopters' customers with an external vertical lift capability up to 4,000 pounds. Used primarily in support of the construction industry, it usually is taken to the work site on a trailer thereby being on site and working on days when weather conditions restrict VFR flight from their airport. This concept also saves flight hours, thereby saving customers money.

I asked if Blackhawk had any 'Administrative

Flights' scheduled and Ken replied that on January 26, 2011 they were going to get some in-flight footage for a documentary with a Robinson R-22 as the photo ship. The first time I flew 64-13560 was on January 24, 1966. I was in 214KK forty-five years and two days later on January 26, 2011. In reality I was representing the slick pilots who weren't there as well as all military pilots who will never have the opportunity to fly the aircraft they flew in combat. I was humbled doing so. In the practice area (same-tactical stage field) I was really humbled. I tried to hover it and just couldn't. After several tries, I gave up and Ken took the controls. We ran northbound and southbound between some hills, nap-of-the-earth flying at 100 feet. We were above 500' doing various maneuvers for the camera. The last segment of the day was to the highest point in San Diego County, about 6,000'. By day's end I was happy to have flown one ship I flew in combat many years ago and knew I was blessed when I realized all the things that had to fall into place to make this event happen. Truly a once in a lifetime experience.

Dedicated to the members of aircrews who didn't come home.

Respectfully,
John Mateyko
Rattler21 at Bien Hoa '65-'66



Today's 560 doing what it now does best—making money for Blackhawk Helicopters of El Cajon, California



Lets Smoke on this... "Imposters" by VHPA Columnist Charlie Gossett

I went to the store and was wearing a ball cap with Army Aviator wings and a small 1st Cav pin, when a guy came up to me in parking lot and said, "4 tours with the Cav!" and then started rubbing and swinging his arm as if hurt; he apparently was thanking God for making it out alive or something to that effect. He then pointed to the sky and said "Agent Orange"! I just stood there and said nothing as I noted that there was no hand shake, no naming a unit, no telling of what his duty was, no stating where he was located and the big dead giveaway, no "Welcome Home Brother". He finally just walked away.

When I got home, I felt disturbed about my encounter with this Vietnam War imposter and thought of how many times something like this has happened before. I sat down in my den and lit up to smoke on the subject of the Vietnam Veteran impostors. False warriors are a phenomenon that happens in every war. The number of people claiming to be vets is staggering and has made a victim of the VA and of you and me. Why should we care when some guy is laying the BS on somebody about his tour? We know he's lying but listen anyway; it just seems so cold hearted to challenge someone. How many times have you heard a guy say, "If I told you what I did I'd have to kill you!"? Ever notice how many people say they were "Special Ops" or even "Black Ops" (often before it was called that), "Marine Recon" or the inevitable "Special Forces" or "Navy Seals"? It always seems to involve "top secret suicide raids" where one has to kill innocent civilians. Not only does the imposter have to say he's a Vietnam Vet but he has to be a "Super Hero" as well! Have you ever met a guy who said, "I was a cook", or "I worked supply in LBJ"? The more I smoked on this subject the more "smoking mad" I got!

I did some research on Vietnam Veteran Wanna BEs. The book, "Stolen Valor" by B.G. Burkett and Glenna Whitley, Verity Press Inc. is a good read and very informative about what I'm trying to say here. There are Private and Government organizations formed to expose phonies and laws passed to try to stop the proliferation of this fraud perpetrated on The Government and all of us. Investigations by Navy Seals revealed 7000 people exposed trying to pass themselves off as Seals. The FBI is investigating 150 cases of Medal of Honor fraud, there are active laws about falsely representing oneself as a MOH recipient and legislature holding the same standards for the other valor awards. Not only do these imposters cost us money, they steal the honor of those who gave all. They are dysfunctional people and in no way represent us; we are not whacked out murderous drug crazed killers who are lost in the real world! These people have influenced the media as well. Look at what CBS did with erroneous information in their program "Wall within a Wall" in 1988. I don't know a good or proper way to challenge someone's claim about serving in the war or their war stories but I do see where more and more people are doing so. The media has exposed some prominent people who have falsified Military records and I read an Army Times issue giving information how to report a suspect veteran.

Now that I'm a crotchety old bastard, I find myself speaking up more. I have asked a non-vet some tricky questions that put them on the spot but have yet to say, "You're a lying Bastard!" Now why shouldn't I be perfectly frank with one of these people and tell them I don't believe their story. I could do that in a straight forward and tactful manner. When I finished smokin', I decided it is my duty to expose these liars on the spot. I figure if a guy can go so low then I why should I give so much consideration to his feelings.

As always, these are my opinions and know some people will agree with me and some won't. I will be in Orlando for my first VHPA convention and would be honored if you would give me your opinions on the articles I have sent the Aviator. Be honest, I can take the hits! Hope to see you in Orlando and All My Best to the ARA boys getting together in Charleston this month.

Charlie Gossett - Blue Max 49 Juliet

Editor's Note: Charlie's column did not go unnoticed by Gary Roush, the Webmaster for the VHPA's Data Base. Gary thought this subject important enough to send this message out to the Membership on what the VHPA does to combat the Vietnam Veteran Imposters.

Charlie - thought you would like to know that the VHPA (me primarily) has acquired and/or built several databases over the past 25 years to use for identifying qualified veterans who can, or can not be members of the VHPA. While these databases are not 100 percent complete, they are complete enough to know which men to question and which ones are truly qualified to be members. A few of the key sources we use for these databases are: flight class graduation programs, Vietnam unit orders, orders assigning wings, promotion orders, unit histories, etc. The key database is the Vietnam veteran database with many secondary databases like units that served in Vietnam, call signs, MOS, etc.

By checking a potential member's application against this data, an experienced reviewer can spot most fakes fairly quickly and if something seems out of place, we contact the potential member to find out more details. If we do not believe what they tell us on the phone, we ask for a copy of their DD-214 and if we do not believe their DD-214 (they can be faked) we send for their records at the Military Personnel Records Center. One weakness in our system is in our contracted headquarters staffed by young women who have no military or Vietnam War experience but the fail safe is in our databases. When our staff member goes to enter the application information into our customized computer program, the entries have to match drop down lists. If they do not, they then ask Tom Payne or me to check out the applicant. This "initial fail" first-step can happen several times a month, but almost all of our applicants eventually check out. We do not get many attempts from imposters to join the VHPA - I believe it is because we have a reputation for checking guys out with our philosophy of trust but verify.

What is starting to crop up now are men who have died and left behind a fabricated military service history. We recently received an obituary for a retired Brigadier General who claimed to have flown helicopters in Vietnam; his family wanted us to know of his passing. He was not in any of our databases so we sent for his records at the Military Personnel Records Center and it turned out that he was in the National Guard and only achieved his highest rank of Colonel. He never served any extended period on active duty and he had no Vietnam War related awards or decorations, and no aviator's badge. These cases are sad when we have to inform the person providing the obituary, who is normally a family member, that their loved one's legacy was false and this has happened several times. The deceased hadn't come to our attention previously because they did not try to join our Association, and it is only after they die and their family tries to get them some recognition that we discover the fraud. If anyone out there has embellished their military service, now is the time to come clean and not leave the embarrassment to be discovered by your survivors.

Gary Roush, database committee, webmaster@vhpa.org

A Vietnam War veteran in Prescott will get a slew of military medals this week, about four decades later than he should have.....

Dateline Prescott, Ariz. (AP)

Luis Molinar was set to receive a Silver Star, Purple Heart, Distinguished Flying Cross and an Air Medal for valor during a ceremony Sunday at the McCormick Ranch Golf Club in Scottsdale. Molinar served as chief warrant officer and piloted a UH-1H Huey gunship during the Vietnam War. Good friends who served with Molinar in the 158th Assault Helicopter Battalion as part of the Army's 101st Airborne Division also will attend the ceremony.

In 1969, Molinar was about to land the gunship when it was shot down, killing his crew chief and a number of others. Molinar survived the crash and the next day a helicopter pilot came to rescue him and the other survivors. That chopper was having mechanical troubles, but Molinar and others stripped out the hydraulics and got it in working order. "Molinar and the other pilot, Bill Parson, were getting ready to take off with a large number of wounded soldiers when a general told them they couldn't because a mechanic hadn't looked over the helicopter", according to Gene Francke, who trained with Molinar at flight school and collected information to fill in the blanks in Molinar's memory because of head injuries he suffered after being shot down. Molinar said that after getting orders not to



fly, he and Parson looked at each other and decided to go anyway. They soon landed the gunship at a hospital to get treatment for the wounded men and themselves.

"We got it loaded and flew as many guys as we could out," Parson told The Prescott Daily Courier. "It ended on a happy note."

Molinar and Parson feared they were going to be court-martialed for disobeying orders, but instead, a general went to their hospital room to tell them he was going to recommend them for the Silver Star. But Molinar was sent to other hospitals and never received his medals.

Bruce Kilmer, who works in medical records at

the Bob Stump Veterans Affairs Medical Center in Prescott, thanked Molinar for his service. He said Molinar told him no one had ever thanked him before, and that's when Kilmer made it "his mission to make sure Molinar received his medals." Kilmer said it took a while, but he found out that retired Army General Gordon Sullivan, a former U.S. Army Chief of Staff, would be in Scottsdale, and talked to him about presenting Molinar his medals. "Luis is a true hero, and we need to underscore the meaning of 'hero' to our community, especially among young people," Kilmer said.

Parson and Francke, who have maintained close friendships with Molinar over the past 42 years, will be among those at the ceremony and said they wouldn't miss it. "Everyone thinks a lot of Luis," Parson said. "He's one of the good guys." Molinar, now a business consultant, said getting the medals will bring closure and healing to his life, although he expects it will be a bitter-sweet experience. "It was one of the best and worst experiences in my life," Molinar said. "War is not good for anyone involved, even for the winning forces."

Story used by permission of the Prescott Daily Courier, Prescott, Arizona. Copyright 2011 The Associated Press

Looking for Military Memorabilia from the Vietnam War



I am interested in acquiring any and all Memorabilia that pertains to Helicopter Operations in Southeast Asia. Items of interest include unit patches, insignia, calling cards, scarves, headgear, personalized helmets, propaganda, flight gear, badges, pins, wings, plaques, paper items, souvenirs, unofficial/novelty

items, flags and guidons, artwork and even uniforms and "Party Suits" of the era!

These items will be used in Patriotic displays throughout the country and as source material for an upcoming book. I will also place photos and descriptions of anything contributed by a VHPA member on the VHPA's on-line museum website (www.vhpamuseum.org). Please note that anything contributed will not be re-sold but will remain in this collection for all to enjoy!

Last, I'm happy to purchase your items at a very fair price if they help me complete or expand portions of the collection. You don't have to donate your things to me!

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

Evenings

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by Joseph Hardy

flight line supervising crews and performing test flights. Sometimes though, as this story tells, we had to recover aircraft in the field that were not flyable due to equipment failures or battle damage. Smaller helicopters like the Huey, Cobra, or Scout could be rigged for sling-load out by a Chinook. But a down Chinook cannot be simply lifted back to base. The only way to recover a Chinook from a hostile environment is to repair it on site and fly it out. This is a true story of one such recovery.

It was the 22nd of February 1970 a Sunday. I was nine months in country; "off duty" at the moment as the Systems Repair Platoon Leader and one of four maintenance pilots assigned to the 179th Assault Support Helicopter Company (ASHC) "Shrimp Boats" of Camp Holloway, Vietnam. Together with the Service Platoon, we were responsible for maintaining 16 Chinooks. Our fleet consisted of A Models, C Models with the L-7C Engine and Super C's with L-11 engines. Standing orders required six aircraft on the ramp ready to launch at 7:00am every day of the year with two standbys. During normal operations all four maintenance pilots were on the flight line any time we had aircraft up. At the end of each day, two pilots stayed to supervise maintenance crews and perform maintenance run-

This is a war story. Everything here actually happened. There was no death and no heroism, but there was enemy activity, critical decisions made and fear. And I wonder, some 40 years later if we were bold, stupid, or just doing the job we were sent to do. Maintenance pilots in Vietnam generally were not mission pilots, they spent their days on the

ups and test flights. Our objective was to complete everything for the next day by midnight. Although Camp Holloway was normally quiet of enemy activity, some nights could become exciting with incoming mortars and rockets. The night duty pilots generally reported to the flight line late morning the next day. Hence my thinking this February Sunday morning that I was "off duty." Memory eludes what I was doing but a runner found me about 10:00am with message to report to the flight line immediately. Runner only knew we had an aircraft down with battle damage and a recovery crew was needed. I stopped at Flight Operations and learned aircraft 68-15995, a Super C with L-11 engine, was down at LZ Hard Times with automatic weapons fire damage to the forward transmission, #2 engine and forward electrical compartment. Changing engines and repairing electrical problems in the field enough to make it fly was routine, but changing a Chinook transmission in the field was another matter. We kept maintenance kits ready to repair most anything. An engine can be changed in a couple of hours, but the last time we changed an aft transmission in the field it took a week at a secure location. To change a Chinook transmission there's a lot of stuff to remove first and on reassembly you always need a part or hardware item not on hand. The aft is worse, but I was apprehensive about attempting to change a forward transmission without information on local resources and security.

At the flight line I learned the forward transmission was reported to have a bullet hole in the case. As we were loading tools and parts on the recovery aircraft, the senior maintenance NCO; we called him "Pappy Gherkin", took a paper bag from his desk drawer and removed two fishing

DOD Asks \$2 Bil. for Military Construction

[illegible]

Additional overseas construction included heavy housing, totaling \$100 million, and aircraft manufacturing in more than 873 million sq ft. The Army, Navy and Air Force have a total of 1,000 projects, most of these projects were not revealed.

The main purpose of the construction, the Defense Department said, is to strengthen and modernize the resources and capabilities of land, sea and air forces worldwide. Projects are being carried out in 145 states in the U.S. and in 100 nations based in the Caribbean, the Pacific and the Far East.

Included in the total request is \$400 million for family housing, with new construction accounting for \$180 million. The balance is for renovation and alterations. Other improvements in existing quarters, leading to the elimination of the principal and not on mortgage obligations.

Defense officials said this year's request for the military construction represents a real breakthrough for married couples. The program, which was authorized by the defense agency asked for money to build only 6,000 units in 1980.

Flight Was a Real Corker— But Chinook Staggers Home

[illegible]

on a single engine through the rugged mountains of the central highlands? The examination of the transmission by Alfred Jones, an Arvancan (Livingston) Regional Police Officer, revealed that it could operate satisfactorily if . . . if the hole in the transmission housing was repaired. Jones estimated the man was in his late 30s or early 40s, 5'6" tall, 160 lbs., with brown hair and brown eyes. He was wearing a dark jacket, dark trousers, and a dark cap. He was wearing a dark jacket, dark trousers, and a dark cap. He was wearing a dark jacket, dark trousers, and a dark cap.

Slung Shell Satchels Save Sergeant's Skin



the gears inside. Just another day in the life of a test pilot, he thought. The engine and dashboard S. The engine, however, surprised it didn't follow the aircraft to Landing Gear Times, where it was also down to temporary security.

It was then the maintenance team from the 119th decided the aircraft would require an engine and a forward transmission change before it could be saved.

The only possibility remained to save the 52nd Combat Rescue Squadron's aircraft was to make one more flight — in the aircraft's current condition. The aircraft was then flown to the transmission facility.

[illegible]

Page 7 of the 16 March 1970 edition of the Pacific Stars and Stripes, the headline reads: **Flight Was a Real Corker- but Chinook Staggers Home...**

corks. He handed them to me saying "I brought these hoping to do some fishing but maybe they'll fit the hole in the transmission." I put the corks in my pocket thinking this just keeps getting better and better. I must apologize for not remembering all the names, but those I can remember are credited here. Our recovery crew consisted of copilot 1LT Bob Markham, flight engineer SP5 Lowell Gree, two line techs acting as side gunners; an electrical tech; an engine tech; and AVSCOM (Boeing) civilian tech rep Al Reese. Normally these reps did not fly recovery missions, but Al asked to go because of the transmission issue. As this story will show I was really glad to have Al along. I wish today I could find him to see how he's doing. Again my apologies for not giving name credit to everyone, but it has been a long time.

The Super C was the biggest baddest Chinook in country at the time. With a max gross weight of 46,000 pounds it could haul some hefty loads. Normal operations called for the crew of a down aircraft to take the maintenance aircraft and continue the mission. But we were using a CH-47 "Baby C" with L-7C engine as the maintenance ship, so we called Ops to let them know mission adjustments may be needed.

Neither LT Markham nor I had been to LZ Hard Times but we knew it was in Happy Valley north-east of An Khe west of the river and highway 19. With Markham on the controls, we were off Holloway at 14:30. Flight time was about an hour. A direct flight would be shorter but we chose to follow Highway 19 that runs from Pleiku through the Mang Yang pass to An Khe then through the valley where it merges and parallels a river.

We arrived at Hard Times to a number of surprises. Immediately we noticed how small and insecure the place seemed. It was surrounded by mountains east and west and we could see artillery firing positions near the center and infantry positions near the perimeter. Markham shut the aircraft down while I went to talk to the



179th AHSC - Shrimp Boats Supporting II Corps Units in the Central Highlands

artillery firing positions near the center and infantry positions near the perimeter. Markham shut the aircraft down while I went to talk to the other crew. The pilots were pretty shook up and the aircraft commander had numerous cuts on his face from a round coming through a side window spraying Plexiglas into the cockpit. The right door gunner was excited to show us how an electrical panel relay had stopped a round short of his head. We found there were more bullet holes in the aircraft than reported. But the winner was a senior Infantry officer running up to me out of breath asking how soon we could get both aircraft off the LZ. He explained there were friendly patrols out all around the compound with intelligence reports of enemy movement only a few clicks away. Two Chinooks sitting in the LZ were magnets for heavy enemy mortar fire. I told him our aircraft would be gone as soon as we unloaded the gear, but it would take a while to assess the damaged aircraft. He insisted that both aircraft must be gone by dark or they likely would not survive the night. Ok, now big decision #1. Do we abandon the damaged aircraft and all leave on the recovery ship? The damaged aircraft was new with 180 hours and one of only four Super C's in the unit. To lose it would be a mission setback as the aircraft would not be quickly replaced.

We got the maintenance crew organized and began a detailed damage assessment. By now it was 16:30 with no more than two hours of daylight left. The mission crew was strapped into the recovery aircraft ready to go. Al Reese and team pulled the forward transmission oil pan. They found the enemy bullet, pieces of the transmission case and most of the bullet jacket. They also found a piece of gear tooth from inside the transmission. Al inspected the transmission thoroughly inside the case with light and mirror and found no other issues. The chipped gear was not a problem; his concern was the rest of the metal jacket from the enemy round. There was not enough of it in the oil pan to account for the entire jacket. Al suggested we change the oil, flush the cooler and filter, and run it up to flight RPM. On shutdown we found enough stuff in the filter to account for the rest of the metal jacket and another piece of the transmission case.

I called the maintenance crew together to assess other damage and poll everyone for input on whether to go or stay and fix it. We brought a spare engine and the electrical tech said we had only one AC and one DC system but he could isolate the battle damage so we would not have a fire hazard with the remaining system. We found the aircraft fuselage area had taken seven hits plus one through an aft blade trailing edge honeycomb. The blade could be taped to keep the skin from peeling. Other than the transmission, engine, and electrical bay, no other critical items were damaged. Every man had a say, but it was unanimous we would stay, fix it and fly it home. We released the mission crew and got to work. The time was 17:00.

As the crew prepared to change #2 engine Al stopped us saying we should pull the transmission oil pan again for another look at debris then run it up one more time. Not a problem except we can't change an engine while the aircraft is running. It would take 45 minutes to do what Al suggested then at least an hour and a half to change the engine. This would push our earliest possible departure to after 19:00, well into dark. The engine

crew would be working in the dark with flashlights slowing their progress even more. Ok, now big decision #2. Al and the maintenance crew believed the transmission was ok, but another look to be sure was reasonable. If we found more metal in the filter or chip detector, we did not have enough oil to drain and flush it again. This meant we stayed the night in a foxhole and worried about the aircraft another day. But taking a second transmission look meant the engine work would be in the dark. LT Markham and I agreed to look at the transmission again. Pulling the oil pan revealed no more debris in the sump, but the job took longer because people were tired, the work was in cramped places, and tools and hardware were dropped often. After the run up, the filter and chip detector were clean. The time was 18:30 and the sun was down.

The Infantry officer returned watching our every move. He said nothing but heard us whooping it up about finding the transmission clean. LT Markham and I approached to find his expression grim. He said one of his patrols had enemy contact outside the compound east side; and our activity with lights and running the aircraft was attracting too much attention. He asked how soon we could leave. I told him things were going well but it would be another two hours. He grew agitated saying he may have to pull his men back to covered positions within the hour and we were in the open on our own. This meant the eight of us would have to seek cover in unfamiliar locations if things got hairy. The Infantry officer asked about our weapons and we told him we had two M-60's with about 500 rounds, three M-16's and two pistols. He said he would put a sergeant with us to help get to cover and provide firing instructions. But he recommended we not be near the aircraft if shelling started. Now for big decision #3.

The aircraft was ready to fly except for the #2 engine. The Super C will fly and sometimes hover on one engine. The LZ had a short runway of sorts and there is a procedure for a running takeoff in a Chinook. One of the other maintenance pilots and I practiced it back at Holloway but on two engines. However, we were not considering a running takeoff on a rutted runway into unknown terrain at night. I asked LT Markham to get a -10 Operator Manual and determine if we could get to a 50 foot hover on one engine at current conditions. I was over a year out of Chinook school and all my reading was in the -20 and -34 Maintenance Manuals, so I could not have gotten a good answer from the -10 performance charts quickly. But as it turned out LT Markham was an ace. Between him and Al Reese they had an answer in less than 10 minutes. The night was cool and we were virtually empty with a half fuel load. Yes it was possible to hover at 50 feet on one engine. A Chinook does not normally hover at 50 feet for takeoff, but if we could get 50 feet with no rotor RPM droop the margins would be much better. We polled the crew: Change the #2 engine with risk of enemy shelling any time or leave now on one engine with risk of an engine failure into the jungle at night. The Army is not a democracy, but any leader worth his/her bars understands that seeking input from your team when conditions are critical with outcomes



Pappy Gherkins's Fishing Cork Still Stuck in Bullet Hole after Forward Transmission Removed



Bullet Hole from Automatic Weapon Damage to Forward Transmission Visible with Cork

unknown and dangerous is required to maintain discipline. Again the response was unanimous. We had already heard small arms fire that seemed closer in the night. The Chinook is a good flying machine and the Super C was the best of best. It was nearing 19:00 very dark and time to go home.

The bullet hole in the transmission case had been discussed only briefly. It was a clean but somewhat angular hole, and the run-ups showed only oil mist escaping. We tried Army green tape to cover the hole but it would not stick to the oily case. It was time for the corks. Al Reese was the shortest guy on the team and he could stand erect in the cockpit companion way and reach the hole by extending one arm up. I gave the corks to Al and asked if they would fit. He whittled one with a pocket knife and it broke into pieces. The other was more substantial. Al was able to shape the cork to fit snugly into the hole.

Al took the jump seat; we got the engine running; rotor RPM to flight; and the ramp up. We had numerous cockpit caution and warning lights showing electrical and fuel system outages plus all indicators for #2 engine were off. I was on the controls with LT Markham watching gauges and indicator lights for signs of trouble. Al was leaning forward giving everything a look as well. We had no outside lights and cockpit lights were dimmed low. We did not want to use the landing or search lights for fear of dust making us go whiteout plus providing an illuminated target for bad guys. As Markham called off N1, torque, and rotor RPM, my concentration was outside. I inched the thrust up slowly and was amazed at how clean and easy the Super C came to a high hover on one engine with no rotor RPM droop. There was enough ambient light to see a horizon and the mountains in silhouette. In our pre-take off discussion Markham and I acknowledged we did not know wind speed and direction or much about the runway and terrain beyond. We planned to depart reverse the way we came in with the recovery aircraft. The right gunner reported small arms tracers 300 meters to the east but they were not coming at us. Flight Engineer Gree gave the all clear and we began the takeoff run. We used the searchlight for a few seconds to confirm there were no obstructions in the takeoff path. Markham said N1 was below his calculation continued on page 22



DEPARTMENT OF THE ARMY
ALEXANDRIA, VA 22332



PERMANT ORDER 089-10

30 March 2010

The Announcement is made of the following award:
Valorous unit Award

Under the Authority of AR'600-8 22, paragraph 7 14, all members of the following units during the dates indicated rre hearby awarded the Valorous Unit Award for extraordinary heroism in action against an armed enemy and in support of military operations against hostile forces during the period 8 February 1971 to 7 April 1971.

Headquarters and Headquarters Company, 14th Aviation Battalion, (8 February 1971 to 7 April 1971)

71st Aviation Company, (8 February 1971 to 28 March 1971)

116th Aviation Company, (5 March 1971 to 24 March 1971)

174th Aviation Company, (8 February 1971 to 7 April 1971)

176th Aviation Company, (5 March 1971 to 24 March 1971)

756th Medical Detachment (8 February 1971 to 7 April 1971)

Troop F, 8th Cavalry, (8 February 1971 to 7 April 1971)

Headquarters and Headquarters Company, 14th Aviation Battalion and its subordinate units displayed extraordinary heroism in action against an armed enemy support of allied combat operations in the Kingdom of Laos and along the Ho Chi Minh Trail in Southeast Asia. The unit conducted numerous combat assaults into areas congested with anti-aircraft weapons and armor. Enemy gunners were highly accurate and positioned themselves strategically so as to disrupt the helicopters' flight paths as much as possible. Although harassed by the intense enemy fire, the unit continued to fly mission after mission into the increasingly dangerous combat zone. As the operation neared completion, enemy fire intensified. Displaying unwavering courage and exceptional skill, the unit began to extract the besieged allied troops. The unmerciful enemy inflicted severe damage to numerous aircraft and continually rained a hail of rocket and mortar fire into the pickup zones. Unit personnel were undaunted by enemy fire and expertly maneuvered their aircraft into the pickup zone to extract the beleaguered friendly troops. The determined aviators repeatedly entered the dangerous battlefield and ultimately extracted the entire friendly force.

Headquarters and Headquarters Company, 14th Aviation Battalion's outstanding performance of duty in keeping with the finest traditions of military service and reflects great credit upon the unit and the United States Army.

Six years ago, VHPA Life Member Doug Womack was helping a Veteran with a PTSD claim when we discovered an unsigned Valorous Unit Award request concerning actions they both were involved in during Operation Lam Son 719 in Vietnam. Doug "took the bull by the horns" and first secured the proper signature on the recommendation from Retired Colonel Ben Silver, he then (re)submitted the award to Department of the Army through his local Congressman. Earlier this year he received this note...

Doug – Good News – we have just received both the Valorous Unit Award Citation and its Streamer for our Battalion Colors.



We scheduled a ceremony to officially present this award on Friday, 20 May from 1100-1230 at the Aviation Museum on Fort Rucker in front of the Vietnam display.

We would love to have as many persons from the unit attend the award presentation as possible and we hope you, and the VHPA can put the word out to help with the turnout.

Respectfully,

Peter Velesky
Major, US Army
1-14th Executive Officer

LETTERS TO THE EDITOR

To the Editor of the VHPA Aviator

While reading the latest issue (March/April 2011) and wondering if this would be the year I make it to the annual reunion, I had a few thoughts I'd like to share. Even with a younger brother in Jacksonville, FL my traveling may be nixed by my health. And, not just the normal aches and pains of an aging 63 year old but by cancer. Ironically I have not one but two cancers attributable to my service in Viet Nam and exposure to Agent Orange in Viet Nam. CLL leukemia and Multiple Myeloma or bone cancer. I am an eight year survivor who is now "pushing the envelope" as we all did when flying in VN.

This is not a sob story as I have been blessed in life more ways than I ever dreamed possible including a wife, Kay, who has been with me every step of the way for 40 years. My initial diagnosis came near 30 years after my service in VN. The prognosis was fairly grim but my treatment has always been successful and in keeping with continual advances in medicine. Unfortunately Myeloma is still incurable.

To cut to the chase. There have to be others who have met similar challenges whose stories and experiences I would love to hear and perhaps even catalog as resource for VHPA. Please allow me this note: I am not interested in kicking the hornets nest that was Agent Orange nor debate the fairness of treatment by the VA. I would like to leave a history of our experiences for others to benefit from and perhaps even enjoy.

Mike Law, VHPA Vice President has suggested a good starting place would be the Reunion. So regardless of whether I am physically able to make it if there is some interest we might do a table there and swap a different kind of "war story" with a jargon unique to itself. Lastly, if you are thinking that this just might be your year to go to the reunion I strongly urge you to read Mike's thoughts on why you and I should both attend.

Sincerely,

Andrew "Andy" Egan
USAR Retired
Robinhood 16 & 36

173rd AHC, 1st Avn. Brigade
E-Mail: [REDACTED]

To the Editor of the VHPA Aviator,

I would like to comment on the article by COL Danny Cox, on page 8 of your March/April 2011, issue.

I don't talk much about my Vietnam experiences, but the subject of bullet proof vest came up while my wife and I were watching TV. My wife Brenda asked if I wore a vest while flying helicopters in Vietnam. I replied yes and added that helicopter pilots also often wore their sidearm between their legs while flying.

I went on to explain that the armored seats, especially in Cobras, were so narrow that your sidearm, if worn in a holster, would not fit comfortably on your side. The solution was as simple as it was efficient, just rotate the holster to the front and it would rest very comfortably between your legs. I also added that the firearm itself provided extra bullet protection

for your private area. To this my wife gave me her "I think you're embellishing this story a little Hatley" look.

I let it go until I saw the photo of CPT Cox standing next to his LOH. It was obvious to he was either getting ready for a mission or had just returned. His Army issued .38 Smith & Wesson was strategically placed between his legs. My wife apologized for ever doubting me.

LTC (R) Curtis D. Hatley

Sabre 29, Weapons Platoon (Cobras)
B Troop, 3/17 Cav, 1st Aviation Brigade, 1971
F/9 Cav, 1st Cavalry Division, 1972

To the Editor of the VHPA Aviator,

Today, I was pleased to receive two copies of the March/April VHPA Aviator. Thank you very much for remembering me. Your newsletter is very well done and certainly something to be proud of. I also appreciate having my request for information published. I hope that it results in some of the information I'm searching for.

I'm fighting a terminal cancer and hope to be able to complete my 40 year overdue tribute to Norman D. Adkins while I can. I'm looking forward to hearing from some of your members and want to thank you for your help and service to our country.

Respectively,
Thom Cerny

Editor's Note: Here is a repeat of Mr. Cerny's letter from the last issue, perhaps there's someone out there that can help Thom. If you can, then don't wait for someone else to do it.

Looking For information about PFC Norman Dale Adkins

My name is Thom Cerny and I'm a former Army Combat Engineer. I am trying to gather some information that might help me put together a tribute for a fallen 189th AHC member's surviving family.

My friend, the fallen 189th AHC member is PFC Norman Dale Adkins. He was 19 years old at the time of his death. His MOS was 67A1F and he had only been in country for 35 days when he was killed. Here's what little I know about the incident:

On 25 April 1970, Norm was serving as a door gunner on Avenger 158. His UH-1C (tail number 66-15158) was crewed by Pilot Lt. William "Killer" McKibben (posthumously promoted to Captain), Aircraft Commander WO1 Robert "Turkey" Pierce and Crew Chief Sp4 Gus Smith. While on a "beans and bullets" mission supporting friendly troops on Hill 31 near the small SF camp at Dak Seang, Kontum Province, II Corps, Avenger 158 was shot down and crashed into the dense jungle. The incident number was: 70042555, the coordinates of the crash were YB887433. All four crewmen were initially listed as KIA - Died While Missing. All four bodies were recovered in July 1970,

PFC Adkins was posthumously awarded the Distinguished Flying Cross for his "exceptionally valorous" actions on 25 April 1970.

Here's what I am looking for. Does anyone out there remember witnessing the crash? Can anyone help me determine the configuration of the aircraft that day? Is there any way of estimating how many missions Norman might have flown? Do any of you know where I can obtain an Avenger's (coffin-shaped) patch? Thank you in advance for any help you may be able to offer.

Thomas P. Cerny

272-8454

On Friday, 25 March, 2011 I received the following e-mail request:

Phillip Nguyen of Digital Marketing Solutions [REDACTED] wishes that we inform our membership of a new Web Site being advertised as a "global social networking website for the Vietnamese people". The website is called: VietnamesePeople.com

To the Editor of the VHPA Aviator

My name is Cameron Hendrickson. On the cover of the January and February Issue you ran a picture of the Helicopter "SuperGrunt" along with the information that the identity of the pilots that day was unknown to the photographer Steve Robinson.

I would like the membership to know that the pilot that day was my Dad, Charles Hendrickson. He positively identified himself as flying in the left seat and then he went on to say that Phil Brown was the right-seat pilot and Larry Carl was their crew chief that day. "Super Grunt" was indeed part of the 229th Assault Helicopter Company, 1st Cavalry Division on that mission, and many more just like it.

Thanks to both the VHPA and the photographer Steve Robinson for your work, and I appreciate everything you guys do.

Sincerely,
Cameron Hendrickson

On 28 March 2011, the following comment was posted to our Web Site...

After hearing of the passing of Cpt. Ed. Freeman I feel compelled to finally pay personal tribute to the helicopter pilots in the Vietnam War.

I was a 20 year old infantryman from the 173rd Airborne out of LZ Uplift, 1969. Our squad was hit hard one night and most of us were wounded, including me. While lying there bleeding and hearing the enemy still out there I finally heard that distinct sound of those rotor blades coming closer and closer, machine gun fire, a bright light and then I was rescued.

Your heroic actions saved me and countless others during those years. Thank You from the bottom of my heart.

Bill Stafford

E-Mail: [REDACTED]

WELCOME TO THE VHPA!

The following 39 Aviators joined the VHPA from 2 February through 4 April 2011 (two months). 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, his (Flight) Class and Vietnam (VN) Unit(s) served with, if that info is available

Banas, Donald J.
Fort Lauderdale, Florida, US Army
Class 68-16 68-26, VN Unit(s) 114 AHC in 69;
235 AWC in 70

Battaglia, Richard J 'Batman'
Atlanta, Georgia, US Army
Class 71-28, VN Unit(s) B/7/17 CAV in 71-72

Bodine, Phillip E.
Orlando, Florida, US Army
Class 69-16, VN Unit(s) 334 AHC in 69-70

Bond, Eddie E.
Spring, Texas, US Army
Class 71-15, VN Unit(s) C/2/17 CAV, 101 ABN
in 70-71; ACT/11 ACR in 71

Broadus, Herbert W.
Wills Point, Texas, US Army
Class 69-39, VN Unit(s) 179 ASHC in 70-71

Brock, John G.
Columbus, Mississippi, US Army
Class 72-15, VN Unit(s) Not reported

Byrne, William G 'Bill'
Williamsburg, Virginia, US Army
Class 67-12, VN Unit(s) 128 AHC in 67-69;
AMMC in 71-72

Cardin, Robert L. 'Bob'
San Antonio, Texas, US Army
Class 69-50, VN Unit(s) 176 AHC in 70-71

Case, Timothy W.
Winlock, Washington, US Army
Class, 69-7, VN Unit(s) 336 AHC in 69-70

Dorf, Michael P.
Camdenton, Missouri, US Air Force
Class 72-4AF, VN Unit(s) 31 AARS in 72-74

Dow, John E 'JD'
Pittsfield, Massachusetts, US Army
Class 69-31, VN Unit(s) Not reported

Earl, William B
Delray Beach, Florida, US Army
Class 68-8 68-10, VN Unit(s) Not reported

Glenn, Jack B 'Pig Pen'
Novato, California, US Army
Class 57-17, VN Unit(s) A/1/9 CAV 1 CAV in 66

Grady, George A.
Savannah, Georgia, US Army
Class 70-13 70-11, VN Unit(s) A/229 AHB 1
CAV in 70-71

Guilford, Robert Wils 'Robin'
Boulder, Colorado, US Marine Corps
VN Unit(s) HMM-301; HMM-163; HMM-363

Guillot, Lloyd J.
Gretna, Louisiana, US Army
Class 65-2, VN Unit(s) A/82 AVN 173 ABN in
65

Harp, Royal V 'Buddy'
Bowling Green, Missouri, US Army
Class 67-23, VN Unit(s) B/7/17 CAV in 68-69;
HHC 10 CAB in 71; A/7/17 CAV in 71-72

Hilliard, Marvin 'Buck'
Peachtree City, Georgia, US Army
Class 70-26, VN Unit(s) 71 AHC in 70-71

Janes, Robert L
Swanton, Ohio, US Army
Class 66-20 66-18, VN Unit(s) 188 AHC in 67;
A/9 AVN 9 INF in 67-68

Johnston, David J
Evergreen, Colorado US Army
Class and Unit not reported

Johnston, James B. 'Ben'
Calhoun, Louisiana, US Army
Class 67-6, VN Unit(s) 1/9 CAV in 67-68

Kelly, James E.
Roy, Washington, US Army
Class 69-11, VN Unit(s) A/4 AVN 4 INF in 69;
B/4 AVN 4 INF

Kleese, Gene D
Newnan, Georgia, US Army
Class 60-8, VN Unit(s) C/2/20 ARA 1 CAV in
65-66; 120 AHC in 66; A/2/20 ARA, 1 CD in 68;
C/2/20 ARA 1CD in 68; HHB/2/20 ARA 1CD in
69

Martin, Edwin E
Fair Oaks, California, US Army
Class, 70-16, VN Unit(s) not reported

McLachlin, Richard W.
Bellevue, Washington, US Army
Class 67-5, VN Unit(s) 17 AHC in 67-68; B/101
AVN 101 ABN in 68

Moore, Earl F.
Manhattan, Kansas, US Army
Class 67-12 67-10, VN Unit(s) ACT/11 ACR in
67-69

Parker, Earnest E.
Fremont, Nebraska, US Army
Class 70-26, VN Unit(s) B/2/12 CAV 1 CAV in
69-70; 242 ASHC in 71-72

Perez, Nelson F.
Bethel Springs, Tennessee, US Army
Class 66-15 66-13, VN Unit(s) 155 AHC in 66-
67; 9 AVN 9 INF in 67

Sander, Robert D. 'Bob'
Oklahoma City, Oklahoma, US Army
Class 70-22, VN Unit(s) A/5 TC 101 ABN in 71;
D/158 AVN 101 ABN in 71

Siekman, Raymond **
Lincoln, Nebraska, US Army
Class not reported, VN Unit(s) 131 SAC in 67-
68; 7/1 CAV in 70-71

Siragusa, Robert J
Panama City, Florida, US Army
Class or VN Unit not reported

Stone, John A.
Jonesboro, Georgia, US Army
Class 68-27, VN Unit(s) 129 AHC in 68-69

Sullivan, John R 'Rick'
Saint Jacob, Illinois, US Army
Class 69-4, VN Unit(s) 116 AHC in 69-70; 128
AHC

Tweedy, Walter L.
Flower Mound, Texas, US Army
Class 70-15 70-11, Vietnam Units not reported

Uptain, Howard Wayne
Madison, Alabama, US Army
Class 72-4 71-50, VN Unit(s) not reported

VanOrden, Fred J.
Roswell, New Mexico, US Army
Class 68-514 68-24, VN Unit(s) ACT 11 ACR in
68-69

Voth, William F.
Enterprise, Alabama, US Army
Class 69-16, VN Unit(s) 1 BDE 25 INF in 69-70;
DIV ART 25 INF in 70

Wayland, Jack R. 'Skip'
New Braunfels, Texas, US Army
Class 65-3W 65-3, VN Unit(s) 228 ASHB 1 CAV
in 66-67; 179 ASHC in 69-70

West, Grover C
Tyrone, Georgia, US Army
Class 68-8 68-10, VN Unit(s) B/227 AHB 1 CAV
in 68-69



VHPA 28th Annual Reunion • Orlando, Florida • July 5 – 10, 2011

NATIONAL REUNION REGISTRATION FORM

Information and register online at www.vhpa.org or mail completed form
to: VHPA Headquarters, 407 W. College St., Grapevine, TX 76051-5218

Fax (954) 301-0742
Voice (800) 505-VHPA (8472)
Email HQ@vhpa.org

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	# of people	Price	Total
Registration through 4/30/11*		@\$40	
Registration 5/1/11 and after*		@\$50	
Registration for under age 21		@\$15	
Early Bird Reception (July 5)		No Cost	
Huey Ride (July 6)		@\$85	
Pontoon Boat Tour (July 6)		@\$89	
Fantasy of Flight Tour (July 6)		@\$65	
Poker Tournament 1 (July 6)		@\$25	
1st Time Attendee Reception (July 6)		No Cost	
Welcome Reception (July 6)		No Cost	
Concert-Rolling Stones Tribute (July 6)		Side Bar	
Golf - Metro West (July 7)		@\$89	
HPF #1 VA on PTSD (July 7)		@\$25**	
HPF #2 Tom Marshall LS 719 (July 7)		@\$25**	
Daytona Speedway Tour (July 7)		@\$85	
Kennedy Space Center Tour (July 7)		@\$82	
Kennedy & Astronaut Lunch Tour (July 7)		@\$115	
Kissimme Air Museum Tour (July 7)		@\$31	
Winter Park Tour (July 7)		@\$46	
Scholarship Fund Dinner (July 7)		@\$45	
Concert - Beatles Tribute (July 7)		Side Bar	
KIA/MIA Gold Star Breakfast (July 8)		@\$26	
Gold Star Family Sponsorship (July 8)		@\$26	
Annual Business Meeting (July 8)		No Cost	
Spouse/Guest Event (July 8)		@\$39	
Luncheon w/speaker JPAC (July 8)		@\$32	
Poker Tournament II (July 8)		@\$25	
HPF #3 Frank Anton POW (July 8)		@\$25**	
Arabian Night Dinner Tour (July 8)		@\$69	
Memorial Service (July 9)		No Cost	
Pontoon Boat Tour (July 9)		@\$89	
Stamp Set Show & Tell (July 9)		@\$7	
Winter Park Tour (July 9)		@\$46	
Fantasy of Flight Tour (July 9)		@\$65	
HPF #4 Memory Map Team (July 9)		@\$25**	
Quilt Show & Tell (July 9)		No Cost	
Closing Banquet (July 9)		@\$76	
Closing Banquet Child (July 9)		@\$18	
Non-Registered Guest at Banquet (July 9)		@\$90	
Kennedy Space Center Tour (July 10)		@\$82	
Daytona Speedway Tour (July 10)		@\$85	

Total from sidebars	XXXXX	XXXXX
VHPA dues (if not dues current)	1 year	@ \$36
VHPA dues (if not dues current)	3 years	@ \$99
Life membership	(full \$540 or 3 inst of \$185)	
2011 CD or Paper Directory Fee		@\$10
Mult. year CD or Paper Directory Fee	(# of Years x \$10)	

GRAND TOTAL \$

Concerts

One Concert \$20
Both Concerts \$30

Total \$

T-Shirts

Total \$

___ S@\$18 ___ M@\$18 ___ L@\$18
___ XL@\$18 ___ XXL@\$19 ___ XXXL@\$20

Banquet Meal

___ Beef ___ Fish ___ Vegetable

Voluntary Contributions:

VHPA Membership Fund \$

VHPA Scholarship Fund \$

VHPA General Fund \$

Vietnam War Museum \$

VHPA Reunion Sponsorship \$

REFUND POLICY

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

Refund Guarantee Fee

(10% of Total Events) \$

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.

** HPF Fee: Only one \$25 admission fee is required PER FAMILY to attend any or all sessions of the WSC and HPF events. Each family will receive a free DVD of last year's HPF/WSC presentations (a \$30 value).

Summary of both Registration Details and Events for this year's VHPA Reunion

5-10 July in Orlando, Florida....

by Mike Law, Reunion Committee Chairman

Visit www.vhpa.org - then click "Reunion Information," for the latest Reunion details

Information and Registration: This year please visit www.vhpa.org for ALL your Reunion information and online registration needs. The other websites we used in past years are no longer operational. You can also complete the writable PDF version of the Registration Form found at www.vhpa.org and e-mail it to HQ.

Don't want to mess with using a computer? Then you can also complete the Registration Form printed in this issue of the Aviator and then either mail, or fax it directly to our HQ. Finally, you can call HQ directly (1-800-505-VHPA) and they will take your registration order over the phone.

GETTING THERE AND GETTING AROUND: The Reunion hotel is the Hilton Orlando, 6001 Destination Parkway (formerly Canadian Court), Orlando, Florida 32819, (Phone) 407-313-4300, (on-line) <http://thehiltonorlando.com/>. The VHPA Group Rate is \$119 per night during the period 1 - 14 July 2011. This year self-parking is free to VHPA attendees and we enjoy free internet access in our rooms. Warning the hotel has other room contracts for this time period - Please book your room as soon as possible! *There are three ways to make a reservation:*

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

www.hilton.com/en/hi/groups/personalized/ORLOCHH-VHP-20110704/index.jhtml?WT.mc_id=POG

Remember that for at least the next three years our Reunions will be at Hilton hotels so it might be worth your while to become a member. Then click the Attendee Reservations link on the left immediately below the American flag. You can also scroll down on the initial screen and click the Book a Room tab in the 'Quick and Easy Reservations for Attendees' area. Either action gets you to the 'Dates and Preferences' screen. Provide your arrival and departure dates, room type preference, make certain the code VHP is entered in the Group/Convention Code field and click the Continue tab. This gets you to the 'Rooms & Rates' screen. Make certain to click the 'radio button' under the VHPA NATL REUNION section, and then click the Continue tab. This gets you to the Guest Information screen. After you complete the required fields on this screen, click the Book Now tab at the bottom of the screen. This gets you to the Confirmation screen.

The Hilton Orlando hotel's toll free reservation phone line is 888-488-3509. You should say you want to make a hotel reservation and need to mention any number of keywords such as "VHP" or "VHPA" or "VHPA National Reunion" so the agent can find the contract and set you up at the correct rate.

Hilton Hotel's toll free central reservations line is 800-445-8667 (Hiltons). You should guide the agent to the Hilton Orlando property and use the keywords outlined above to find the contract.

We have the following Special Arrangement for a discounted Airport Shuttle Service for this year's Reunion through Mears Airport Shuttle Service. Mears is a HUGE shuttle operator - about 5 times bigger than any other independent operator and our hotel is about 30 - 45 minutes from the airport depending on where you are in the drop-off sequence for the shared ride shuttle operator. The taxi ride is about 15 minutes but the fee is about double the cost of riding with a Mears ticket. There's also a Hotel shuttle available from the hotel to most of the major Orlando Attractions (Disney World, Universal Studios Orlando etc.). Full details of both the Airport and Attraction Shuttle Services may be found at: www.hello-usa.com/tickets/vhpa11

WHO MAY ATTEND THIS REUNION? As a general rule anyone who is "dues current" in the VHPA can register, order tickets, etc. simply by paying the Reunion Registration Fee. All who served in the Vietnam War as helicopter pilots must not only be a member of the VHPA, but also must be current with respect to their annual membership dues as of the first day of the Reunion to register/attend. Current subscribers to the VHPA Aviator magazine are also welcome to attend, exceptions to the above are (only) vendors, specifically invited performers/speakers, Gold Star Family guests, and Non-Registered Banquet Guests.

Any registered member in attendance may also invite other people to attend the Reunion and its events as long as that person is not eligible to be a member of the Association in their own right, but that guest must pay the Reunion Registration Fee. Also, anyone wishing to purchase a ticket for any of our events, (for example a helicopter ride, a tour, attend an HPF, attend a concert, etc.) must have paid the Reunion Registration Fee. The only exception to the above is a non-registered guest of our Closing Banquet; this is the only event we host where every attendee does not have to be registered into the Reunion as a whole.

All Reunion Attendees (anyone who pays the Registration Fee) are treated as equals. A VHPA Life Member, a former enlisted man, the widow of a deceased Vietnam Vet, a good friend - all are treated as equals once they pay the Registration Fee. So, please consider inviting anyone and everyone to attend our Reunion!

Dress Code: Florida casual is the dress code for this Reunion with the following obvious reminders and suggestions. Many men wear a suit and tie with the ladies wearing a nice dress to the Closing Banquet; you will even see Dress Blues at the Banquet. It is a good idea to wear your Reunion lanyard at all times and finally, bring your swimwear. The hotel's Lazy River is a wonderful area for the whole family.

CANCELLATION DATE AND REFUND POLICY: 22 June 2011 is this Reunion's cutoff date to cancel a registration and receive a refund minus the Reunion Cancellation Fee. HQ must receive the Refund Request prior to 5 pm CDT on Wednesday, 22 June 2011 including those via US mail. HQ can receive a Refund Request via US mail, email, FAX, or phone. A Refund Request can be for a specific event, for an individual guest, or for an entire registration. A Refund Request can include any registration fees and/or tickets for meals, tours, events. Any membership dues, product fees (including Reunion T-shirts and Directory Fees, etc.), donations/contributions/sponsorships gifts paid or associated with Reunion Registration payments ARE NOT refundable. While the VHPA Reunion Committee reserves the right to have non-refundable events, this Reunion has no such events scheduled. This Reunion's Cancellation Fee is \$10. This fee is subtracted from any refund due regardless of the number of items in the Cancellation/Refund Request. It also applies to each refund transaction which is defined as whenever a check is issued. As a general rule, HQ will process all refund checks not later than close of business on Friday, 22 July 2011. If, however, you request more than one refund check (for example one in April and then one in June), then there would be one Cancellation Fee per check. Each Refund Request received prior to the cutoff date mentioned above will be processed by HQ not later than close of business on Friday, 22 July 2011. Since refunds are traditionally paid via check the goal is to have all checks in people's hands not later than Saturday, 30 July 2011.

CANCELLATION PENALTY WAIVER PROGRAM AND REFUND GUARANTEE FEE: The follow is extracted from the "Addendum to the Reunion Refund Policy Refund Guarantee" document posted in the Policies area of the VHPASERVICES website. Notwithstanding the details outlined in the Cancellation Date and Refund Policy above for an additional fee of 10% of the total of the registration fee and event ticket prices, an Attendee pays the Reunion Guarantee Fee and enrolls in the Cancellation Penalty Waiver Program. To benefit from this Program, however, the additional fee must be paid along with other registration fees at the time of initial registration. Enrollment in the Program will not be available at any time thereafter. The Program offers you and your guests the opportunity to receive a refund should you cancel or interrupt your trip to the Reunion for the following reasons:

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

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

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

(AND NOW FOR THE) VHPA REUNION HOTEL ACTIVITIES

Even a casual glance at the Registration Form shows there is something for everyone at this Reunion. We have all the traditional receptions, mini-reunion opportunities, vendors, the Honor Keg room, Poker and Golf Tournaments, luncheons, and KIA and DAT Memorial Services. We also plan to have Huey helicopter ride opportunities via our friends at the Army Aviation Heritage Foundation. There will be separate live music events and we even have two craft events especially for ladies – quilts and stamping. We have also increased our successful HPF (Historical Presentation Forum) to five – actually six if you count the Guest Speaker Luncheon, separate events. We also added a Writer's Seminar for all you budding Bob Masons' out there. Here's a list of the VHPA Scheduled Reunion Activities including a brief description of each event....

Florida Chapter of the VHPA will display their OH-6A from Tuesday, July 5th through Saturday, July 9th under the white tent at the front door of the hotel.

The Florida Chapter of the VHPA's will also open a Museum/Memorabilia Room in the Lake Lucerne room on the Lobby Level of the hotel on Tuesday, July 5th through Saturday, July 9th. This collection contains approx thirty (30) 2'x 2' boxes displaying items ranging from handmade Montagnard items to field gear, C-Rations, R&R items, and books written by VHPA members. We also have a small collection of weapons: a mini-gun, M-60 and a 2.75" rocket among others.

MINI-REUNIONS

We're holding various unit Mini-Reunions from Wednesday, July 6th through Saturday, July 9th in separate Lobby Level meeting rooms - Keeping in mind that one of the primary reasons for our Reunions is to reconnect with past compatriots from your RVN unit and flight school, we know the best way to do that is to schedule your own Mini-Reunion. Mini-Reunions are typically scheduled in 4-hour blocks and are available for booking on most days during the Reunion. You can also request a second four-hour block however this second block will be granted on a space available basis with priority for the particular space given to units requesting only one block. Once your Mini-Reunion is scheduled the details will appear on the webpage but you still should make an effort to get the word out to your buds. It's easy to schedule a Mini-Reunion, just complete the Mini-Reunion Request form available at VHPA.ORG and email it to Rebecca Bittle at [REDACTED]

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

HONOR KEG BEER ROOM

Tuesday, July 5th 11 am – 11 pm daily through Saturday, July 9th in the Pocket Lake room on the Lobby Level. World famous Aviator and Beer Enthusiast Kenny Bunn will pick-up where he left off in San Diego – namely the tradition of a Vietnam unit's Officer's Club which you can get a draft beer and shoot the breeze with your buddies. This year things will be a little different than in San Diego because the hotel requires one of their bartenders to be present. The price for a 12-oz cup is \$4 versus about \$6 at one of the hotel bars.

HELICOPTER RIDES

Wednesday, July 6th, 9 am, Rear Bus Loading Area. The Army Aviation Heritage Foundation (AAHF) in Hampton, GA will bring a restored UH-1H to Orlando to provide rides for Reunion attendees. The Huey carries about 8 to 10 passengers. The Huey will operate from a heliport about a mile from the hotel. This is the perfect opportunity for a dad to have his family and/or a grandpa to have his grandkids experience a ride in a real Huey. It is getting more and more difficult to even see a Huey let alone see one to fly in one; in

a few years the opportunity to ride in a Huey may well be gone for good.

THE NEW STONES – A ROLLING STONES TRIBUTE SHOW

Wednesday, July 6th, 8 – 9:30pm, Orlando ballroom. THE NEW STONES are a complete 7-piece show band that look AND sound like the real thing. The members all bear an uncanny resemblance to the actual Stones and the show will leave you thinking you were at an actual Rolling Stones concert. One of THE BEST Stones tribute bands in the USA.

LET IT BE – A BEATLES TRIBUTE SHOW

Thursday, July 7th, 7 – 7:30pm, Orlando ballroom. If you love The Beatles - THIS IS IT! LET IT BE is Florida's Longest Running Beatles Group. You will be amazed at how real the sights, sounds and excitement that these four lads create. This incredible Beatles Show has wowed crowds from Hollywood to Halifax, from Chicago to Miami.

ORLANDO VIETNAM HELICOPTER PILOTS MEMORIAL GOLF TOURNAMENT

Thursday, July 7th – buses depart the hotel at 7 am, should be back at the hotel by 2 pm. A continental breakfast and lunch are included. This Reunion's golf tourney honors all deceased Vietnam Helicopter Pilots with special feelings for our Orlando KIAs. We're playing at Metro West golf course, "Voted the Best Golf Course in Orlando". This Tournament will also include a helicopter golf ball drop one of the greens and one lucky person will win a large cash prize! Each golfer also has a chance to win four hole-in-one prizes – one is even a 2011 Harley Davidson FATBOY. Prizes include pro-shop gift certificates and lots of cash prizes. Famous Grouse Scotch is sponsoring a par-3 hole, our Tournament package includes golf with GPS equipped golf carts, range balls, continental breakfast, and a delicious sit-down deli platter luncheon. So get your foursomes together and register for this event. Contact Chris Garbow at [REDACTED] or Gary Spooner at [REDACTED] for details.

KIA/MIA GOLD STAR FAMILY BREAKFAST

Friday, July 8th, 8 am, Lake Eola room on the Lobby Level. ?" For the past few years, the Gold Star Family Breakfast has been an event at the Reunion designed especially to bring Gold Star Families (families of the deceased) together with pilots in remembrance and celebration of the lives we lost. Again this year, our "little sister" Julie Kink will be hosting the Gold Star Family Breakfast, you may contact her at: [REDACTED] or you may visit www.VirtualWall.org/contacts for full details.

SPOUSE/GUEST/LADIES LUNCHEON

Friday, July 8th, 10 am, Orlando ballroom. Marci Arthur, the owner of Truffles & Trifles, is our guest speaker and she will have an interesting discussion on the importance of food in our lives and will then provide a cooking demonstration. All attendees will also enjoy a fresh lunch buffet during the event.

HISTORIC PRESENTATION FORUMS (HPFS)

Without a doubt the HPF concept is the VHPA Reunion's greatest success story of the last five + years! Each year video recording of these presentations are made compiled on a DVD that is distributed at HPF attendees at the next Reunion. These DVDs can also be purchased by contacting HQ. As we've done in the past, a ballroom section is dedicated room to the HPFs, set up theater style and equipment with high-end audio visual presentation equipment. This year's HPF line-up is as follows:

HPF#1 - Veterans Administration on Post-Traumatic Stress Disorder (PTSD)
Thursday, July 7th, 9 – 10:30 am, Orlando ballroom is HPF #1. Dr. Capehart from the Veterans Administration will outline how the VA can assist in this critical area. For about two days during the Reunion, he will also hold question and answer sessions for those who would like to meet with him.

HPF#2 - Tom Marshall on Lam Son 719
Thursday, July 7th, 2:30 – 4 pm, Orlando ballroom is HPF #2. VHPA Member Tom Marshall, the author of The Price Of Exit will share the results of literally years of research and interviews on Operation Lam Son 719. Tom will also share some really incredible video footage gathered and edited from the DOD Media Archives.

HPF#3 - Frank Anton on Prisoners of War
Friday, July 8th, 3 – 4:30 pm, Orlando ballroom is HPF #3. VHPA Member Frank Anton was shot down and captured on 5 Jan 1968 and spent the next 62 months as a POW. Frank with Tommy Denton authored an autobiography published in 1997 by Summit Publishing titled Why Didn't You Get Me Out?

HPF#4 MEMORY MAP PROJECT UPDATE

Saturday, July 9th, 10 am – noon, Orlando ballroom is HPF #4. Ron Bower and Ken McElroy will describe and demonstrate the Memory Map Project they're working on that shows how our history can be displayed and recorded using Google Earth. This is a truly exciting project and a must see at this year's reunion.

HPF#5 - MORE JOINT POW/MIA ACCOUNTING COMMAND

Saturday, July 9th, 3 – 5 pm, Orlando ballroom is HPF #5. This is a "follow-on" presentation to the Guest Speaker Luncheon given on Friday, July 8th. In this HPF they will show in complete detail the actual JPAC documentation for a closed case, hopefully for an aircrew lost during Lam Son 719. You will see photos, diagrams, and results from field excavations, results from various laboratory analysis efforts of components and remains and interviews with soldiers and locals who might have witnessed the event.

WAR STORY CONTEST (WSC)

Saturday, July 9th, 2 – 3 pm, Orlando ballroom – Back by popular demand is yet another War Story Contest session. Mike Sheuerman and the usual suspects will entertain us with their "This ain't no sh_t stories" about Vietnam. This is both fun and frivolous.

POKER TOURNAMENTS

Wednesday, July 6th and Friday, July 8th, 2 – 5pm, Lake Virginia room on the Lobby Level – The proceeds from this annual event go to the VHPA Scholarship Fund for people who enjoy playing poker. No money changes hands but you must have a ticket to play. We obey all local gaming regulations while having a good time.

GUEST SPEAKER LUNCHEON - JOINT POW/MIA ACCOUNTING COMMAND

Friday, July 8th, 12:30 pm, Orlando ballroom. MAJ Ramon J. Osorio and JPAC team member Linda Read are coming all the way from Hawaii to address us on the full-accountability efforts. Prepare to be impressed, they're bringing sample documentation from a site visit and details of the annual updates given to POW/MIA families. All attendees will also enjoy a fresh lunch buffet.

MILITARY WRITER'S SEMINAR

Friday, July 8th, 2:00 pm, Lake Florence. VHPA Member and published author, Bob Mason, will conduct a Q&A session around the theme "How to find (and what to avoid) when searching for a publisher/agent for your book". Bob has been in the business since the 1980s when his book Chickenhawk hit the streets.

STAMP SHOW AND TELL

Saturday, July 9th, 10:00 am, Lake Mizell. Wanda Roettger, wife of VHPA Member Al Roettger, is the leader/teacher for this Show & Tell on how to make custom cards. As a "Hand's On" event, your ticket covers the materials and supplies so you can make two greeting cards similar. Wanda has arranged with some Orlando "stampers" to help her so there will be an 'expert' for every two tables.

QUILT SHOW & TELL

Saturday, July 9th, 2:00 pm, Lake Virginia. This year Judy Dickerson from Quilt Shop Orlando will be the discussion leader. If you have questions or suggestions for this event, contact Dianna Law at [REDACTED] or [REDACTED]. This event really is a Show & Tell, please consider bringing some of your own work.

ANNUAL BUSINESS MEETING (ABM)

Friday, July 8th, 10 am, Orlando ballroom. This is a "ticket required" event, everyone who enters the room must show or surrender their ticket. And while you must be a VHPA dues current member to attend the ABM, you do not have to be registered to attend the Reunion to attend the ABM. So, if you are dues current with the VHPA and desire to attend the ABM, then obtain your ABM ticket from the on-site Reunion Registration Desk. If you have any questions about the ABM, please contact the current VHPA President or any member of the Executive Council.

CLOSING BANQUET

Saturday, July 9th, 5:45 pm, Orlando Ballroom. Plans for this year Closing Banquet include the following:

The New York City Police Emerald Society Bagpipers will again provide their stirring opening to the Banquet with their wonderful tribute to the United States military services. Returning after an absence of too many years is the Warrant Officer Candidate (WOC) Chorus under the direction of VHPA Member Mike Roulier. The Chorus will sing of our National Anthem and "This is My Country" immediately after our famous tribute to the Missing Man. Following the new VHPA President's closing remarks the Chorus will sing "God Bless the USA."

Please remember that they now allow RLOs! If you enjoying singing in a male chorus, you are welcome to join the Chorus, contact Mike at [REDACTED] to learn when the Chorus will rehearse, etc.

This year we will test a slightly different concept for dance music. First, there will be NO AMPLIFIED SOUND in the dining room following the President's closing remarks and the WOC Chorus presentation of "God Bless the USA." You and your party can sit at your table or anywhere in the dining room for as long as you wish, the Cash Bars will remain open until they are no longer needed. If you wish to dance and/or listen to the music/entertainment, we will have a professional group playing DOWN THE FOYER from the dining room. You can come and go from both venues as you please.

VHPA REUNION ORGANIZED ORLANDO AREA EVENTS PONTON BOAT CRUISE & LUNCH

9:00am-4:00pm on Wednesday, July 6th and 8:30am-3:30pm on Saturday, July 9th. Step away from the theme parks and the hustle and bustle of Orlando for a day in Old Florida. Begin your tour by cruising the smooth inland waters of the Banana River aboard a shallow-draft, 50-passenger pontoon boat. You'll learn of the river's significance from a certified Eco-Guide as it is considered a sanctuary for the endangered West Indian manatees and bottlenose dolphins. After your two-hour cruise, you'll board your coach for the short drive to the Lone Cabbage Fish Camp for lunch on the banks of the beautiful St. Johns River. This popular restaurant offers some of the best local foods, including frog leg, turtle, catfish and gator tail and your lunch, included in the price of the tour, will include some gator tail as well as samples of their most popular dishes.

FANTASY OF FLIGHT TOUR

9:30am-3:30pm on Wednesday, July 6th and Saturday, July 9th. Experience a simulated jump from an aircraft at night, and land to do battle in the trenches of WWI on the Western Front. Climb aboard an authentic B-17 Flying Fortress and feel the tension of a World War II bombing mission on a cold winter's night. Step foot into the stunning art deco facility which is home to the world's greatest aircraft collection. Housed in three huge hangars, are over 40 vintage aircraft, many of which are restored to original flying condition. There are many tours to choose from while visiting (a detailed schedule will be provided on tour day). The main building offers a self-guided multi-sensory experience from early flight through WWII, several static aircraft displays. The tram tour of the grounds includes the runways, the back-lot and maintenance hangar. The Wood Shop tour shows the restoration specialists disassemble and restore wooden aircraft. Don't miss the Restoration Shop tour, and the daily aerial demonstration. Included in the price of the tour is a boxed lunch for you to enjoy at your leisure in the "Officers Club" located at the main museum building.

Executive Council Elections - 2011 Reunion

The Executive Council (EC) consists of six members: past President, presiding President, Vice President, and three members-at-large (senior, mid-term and junior) and at Annual Business Meeting of this Reunion, we will elect two new members, a Vice-President and a Junior Member-at-Large.

Executive Council participation provides a portal to understanding and assisting the efforts that create successful national reunions and gives you the chance to assist in the long term VHPA effort to ensure a complete historical legacy and enduring scholarship program. The mechanics of EC activities include a monthly telephone conference call to discuss and make administrative decisions on VHPA functions, and frequent e-mails to share details of ongoing activities. All members of the EC are expected to attend and assist during the annual national Reunion, participate at the annual business meeting, be available for the monthly conference call and actively attend to VHPA interests.

Candidates for both positions must be an active member for one year prior to the first day of the 2010 annual VHPA National Reunion (July 7, 2010). The nomination process is easy, 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) not later than midnight, June 15, 2010. To volunteer, nominate, or to discuss the EC duties and election process, contact Bob Hesselbein, current Junior Member at Large and Election Coordinator. He may be reached either through e-mail [REDACTED] or by phone [REDACTED]. We will post the basic biographical information of all candidates to each position to the VHPA website by June 20, 2011 for the membership's pre-election review.

This notice fulfills VHPA policy to notify members and to seek nominees for the Vice President and Junior Member at Large positions. Please consider contributing the gift of your time and enthusiasm and volunteer to serve on the VHPA Executive Council.

KENNEDY SPACE CENTER TOUR

9:00am-5:00pm on Thursday, July 7th and 9:00am-4:00pm on Sunday, July 10th. This tour explores NASA's launch headquarters; an amazing area that includes towering launch pads, huge rockets, history-making technology, and vast stretches of our Florida wildlife preserve. Board your luxury motor coach and get ready to see history being made at the most prolific launch site in the world. You may choose the tram riding tour of this space complex, which will surely thrill and amaze everyone. You'll view the Launch Complex 39 Observation Platform, Apollo/Saturn V Center, and the International Space Station Center. There are two excellent IMAX movie presentations that will take you to the outer limits, several exhibits and shows. This is a most unusual and interesting tour at an easy pace. Tour of the space center is on your own, there are also plenty of options for lunch on your own at the space center. Don't miss it!

KENNEDY SPACE CENTER TOUR and LUNCH WITH AN ASTRONAUT

9:00am-5:00pm on Thursday, July 7th. This is an add-on feature to the normal Kennedy Space Center Tour. Gather in a private room at the space center for a hot buffet lunch. During lunch you will view a short film about Astronauts living and working in space, followed by a presentation by the guest astronaut. There will be many opportunities for questions and photos. There will be time to tour the space center before and after the luncheon. Please note the Guest Astronaut's name will not be confirmed until the tour date.

KISSIMMEE AIR MUSEUM

9:30am-1:30pm on Thursday, July 7th. The Kissimmee Air Museum showcases Florida's rich aviation heritage through aircraft displays, exhibits and restoration projects. Some of the aircrafts on display include WWII aircraft, a Bell OH-13 and a Hiller OH-23, as well as Cessna, Hillers and a Robinson 44. There are also several aircraft currently being restored in the museum itself. A special guided tour has been arranged, followed by ample time on your own to tour the exhibits. Please note; there is no lunch on this tour, please eat prior to departure, or you are welcome to bring a snack.

DAYTONA 500 EXPERIENCE

9:00am-4:00pm on Thursday, July 7th and Sunday, July 10th. Start your engines as you visit the home of the Daytona 500! Today, tour one of the most famous race facilities in history. The Speedway Tour includes an IMAX film and takes you on an open-air tram through Daytona International Speedway's garage area, pit road, and the world-famous 31-degree high banks. The narrated tour includes descriptions of each area of the track as you ride past. The tour also makes stops at Pit Road and Gatorade Victory Lane, and the restricted VIP Seats. Following the tour, enjoy lunch (included in the price of the tour) overlooking the track. There will be time after lunch to visit the extensive gift shop and take some photos. Please note; tour route subject to change due to track activity on the day of the tour.

WINTER PARK CRUISE & TOUR

9:30am-3:30pm on Thursday, July 7th and Saturday, July 9th. Winter Park is home to many hidden gardens, parks, world-renowned art collections, shops and restaurants. The tour of Winter Park includes a scenic boat ride, and plenty of time to stroll the streets of this "little Europe". Located on Lake Osceola, Winter Park is brimming with history, culture, shopping and recreation. The day begins with a scenic boat ride on the pristine Winter Park chain of lakes. As you cruise the lakes, watch for large cranes or a lazy alligator on a nearby bank. Enjoy the palms, cypress trees, lush ferns, a variety of flourishing sub-tropical flowers, opulent private homes and exquisite estates sprawling along the shore. Following the cruise, stroll down tree-lined streets and browse the many boutiques in the Winter Park Village, Park Avenue and Hannibal Square shopping districts. You may also spend some time at one of the area's four museums, including the Morse Museum of American Art which features the art of Tiffany. There are many restaurants and cafes for lunch on your own. Please note: You will need to walk about 1/2 mile and climb down about 10 steps to get on board the boat.

ARABIAN NIGHTS DINNER TOUR


8:00pm-11:00pm on Friday, July 8th. Enjoy a thrilling romantic adventure filled with music, lights, daring acts during this large scale theatrical production. The show features riders and acrobats performing with more than 60 horses. Before the show enjoy a delicious 3-course dinner, and unlimited soda and beer. This dinner show brings a storybook tale to life on horseback with horses from around the world showcased in our world's largest indoor equestrian show arena. As the story unfolds the arena comes alive with many adventures and surprises, the majestic display of breathtaking horses and colorful costumes combine to create a celebration of horses and riders.

VISITING OTHER LOCAL ORLANDO ACTIVITIES


For visits to the other area local attractions and theme parks that are not a part of the Reunion's organized tours (Disney World, Universal Studios Orlando etc.) here's what we have planned. We've built a special link to the OrlandoMeetingsInfo.com that may be found at: <http://mhp.orlandomeetingsinfo.com> This web site provides information about area's park and event tickets and the beautiful part about this link is that it tells you about the availability of "Half-Day Tickets" to several of the venues. Half-day tickets start at 2 PM and are perfect for people who don't have "all day long" endurance! You can only buy these tickets from the Hotel's Concierge Desk (not at the venue's front gate) so first explore where you might want to go on the website, and make sure that venue offers the half-day tickets.

**I Want You
to come to
this year's
Reunion!**






DPMO
Defense Prisoner of War • Missing Personnel Office



AMERICANS IDENTIFIED: There are now 1,695 Americans listed by DOD as missing and unaccounted for from the Vietnam War. DPMO recently posted the news that the remains of Warrant Officer 3rd Class George A. Howes, USAR, and two US Air Force officers Colonel James E. Dennany and Major Robert L. Tucci, have been recovered and identified. WO3 Howes was listed as MIA January 10, 1970. Col Dennany and Maj Tucci were both listed as MIA in Laos on November 12, 1969. Several others have been identified, but not yet announced by DPMO as they are awaiting family notification by the Service Casualty Offices.

The number of Americans returned and identified since the end of the Vietnam War in 1975 is now 888, another 63 US Personnel, recovered post-incident and identified before the end of the war, bring the total to 951. Of the 1,695 unreturned American Veterans from the Vietnam War, our POW/MIA's numbers shows 90% were lost in Vietnam or in areas of Laos and Cambodia under Vietnam's wartime control. The numbers are further broken down as follows: Vietnam-1,300 (VN477, V-823), Laos-330, Cambodia-58, Peoples Republic of China territorial waters-7, over 450 of those still missing were over water losses.



SCHEDULE OF EVENTS

VHPA 28th Annual Reunion in Orlando, Florida

WALT Disney World.

TIMES

EVENT

LOCATION

There are no VHPA sponsored celebrations, activities or gatherings on Monday, July 4th, 2011

~ TUESDAY, JULY 5TH ~

8:00am - 1:00pm	Vendor Room Set-up	Lobby Level Window Rooms
8:00am - 5:00pm	Registration	Convention Registration
8:00am - 6:00pm	Pre-Registration	Lake Down
8:00am - 5:00pm	Tour Office	Spring Lake
11:00am - 11:00pm	Honor Keg Room	Pocket Lake
1:00pm - 4:00pm	T-Shirt Room	Ruby Lake
1:00pm - 5:00pm	Vendor Room	Lobby Level Window Rooms
7:00pm - 10:00pm	Early Bird Reception	Orlando Foyer

~ WEDNESDAY, JULY 6TH ~

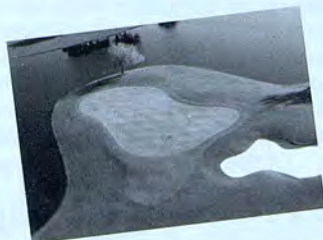
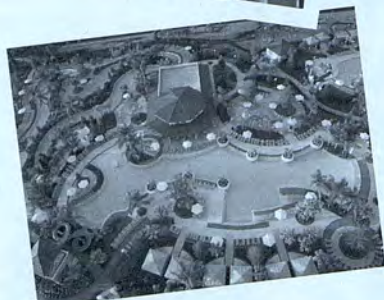
8:00am - 6:00pm	Welcome/Information Desk	Market Place Lobby
8:00am - 5:00pm	Registration	Convention Registration
8:00am - 7:00pm	Pre-Registration	Lake Down
8:00am - 5:00pm	Tour Office	Spring Lake
9:00am - 5:00pm	Vendor Room	Lobby Level Window Rooms
9:00am - noon	Mini-Reunions	Lobby Level Rooms
9:00am - 5:00pm	AAHF Huey Rides	Rear Bus Loading Area
9:00am - 4:00pm	Pontoon Boat Tour	Rear Bus Loading Area
9:30am - 3:30pm	Fantasy of Flight Tour	Rear Bus Loading Area
11:00am - 11:00pm	Honor Keg Beer Room	Pocket Lake
1:00pm - 5:00pm	Mini-Reunions	Lobby Level Rooms
1:00pm - 5:00pm	T-Shirt Room	Ruby Lake
1:00pm - 5:00pm	Banquet Seating Room	Sand Lake
2:00pm - 5:00pm	Poker Tournament I	Lake Virginia
6:30pm - 7:30pm	1st Time Attendee Reception	Orlando
7:00pm - 10:00pm	Welcome Reception	Orlando
8:00pm - 10:00pm	THE NEW STONES - Rolling Stones Tribute	Orlando

~ THURSDAY, JULY 7TH ~

7:00am - 2:00pm	Golf - MetroWest	Rear Bus Loading Area
8:00am - 6:00pm	Welcome/Information Desk	Market Place Lobby
8:00am - 6:00pm	Registration	Convention Registration
8:00am - 5:00pm	Pre-Registration	Lake Down
8:00am - 5:00pm	Tour Office & T-Shirt Room	Spring Lake
9:00am - 5:00pm	Vendor Room	Lobby Level Window Rooms
9:00am - 10:30am	HPF #1 VA on PTSD	Orlando
9:00am - noon	Mini-Reunions	Lobby Level Rooms
9:00am - 4:00pm	Daytona Speedway Tour	Rear Bus Loading Area
9:00am - 5:00pm	Kennedy & Astronaut Lunch Tour	Rear Bus Loading Area
9:00am - 5:00pm	Kennedy Space Center Tour	Rear Bus Loading Area
9:30am - 1:30pm	Kissimmee Air Museum Tour	Rear Bus Loading Area
9:30am - 3:30pm	Winter Park Tour	Rear Bus Loading Area
11:00am - 11:00pm	Honor Keg Beer Room	Pocket Lake
1:00pm - 5:00pm	Mini-Reunions	Lobby Level Rooms
1:00pm - 5:00pm	Banquet Seating Room	Sand Lake
1:30pm - 2:15pm	PeaceTrees Vietnam - Annual Update	Orlando
2:30pm - 4:00pm	HPF #2 Tom Marshall LS 719	Orlando
4:30pm - 7:00pm	Scholarship Fund Dinner	Orlando
6:00pm - 8:00pm	LET IT BE - The Beatles Tribute Concert	Orlando

~ FRIDAY, JULY 8TH ~

8:00am - 9:30am	KIA/MIA Gold Star Breakfast	Lake Eola
8:00am - 6:00pm	Welcome/Information Desk	Market Place Lobby
9:00am - 5:00pm	Vendor Room	Lobby Level Window Rooms
9:00am - 5:00pm	Registration, Pre-Registration & T-Shirt	Convention Registration
10:00am - 12:00pm	Annual Business Meeting	Orlando
10:00am - 1:00pm	Spouse/Guest Event Truffles & Trifles	Orlando
12:00am - 11:00pm	Honor Keg Beer Room	Pocket Lake
12:30pm - 2:00pm	Luncheon w/speaker JPAC	Orlando
1:00pm - 5:00pm	Banquet Seating Room	Sand Lake
1:00pm - 5:00pm	Mini-Reunions	Lobby Level Rooms
2:00pm - 3:00pm	Writer's Seminar with Bob Mason	Lake Florence
2:00pm - 5:00pm	Poker Tournament II	Lake Virginia
3:00pm - 4:30pm	HPF #3 Frank Anton POW	Orlando
7:30pm - 11:00pm	Arabian Nights Dinner Tour (or) Dinner & Evening on your own	Rear Bus Loading Area



~ SATURDAY, JULY 9TH ~

8:00am - 9:30am
8:00am - 5:00pm
8:00am - 6:00pm
9:00am - 5:00pm
9:00am - 5:00pm
9:00am - 5:00pm
9:00am - noon
9:30am - 3:30pm
9:30am - 4:30pm
10:00am - 4:00pm
10:00am - noon
10:00am - noon
11:00am - 11:00pm
1:00pm - 5:00pm
2:00pm - 3:00pm
3:00pm - 5:00pm
2:00pm - 4:00pm
5:45pm - 9:00pm
7:00pm - 9:00pm

Memorial Service
Tour Office
Welcome/Information Desk
Registration, Pre-Registration & T-Shirts
Vendor Room
Banquet Seating Room
Mini-Reunions
Fantasy of Flight Tour
Pontoon Boat Tour
Winter Park Tour
HPF #4 Memory Map
Stamp Set Show & Tell
Honor Keg Beer Room
Mini-Reunions
War Story Contest
HPF #5 More from JPAC
Quilt Show & Tell
Closing Banquet
Dance Band

Lake Eola
Spring Lake
Market Place Lobby
Convention Registration
Lobby Level Window Rooms
Sand Lake
Lobby Level Rooms
Rear Bus Loading Area
Rear Bus Loading Area
Rear Bus Loading Area
Orlando
Lake Mizell
Pocket Lake
Lobby Level Rooms
Orlando
Orlando
Lake Virginia
Orlando
Orlando

~ SUNDAY, JULY 10TH ~

8:00am - 9:00am
9:00am - 4:00pm
9:00am - 4:00pm

Tour Office
Kennedy Space Tour
Daytona Speedway Tour
Enjoy Orlando or depart for home

Spring Lake
Rear Bus Loading Area
Rear Bus Loading Area



CHANGE ONE! Orlando Reunion Concerts

by Mike Law VHPA Reunion Committee Chairman

It is absolutely essential that ya'll know this is all Jim Spiers' fault. Because Jim is such a faithful VHPA'er - he's attended most every Reunion - he's been a Life Member of the VHPA almost since day one - he's provided photos of MAVERICK gunships to the VHPA Calendar and Directory project - he has a great smile and an infectious laugh - he is much taller than I am; so I really like the guy and just have to listen to him!

A month or so after the San Diego Reunion he says to me, "Mike, we need to do a better job with evening entertainment at the Reunions." I say, "OK, Jim, what do you have in mind?" Because I've known Jim for years and because he said "we need to" I'm more than willing to continue this conversation - however I do make certain my seatbelt is fastened! Jim continues, "The wife and I just returned from a Beatles concert down here in Georgia - you know one of those tribute bands - not the actual Beatles? It was great! We got'ta add something like that to the Reunions." I reminded Jim that we have a tradition of Early Bird and Welcome Receptions because people want to start the Reunion by meeting as many of their old friends (and new best friends) as possible. I mentioned that for several years we had food and live music but people got upset with the cost and the loud noise - they really just wanted to talk to their friends but all this other stuff got in the way. Some of my friends have even told me they are purposely skipping the early part of the Reunion because of the cost and the noise. Ouch!! Jim said, "Yeah I know that and I'm glad we stopped messing with food at those receptions. But, Mike, we got'ta have more fun than just talkin' and drinkin'!" I reminded him that these bands can cost a several grand and we are cost conscience. Jim replied, "Well, let me work on that! I'll get back to you with some ideas, Mike, and you figure out how to make it work."

Not long after that I get an email from Jim introducing me to a booking agent's website. Things are looking fine and we are pretty far down the road with the negotiations but the costs keep inching up and up and up. In the meantime we have to publish schedules and the EC has to approve ticket prices and The Aviator needs to get published. The bottom line is that dog don't hunt! I realize that's a Texas expression - wonder if they speak Texan in Georgia? Anyway, we switch to a Florida based booking agent and Florida based tribute bands. Done Deal! So I'm chatting with the new booking agent and whining about the high cost we didn't enjoy with the failed deal. He says to me, "Mike, I hear you! Sometimes these tribute band guys get to thinking they are the real thing! I tell our The New Stones guy - your name is

Richard Stewart - you act like Mick Jagger but you, sir, are not Mick Jagger!" So - change one - here is what you will see in Orlando.

THE NEW STONES - a Rolling Stones Tribute Show - Wednesday, July 6th, 8 - 9:30pm, Orlando ballroom. THE NEW STONES are a Tampa-based Rolling Stones Tribute Show Band that features an amazing song list filled with all of the Rolling Stones hits. Everything from the old classics, like Satisfaction, Brown Sugar, Paint It Black, and Ruby Tuesday, through the more recent hits like Miss You and Start Me Up, and Shine A Light. The New Stones are a complete 7-piece show band that look AND sound like the real thing. The band members all bear an uncanny resemblance to the actual Stones members. Musically The New Stones are the complete package featuring keyboard, horns, and percussion, the open tunings of Keith Richards, and the amazing visual high energy show performed by Richard Stewart as Mick Jagger, will leave you thinking you were at an actual Rolling Stones concert. This is without a doubt one of THE BEST tributes in the country.

LET IT BE - a Beatles Tribute Show - Thursday, July 7th, 7 - 7:30pm, Orlando ballroom. If you love The Beatles - THIS IS IT! LET IT BE is Florida's Longest Running Beatles Group. You will be amazed at how real the sights, sounds and excitement that these four lads create. Extraordinary effort has been made to recreate the excitement of an actual Beatles Concert! From A Hard Day's Night and Sgt. Pepper's Lonely Hearts Club Band to the finality of Let It Be, The Boys will entertain you with three professional costume changes, and they play the actual instruments used by the Beatles! LET IT BE plays virtually all of the hit songs that "The Beatles" ever recorded note for note! Love Me Do to Hey Jude and every hit song in between. This incredible Beatles Show has wowed crowds from Hollywood to Halifax, from Chicago to Miami.

Since we were unable to negotiate a contract with our originally announced two bands; "Satisfaction/The International Rolling Stones Show" - a Rolling Stones Tribute Band, or "The Wholigans - a Who Tribute Band" we will honor the tickets already sold for each/both of these two shows at the shows for our two new Tribute Bands. However, if you had your hearts set on just seeing either of the originally announced Tribute Bands, and don't want to enjoy the shows put on by our new Tribute Bands, we will gladly refund your money.

In closing, remember the rules of the game? If you have a good time at these concerts - it's all Jim Spiers' fault. If you don't enjoy it, it's all Mike Law's fault!

N1 was below his calculation and we should have a bit more torque before rotor RPM droop. I edged up the thrust slightly until he said stop. We were at 50 knots, 100 feet AGL and climbing; we cleared the compound at 70 knots and 300 feet AGL. Cloud cover looked to be about 2500 feet MSL; we climbed to 2300 feet maintaining 80 knots; time was 19:30 and it was pitch black outside. We could feel vibrations caused by the taped blade, and flight engineer Gree commented on how quiet the aircraft seemed with only one engine running. We flew lights out towards Holloway apprehensive of attracting enemy fire even in the dark night.

For about 15 minutes everything seemed ok, until Al reported oil dripping on him in the jump seat. He folded the seat and with a flashlight confirmed oil mist coming from around the cork was collecting as raw oil and dripping at an increasing rate. Concerned that transmission internal air pressure would blow the cork out; Al wrapped his hand and arm in a rag and began holding the cork while using the rag to protect from the hot oil and transmission case. At 80 knots (the recommended speed on one engine) we had over an hour to Holloway. Markham and I began to feel and smell oil mist in the cockpit. We tried various combinations of side windows open and out of trim maneuvers but oil mist is not smoke so nothing worked. The rag on Al's hand was becoming soaked and hot every few minutes and the flight engineer was searching the aircraft for rags. Gree would wrap Al's empty

hand with a fresh rag allowing him to swap hands for a rest. There weren't enough rags so we used maintenance crew shirts. Gunners were holding rags and shirts out windows to lose some of the oil and cool the fabric. We had a good routine going but Markham and I were concerned about oil on the cockpit windscreens hampering our visibility for landing. In the black of night we had no visibility references except for a few village fires. As we approached Holloway and Pleiku lights, we could see the windscreens were indeed a mess. Markham called the tower about five miles out reporting we had systems issues and asked for a straight in landing to runway 23. The tower replied immediately saying "Shrimp Boat 995 we are glad to hear you. What is your situation? We've been getting calls from your Ops every five minutes asking if we had heard from you." Markham replied that we were on one engine with oil mist in the cockpit and limited windshield visibility due to oil smears. He then called Ops to let them know our status and commented we should have called sooner but things had been pretty busy.

The tower cleared us to land and there were crash trucks with lights blazing on the approach end. We made a running landing looking through the oil misted windscreens and taxied to the Shrimp Boat ramp. After shutdown everyone on the flight line wanted to know what happened. The mission crew had returned hours ago telling of how we opted to stay and repair the aircraft. As for us, all we wanted was some fresh air. Standing on the ramp, the maintenance crews

noted that all our flight suits were greasy with oil and Al's jungle fatigues were soaked. It had been a long day and we let the night crew tow the aircraft into a revetment while our crew went looking for chow, a beer, and some clean cloths. The time was 21:30.

Shrimp Boat 68-15995 was cleaned up, repaired and put back to mission ready status in six weeks. Records indicate it was transferred to the 180th AHSC (Vietnam) in 1971; was on loan to NASA 1973-74; was transferred to the 180th Avn. Co. in Germany 1974; and was eventually converted to a D model with tail number changed to 88-00105. It is likely still flying somewhere in the universe.

There were recoveries before and there would be others after, but this was the hairiest recovery mission of my maintenance flying career. The maintenance part was routine, but the location and enemy situation forced us to make critical decisions and take actions in a compressed timeframe. The professionalism of everyone on the crew was remarkable and my thanks to all those who helped make this mission a success.

One last comment: The Chinook accident records contain several entries for aircraft and crew losses from transmission failures in flight. In every case these failures were caused by factors unknown to and beyond control of the flight crew. In our case we inspected the transmission thoroughly inside and out and found it flight worthy even with the bullet hole in the case.

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COMBAT HELICOPTER PILOTS ASSOCIATION

Join Us for our
CHPA Reunion
20-23
October 2011
Fort Rucker, AL



DUTY • HONOR • COURAGE • NEVER EVER FORGET

DUTY • HONOR • COURAGE • NEVER EVER FORGET

CHPA is an all-service, non-profit, military association of active duty, NG, Reserve, and former U.S. combat rotary wing pilots from all wars.

Our purpose is Unity, Legacy, and Remembrance of our fallen comrades.

For Information on Preserving Our Legacy, visit the web site or request a brochure from our HQ in Washington, DC.

www.CHPA-US.org

Combat Helicopter Pilots Association
PO Box 15852
Washington, DC 20003-0852

COMBAT HELICOPTER PILOTS ASSOCIATION

92nd ASSAULT HELICOPTER COMPANY YAHOO GROUP SITE

by Bill Robie, pilot, 92nd AHC, Dong Ba Thin, 3/68-3/69

Making connections with our former aviation unit buddies, 40 years or more after Vietnam, can be a rewarding experience. The 92nd AHC has a communication system that lets this happen and we thought you might like to know about it. We have a Yahoo Groups site which is very successful, simple to use, free, and available to anyone with Internet access. A Yahoo site allows any member of the group to post a message that automatically goes to all other group members. One message will prompt a reply, then more replies and a whole new thread of memories and "war stories" gets going. Many units have a Website (as does the 92nd www.92ahc.org), but a Website doesn't allow free-flowing interactive communication.

Our Yahoo Group site (<http://groups.yahoo.com/group/92ndahc>) was established in February, 2005. We have over 150 participating members and one "little sister". Over 5,000 messages have been posted since inception, all cached by Yahoo. The site has a Group moderator and only authenticated former members of the 92nd AHC are allowed. New members find us and join almost every month.

Message topics are open to anything having to do with what we did then and what we are doing now, to include where we live so guys who are nearby to each other can know about it. We also use the site for important VA information, personal experience and guidance advice about the VA process, and informing members about get-together opportunities and unit reunions. We specifically ask that members not post jokes, or anything political or religious. We also prefer no "forwarded" material that doesn't pertain specifically to the 92nd no matter how incredibly "cool" or patriotic it might

be. We want all our members to stay connected and not unsubscribe because of too much e-mail not related to our purpose. It's important that the capability be maintained to connect with as many of our unit brothers as possible.

When messages are posted, some amazing transformations take place. In most instances, we write as we remember ourselves then. We make a mental leap through the time barrier to when we were young, bold, and bulletproof. The experience is therapeutic for many, and in some instances has resulted in significant beneficial effects for those slowly making headway through PTSD treatment. Another interesting effect is that the years have softened the old separations between "officer" and "enlisted". References to the "guys in front", "guys in back", and "guys on the ground" still get knocked around, but with more respect than was probably acknowledge back then. Many sincere and long overlooked "thank-yous" are given out now for safe and skillful piloting and for thorough and exhaustive maintenance. And "Hey!, my wife and kids thank you too!" We all realize that each of us did our part in the very best way we could to fly safe, survive, and get the mission done.

In short, exchanging these many messages and memories serves as a youthful elixir and a rejuvenation of our spirits. We all feel that the bond previously formed with all our aviation brothers has never been broken. Our 92nd AHC Yahoo Group site just makes it real and current. Consider a site like this for your group.

To start your own Yahoo Groups Site, go to www.yahogroups.com and follow prompts at "Start your group today".



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ALAN VERE MCCULLOCH

Alan Vere McCulloch, 64, of Canton, Georgia passed away after a battle with pancreatic cancer on Thursday March 3rd, 2011. He was preceded in death by his loving wife of 35 years Cathy Gowen McCulloch.



He was a Retired Veteran of the United States Army Reserves, he graduated flight school with Flight Class 71-5, he went on to fly in Vietnam with C/101 Avn, 101 Airborne Division in 1971-72 under the callsign Black Widow26. Alan also retired from the Georgia Army National Guard as a CW4. In the Georgia Guard he flew the CH-54A and the CH-47D. He was also very involved in the Army Aviation Heritage Foundation - <http://www.armyav.org/about.html> until he could no longer physically participate. He was also a retired School Psychologist for the Chatham County Board of Education.

He is also survived by his son, Jason and daughter Rachel and their families, and one sister. Grave-side interment was held on March 7th, 2011 at the Georgia National Cemetery, Canton, Georgia. Donations may be directed to the Wounded Warrior Foundation.

AUGUST M. CIANCIOLO

Lieutenant General August ("Gus") Cianciolo, US ARMY (Ret) died on April 4, 2011 from complications related to injuries sustained in an automobile accident. He was born March 11, 1936 in Covington, KY, and graduated from Xavier University in 1958. He went on to earn his master's degree from the University of Southern California.



Gus was commissioned as an officer in the US Army in 1959 where he spent over 33 years serving his country. Gus graduated flight school with Flight Class 60-03 and served two tours in Vietnam, both with B Battery, 2/20th ARA where he flew under the callsign Armed Falcon 47Bravo and Blue Max 46. Gus was a Life Member of the VHPA. Gus culminated his service as the Military Deputy to the Assistant Secretary of the Army for Research, Development and Acquisition. Upon his retirement from active service Gus settled in Alexandria, VA. Gus worked with Cypress International and later joined The SPECTRUM Group where he served as Vice Chairman of the Board.

Gus is survived by his wife of 52 years, Sheila; one daughter, two sons, five grandchildren, one brother, four sisters and numerous nieces, nephews and other extended family members. Gus enjoyed all aspects of life, including his friendships, golf, aviation, and spending time with his grandchildren. Gus never lost his positive outlook on life.

Services were held on April 11th, at St. Louis Catholic Church in Alexandria, Virginia, and again with full Military Honors at the Ft. Myer Memorial Chapel; interment followed at Arlington National Cemetery. The family requests that donations in

his name be sent to the Intrepid Fallen Heroes Fund of New York City, NY. Published in The Washington Post on April 7, 2011

CARLTON LEROY WILLIAMS

Carlton Leroy Williams, 66, of Haymarket, VA, died in the Lord on Tuesday, March 8, 2011 at Prince William Hospital, Manassas, VA. He was born June 30, 1944 in Ft. Lauderdale, FL, and was a member of Holy Trinity Catholic Church, Gainesville, VA.



Carlton was a retired Major in the U.S. Army, he graduated flight school with Flight Class 67-18 and flew in Vietnam with the A9 Avn, 9th INF in 1967-68, the 240th AHC in 1968, the 116th AHC in 1971-72 and finally with the 1th CAG in 1972 under the callsign Mad Dog 35. He was also a Past Grand Knight of the James C. Fletcher, Jr. Council and Former District Deputy. Carlton was also a member of the Bishop James E. Walsh Assembly. For most of his professional career, he served as a Communications Engineer.

Survivors include his loving wife of 45 years, Rosa; two children, three sisters, three brothers, and three grandchildren. He also leaves behind multiple nieces; nephews; and cousins; five godchildren; and many loving and caring friends.

A Mass of Christian Burial was celebrated on March 14, 2011, interment will be held at a later date in Arlington National Cemetery with full military honors. In lieu of flowers, contributions to J.W. Alvey Elementary School, 5300 Waverly Farm Drive, Haymarket, VA 20169 in loving memory of Carlton LeRoy Williams. Condolences may be sent to www.pierceff.com.

CHARLES B JOHNSON-PICKETT

Chuck Johnson-Pickett, 64, of Stilwell, KS, passed away Friday, April 1, 2011 at his home.

Chuck spent his career in the U.S. Army where he was a helicopter test pilot, served in the Vietnam Conflict where he was awarded the Distinguished Flying Cross, and retired in 1989 as a Chief Warrant Officer after serving his country for 21 years. He then went to work for the BNSF Railroad, where he worked for 12 years as a Conductor and Engineer before retiring in 2010. Chuck received his B.S. in Aviation Management and was a proud member of the United Transportation Union.

He was preceded in death by his father and one son, he is survived by his wife of 29 years, Janie Johnson-Pickett; one son, two daughters, his mother, two brothers and 3 granddaughters. Chuck was a much loved husband, father, grandfather, and friend. He will be missed by all. The family suggests contributions to the Juvenile Diabetes Research Foundation.

FREDDIE H. ROBBINS

Freddie (Fred) Robbins of Barnardville, North Carolina, passed away on July 30, 2010 and was interred with full military honors in the Ashlawn Gardens of Memory in Weaverville, North Carolina on August 2, 2010.

He served as a captain in the US Army during Vietnam and in Germany. He graduated from

flight school with Flight Class's 68-507 and 68-10, in Vietnam he flew with the 128th Assault Helicopter Company in 1968-69. He returned to Vietnam in 1970-71 and while there flew with 158th and the 159th AVN Companies of the 101st Airborne Division.

He is survived by his wife Kathy. Her phone number is listed in the VHPA Membership Directory.

GARY RICHARD WEILAND, SR.

Gary Richard Weiland; 70; passed away on February 17, 2011.

Loving father, grandfather and friend. Distinguished and decorated retired Army Captain and Helicopter Instructor Pilot, who loved his family, friends and country. Gary attended flight school with classes 66-17 and 66-19, he flew in Vietnam under the callsign Walrus with the 189 AHC (1967-68), the 119 AHC (1968), D Troop, 1/10 CAV (1971), HHT Troop, 7/17 CAV (1971) and the 61st AHC (1971). He was awarded the Distinguished Flying Cross, Bronze Star Medal, Vietnam Service Medal and the Purple Heart, among many others, while serving his country. Retired logistics engineer and integrated logistics support manager for L-3 Communications. He also loved to garden, fish, hunt, camp and travel.

He is survived by his eight children, sixteen grandchildren, and former spouse and very good friend, Pattie Weiland. Burial services were held at Camp Nelson Cemetery in Kentucky on February 21, 2011. Memorials may be directed to Hospice of the Bluegrass (www.hospicebg.org).

GENE CLARKSON RUSSELL

Gene Clarkson Russell, 66, of Whitehaven, Maryland passed quietly at his home on Saturday, Feb. 19, 2011.

Gene was born on Nov. 7, 1944, in Camden, S.C. After graduating from Roanoke College in Virginia in 1966, he joined the Army and went to AWOC flight school class 67-15. After flight school and Cobra training in 1968, he was assigned to the C/7/17th Cav in Vietnam as a Cobra pilot. Gene was a distinguished attack helicopter driver, and after one event where he was shot down in the mud he gained the nickname of "Adobe" which is how many of his 7/17th friends remembered him and wrote about his accomplishments. After a year with the Cav, in 1969 he was reassigned to the 92nd Aviation Company's Sidekick Guns. Gene's extensive experience made him the Gunship IP where he trained all the new members in the gun platoon.

A great leader and fantastic pilot he kept his teams safe with good tactics and mutual support. This did not alleviate getting shot down which Gene accomplished on 3 occasions, and he even once took a 30-Cal round to the chicken plane in the middle of his chest. Russell was a highly decorated veteran, having been awarded the Distinguished Flying Cross, Purple Heart, Bronze Star, Air Medal w/Clusters (52) and various other medals and ribbons related to his service.

He departed the 92nd and the Army in early 1970 and enrolled in Embry-Riddle Aeronautical School where he completed full fixed wing flight training and type ratings. He flew cargo for several years before getting picked up by Piedmont Aviation. He

was later hired by US Airways as a 747 Captain, where he retired after 30 years of commercial flying. In retirement, he was a Dash Seven Captain with Henson Aviation Inc. in Salisbury, MD.

He loved boating, sport clay shooting, fishing and spending time with his family and friends. Gene was a member of the Vietnam Helicopters Pilot Association, American Airline Pilots Association and the Sigma Chi fraternity. He is survived by his loving wife, Susan Anne Ludlam Russell and her two children, one sister, several nieces and nephews, a goddaughter, two godsons, and many longtime close friends. Memorial contributions may be made to the charity of your choice and/or Whitehaven Methodist Episcopal Church, Whitehaven, Md. 21856. Condolences may be left at www.hollowayfh.com.

GLENWOOD N. "MICKEY" PARRISH

Retired Colonel Glenwood N. "Mickey" Parrish, 77, husband of fifty-seven years to Anna Snider Parrish of Woodmont Drive died in his sleep on Sunday, October 10, 2010, at the University of Virginia Medical Center. He was born on November 24, 1932, and graduated from Wilson Memorial High School, Fishersville, Virginia with the Class of 1951, for which he was Class President.

Colonel Parrish was commissioned 2nd Lieutenant upon graduating as a Distinguished Military Graduate from the University of Virginia in 1955 with a BS degree in education. He also was awarded the Marshall Award in 1955 as the outstanding ROTC student at University of Virginia.

Colonel Parrish served 30 years in a variety of command, staff and aviation positions throughout the United States, Korea, Germany and two tours in Vietnam. He was a Transportation Corps Senior Army aviator, and a highly decorated officer in the United States Army. He was honored to be included in the book "We Were Soldiers Once and Young" written by Lieutenant General Harold G. Moore and Joseph Galloway, depicting the Ia Drang battle of which he participated.

He retired from the Army at Fort Eustis, Virginia, in 1985, and relocated to Staunton in 1986. He was an avid sports fan, loved to play golf, travel and loved to visit his children, grandchildren and great-grandchildren. He volunteered his time transporting those in need and assisting the elderly in their time of need, was a volunteer member of the Fort Lee Retiree Council for many years and was a dedicated member of Christ United Methodist Church, where he served the church in many capacities.

He was also a loving father, grandfather and friend who was always there when in need. Surviving are his wife, four children, eight grandchildren, two great-grandchildren, and many nieces, nephews and loving friends.

Donations may be made to Christ United Methodist Church, P.O. Box 363, Staunton, VA 24402 or to a charity of choice. Condolences may be sent to the family at www.henryfuneralhome.net.

JACK V. MACMULL

The VHPA was notified of the unexpected death of Lieutenant General Jack V. Mackmull who passed away on April 3, 2011, in Melbourne, Florida. Unfortunately details of his services and interment

are unavailable at press time but rather than delay notifying the membership of his death till our July/August issue, we're passing on what we do know. Lieutenant General Mackmull was inducted into AAAA's Aviation Hall of Fame in 1992 and we are printing below his biography from that day.

Few Army Aviators have had the variety of important aviation assignments throughout a career as Lieutenant General Jack V. Mackmull. While Chief of the AWO Branch during the early days of the Vietnam War, he managed the greatest expansion in the history of the Branch. Recognizing that Aviation Warrant Officers had no definite career program, he personally wrote the forerunner of today's Aviation Warrant Officer career program.

He had three combat aviation tours in Vietnam, first commanding the 13th CAB in 1964, then one of only three aviation battalions in USARV. On his second tour, he commanded the 164th CAG that included all aviation in the Mekong Delta and effectively integrated Air Cavalry, airmobile, and attack helicopters and aviation logistics in all combat operations. In 1972, he returned to USARV for a third tour to command the 1st Aviation Brigade that encompassed all Army Aviation in Vietnam. He effectively managed the draw-down of all aviation units and equipment without incident—a retrograde movement of some 15,000 men and more than 1,000 aircraft—without stopping aviation combat operations.

As Deputy Commanding General of AVSCOM, he participated in the source selection of the Black Hawk and Apache, and designed and implemented "Systems Management" which is used today. As the Commanding General of the JFK Special Warfare Center he established the original requirement for Aviation and Tiltrotor Support of Special Operations Forces, and helped to organize the Delta Force and Special Operations Aviation.

As Assistant Division Commander, and later as Commanding General of the 101st Air Assault Division, Lieutenant General Mackmull designed and implemented the Combat Aviation Management System, several FM's on "Air Assault Operations" and preselected aviation battle drills. While at Fort Campbell, he organized Task Force 160, a major innovation. In 1982, Lieutenant General Mackmull chaired the Tactical Employment Committee at the Army Aviation Review. This committee's actions led to the establishment of the Army Aviation Branch and recognition of the requirement for helicopter air-to-air combat. He completed his career as Commanding General, XVIII Airborne Corps.

This highly decorated and respected Combat Infantryman, Special Forces Officer, and Master Parachutist has been called "Mr. Aviation" by the Chief of Staff and FORSCOM and TRADOC Commanders and considered his greatest award to be Master Army Aviator.

JAMES W. TAYLOR

James W. Taylor, 74, of Carthage, North Carolina passed away Tuesday, Jan. 11, 2011, at his home, surrounded by loved ones.

Mr. Taylor was a retired Army veteran of 20 years, having reached the rank of chief warrant officer three. He was a Black Hat at Fort Benning before going on to become a Cobra pilot, serving

four tours in Vietnam. He graduated from flight school with Flight Class 68-3 and 68-503, he flew in Vietnam with B/477 ARA, 101 ABN in 1969-70, with D/19 Cav. 1st Cav Div in 1972 and with the 13th CAG in 1972-73 under the callsigns Toro and Tiger 31. He was also retired from the N.C. Department of Corrections.

As a member of Red Branch Baptist Church, he served as a deacon and Sunday School teacher for many years. He was a devoted Christian who loved and witnessed for the Lord. He was preceded in death by his parents and two brothers; he is survived by his wife, Robbie, two daughters and their families, eight grandchildren and numerous other great-grandchildren, nieces, nephews and other loving family.

Funeral services were held on January 15, 2011 at the Red Branch Baptist Church, burial followed with full military honors in the church cemetery. In lieu of flowers, donations may be made to Red Branch Baptist Church Missions, Carthage, NC 28327.

JIMMY DALE BRIGHT

Jimmy Dale Bright, 71, of Dothan, Alabama died Thursday, February 17, 2011 at a local hospital.

Mr. Bright was born October 30, 1939 in Snyder, Texas and he lived his early life in Pyote, Texas and graduated from high school there. He joined the U.S. Army, graduated flight school with Class 64-1w and served two tours in Vietnam, one with 114th Aviation Company, as an Army aviator. He was a member of the Silver Eagle's Helicopter Demonstration Team and when he retired as a CW4 he was stationed in Ft. Hood, Texas. Following his military career he returned to school and received his Masters degree from American Technological University and then went on to be an instructor of aeronautical subjects at Central Texas College in Killeen, TX.

Mr. Bright was a member of the First Methodist Church of Ft. Walton Beach and attended Highland Park United Methodist Church in Dothan. He was preceded in death by his parents and one brother, survivors include his wife Susan Bright of Dothan; one daughter, one stepson, one stepdaughter, eight grandchildren, a brother, a sister and a special pet dog MeMe.

Services with military honors were held on February 20, 2011. Donations in his memory may be made to the American Lung Association, 2200 Riverchase Center, Suite 604, Birmingham, AL, 35244.

JOHN RAYMOND LESKOVEC

John Raymond Leskovec, age 63 of Killeen, Texas passed away February 4, 2011 from chronic heart disease. He was born and raised in Pensacola, Florida and a graduate of Escambia High School and Chamaud University in Hawaii.

After graduating flight school with Flight Class 71-11, he served in Viet Nam as a combat helicopter pilot of a Cobra Gunship flying many operational missions for which he was awarded the DFC, Bronze Star Medal with several awards of the Air



Medal in addition to several other combat and peace time awards. Upon separation from active duty he entered the US Army Reserve as a Major and served with the Green Beret Special Forces on active duty tours in Central America on drug interdiction operations. For the past 14 years, he has been employed by the DCS Corporation as an Apache Helicopter Longbow technical specialist assigned to the US Army Aviation Branch as a technical advisor.

He is survived by his father, Major Raymond F. Leskovec and one sister, his God Daughter, three daughters and one son. Services were held at Oak Lawn Funeral Home Chapel and he was interred at Barrancas National Cemetery. Donations in his memory may be made to the Disabled American Veterans (DAV).

JOSEPH WAYNE MILLES



Joseph Wayne Milles, 71, passed away January 16, 2011. He was a lifelong Biloxi native and a graduate of Notre Dame High School, in Biloxi, he went on to attend Spring Hill College and Ole Miss University in Oxford, Mississippi.

He also attended Spartan School of Aeronautics where he received his airframe and mechanics license and then he entered the US Army and graduated from flight school with flight classes 65-3 and 65-3W. He flew the OH-6, the Huey and the Chinook helicopters and he held the rank of CW2. He served in Vietnam with the 147th ASHC in '66-67, the 213rd ASHC in '67, and finally in '67 the 178th ASHC - The Boxcars. He was awarded the Bronze Star and had 24 OLCs on his Air Medal.

After Vietnam he was a helicopter instructor pilot at Fort Rucker, he was also a member of the VHPA and the local organization of the "Quiet Birds" or QBs. Upon his father's death he returned to Biloxi to maintain the family business "Milles Sno Cones." He owned and operated Milles Sno Cones for 20 years and was recognized locally as "The Snowball Man." His love for flying never ceased, he maintained all of his licenses by flying charters. He flew for Chevron Oil, Burger King, Emery, Apollo Aviation, Isle of Capri, and many other companies, all while managing Milles Sno Cones.

At various times he went by Joe, Wayne, Hoe Wayne, Joseph W., Wayne J., Mississippi Joe, and in emails I always called him "Papa-san" even though he was only three years older than me. At Chu Lai he gave out business cards describing himself as a "VHP" for Very Hot Pilot ... and he was. He joked about not making the military his career because, "The Army and I never quite agreed on how I was supposed to behave..." Joe was an excellent pilot and was unparalleled as a friend - Joe was truly 'One of the Good Guys.'

Submitted by Dean C. Nelson

PAUL OWEN BAILEY

Col. Paul Owen Bailey, 87, retired U.S. Army of Tampa, passed away March 15, 2011. He was born December 2, 1923, in Medaryville, Indiana. He is survived by his wife, Carole Ann (Jameson) Bailey, one daughter, one son, four stepchildren, one sister and one brother. He was preceded in death by his brother and his parents.

Paul enlisted in the U.S. Navy in June of 1942, and served as a gunner's mate throughout World War II until his discharge in November, 1945. Initially, he sailed commercial vessels and destroyers from the East Coast of the United States to Murmansk, USSR, providing security for the convoy. In 1943, he was assigned to a new Landing Ship Tank (LST) in Norfolk, Va., transited the Panama Canal to the South Pacific and supported the War in the Pacific in most of the battles, including the Philippines, Iwo Jima and Okinawa, ending in Tokyo Bay, where he observed the signing of the Peace Treaty. In 1946, he enlisted in the U.S. Army and was commissioned upon graduation from Infantry Officer Candidate School in 1947. He served in a variety of company grade infantry assignments before and during the Korean Conflict. His initial wartime assignment was as an infantry platoon leader in the 15th Infantry Regiment, at Fort Benning, Ga., and then Korea, where the Can Do Regiment joined the 3rd Infantry Division. Immediately following the Korean Conflict, he attended the Transportation Officers Advanced Course at Fort Eustis, Va., and later became the executive officer, and later the aircraft maintenance officer of the Aviation Department, U.S. Army Transportation School, Fort Eustis. From 1955 to 1957, Col. Bailey served as the commanding officer of the 4th Student Company, U.S. Army Transportation School, Fort Eustis. In 1957, he attended the Army Primary Flight Training Course, and immediately following, he attended the Advanced Flight Training Course and the Advanced Helicopter course. Upon graduation from the flight training he was assigned to Europe in 1958, and served as a platoon leader in the 11th and 110th Transportation Light Helicopter Companies until his return to the United States in 1961, at which time he attended Regular Command and General Staff Officer Course. He assumed various staff positions at Lawson Army Airfield, Fort Benning, Ga., as well as commanding two light assault helicopter companies as part of the 11th Air Assault Division. He remained at Fort Benning until he received orders for the Republic of Vietnam in 1965, where he served as commanding officer of the 765th Transportation Battalion until 1966, where he served on the staff of the Literature Development Division, United States Army Transportation School, Fort Eustis, for two years. In 1968, Col. Bailey was assigned to the Republic of Vietnam as chief, Aviation Logistics Division Headquarters, U.S. Army, Vietnam.

During Paul's years in the military he found the time to take classes toward a Bachelor of Arts degree in Accounting. He took classes whenever and wherever he could and graduated from University of Nebraska in 1969. During his career, Col. Bailey earned many awards and commendations, included are, Silver Star; Legion of Merit w/10lc; Air Medal w/30lc; Purple Heart; Combat Infantryman's Badge; Vietnam Gallantry Cross 2/Silver Stars

(RVN). In 1970, he was assigned to Headquarters Third United States Army as chief of the Logistics Management Division, where he remained until his honorable discharge and retirement at Ft. McPherson, Ga., in 1973.

Paul had a deep love and respect for the United States and gave much of his life to defending the flag. His hobbies included being a glider pilot, duplicate bridge tournaments, genealogy, and learning more and more about computers. He was a collector of books, one rarely saw him without one in his hand. He was generous and able to see the needs of others to which he often responded. He had a great love for family and sought their company when possible. He said, "If anyone should ask how I want to be remembered, please say: 'He did the best he could.'" It is a reminder to those who knew him of the Apostle Paul's statement "I have fought the good fight." Paul was a quiet, sometimes profound intellectual who gave his all to his family, his God and Country. Just prior to his passing, he indicated his desire to be a member of the Community of Christ, was confirmed as such and was served his First Communion. During this time and on prior occasions, he would indicate to a navy friend that he had made his peace with God in a foxhole and felt good about it. Just prior to his reporting home to His God, he felt a need to formalize his relationship on earth with both God and the church.

A celebration of life memorial for Col. Bailey was held on March 27, at the Community of Christ, Tampa, Florida. Graveside services with military honors took place at the Florida National Cemetery in Bushnell, Florida. The family requests only donations to LifePath Hospice in Paul's memory.

RICHARD ROTH

Richard Roth (Major, USA Ret.) passed Dec 7, 2010 after long battle with diabetes at the age of 69. He was born in New York On Aug 20, 1941. Richard joined the Navy at age 17 and served 3 years. After a 3 year hiatus, he enlisted in the Army.

He graduated from flight school with class 67-5 and served two tours in Vietnam with the 61st AHC (67-68) 129th AHC (68) and 23rd ARTY GRP (70-71). After his military retirement in 1984, he was a computer network consultant in the Chicago area.

He is survived by his wife of 45 years, Heidi, and two children, Thomas of Chicago and Daniela of Los Angeles. Heidi can be contacted at: [REDACTED] Novato, CA 94949.

Submitted by VHPA Member Rob Woodside

STEPHEN A. MAZUR

Retired U.S. Air Force Lt. Col. Stephen A. Mazur, 78, died Feb. 20, 2011. He was born in Franklin on Feb. 14, 1933, he was raised in Franklin and graduated from St. Mary School and Franklin High School, class of 1951. He continued his studies at the University of New Hampshire, graduating in 1956.

Mr. Mazur served in the U.S. Air Force for 20 years, retiring as lieutenant colonel in 1976. As a helicopter pilot, he earned numerous awards including the Air Force Distinguished Flying Cross, Bronze Star Medal, and the Air Force Commendation Medal.

He was a member of the Military Officers Assn. of America, USAF Helicopter Pilots Assn., and the Vietnam Pilots Assn. Mr. Mazur was a life member

TAPS

of VFW Post 1698 in Franklin and the Whiteman-Davidson American Legion Post 49 in Northfield. Following his military service, Mr. Mazur owned and operated Mazur's Hardware in Northfield for many years. He is survived by his wife of 54 years, Jeanne (Hebert) Mazur, three children; seven grandchildren; a brother; and many nieces and nephews.

Mt. Mazur was buried with military honors in the New Hampshire Veterans Cemetery. Memorial donations may be made to NH Veterans Home, [REDACTED] Tilton, NH 03276.

THEODOR (TED) MUELLER

Theodor (Ted) Mueller, 65, of Dallas died Monday morning, Feb. 21, 2011, in Mercy Hospice, Scranton, Pennsylvania.

Born in Wilbad, Germany, he was the son of the late Theodor and Julia Bujak Mueller. Ted was a graduate of Plainfield High School, New Jersey, Class of 1965, and was employed as a manager by American Asphalt, retiring in 2004.

He served for 5_ years with the U.S. Army after graduating from flight school with Flight Class 69-37, the last two years were during the Vietnam War as a Warrant Officer helicopter pilot. He was honorably discharged in 1971. He was a member of the Dallas American Legion, Post 672, where he served as the president of the Home Association for many years.

Ted was an avid hunter and fisherman. He is survived by one son and one sister and several nieces and nephews. Interment was held at the will be in Mount Olivet Cemetery, Plains Township, Pennsylvania. Memorial donations may be made to the charity of one's choice, Online condolences may be

made at www.corcoranfuneralhome.com.

VHPA Member Don Agren added these thoughts...

Ted Mueller flew with me in the 135th AHC as a gun Pilot for the Taipans. He will be greatly missed. May he fly with the Angels and step on white clouds forever. We love you Ted.

THOMAS A. FITZGERALD

Captain Thomas A. Fitzgerald, USN Ret. passed away Saturday, February 26 after a courageous battle with cancer. He was born in Massachusetts on March 25, 1936.

Tom had a distinguished 30-year career as a Naval Aviator. Numerous flying, afloat, overseas and ashore assignments included USS Valley Forge, and he was the first Air Boss on the USS Tarawa. Ashore he was an instructor at the Naval War College in Newport Rhode Island and on the Live Oak staff at NATO in Mons, Belgium. Awards included Defense Superior Service Medal, two Meritorious Service Medals, Commendation Medal, and Viet Nam Service Medal among others.

Tom was a loving husband, father, grandfather, friend and teacher, he also loved sailing the San Diego Bay. The echoes of "Tarrah" shall forever be heard under the bridge. Also known as "Mr. Fitz", Tom found enjoyment as a substitute teacher at Carlsbad High School following his retirement. Tom is survived by his wife, Peggy; one sister, one brother, 5 children and 11 grandchildren.

Burial was held at Rosecrans National Cemetery. In lieu of flowers, please remember the American Cancer Society and Navy Relief Society. Tom Squadrons HS5, HT8, HC5, HSL31, Air Boss USS Tarawa and USS Valley Forge. He will be interred

at Fort Rosecrans sometime in March. Cards are not necessary, just know that he knew many people in the helo community and has served his country and the U.S. Navy very well.

FRANKLIN EDWARD PAULI

Franklin Edward Pauli, 83, passed away Thursday, March 31, 2011, at home while recovering from open heart surgery.

He was born in Charlotte, N.C., on July 1, 1927. Frank graduated flight school with Flight Class 52A, he went on to retire after 26 years of military service in 1970. He was awarded three Bronze Stars for combat tours in Vietnam plus a 12th Air Medal with 11 oak leaf clusters attesting to his service in Vietnam, Korea and Europe dating back to World War II with the Navy in the Pacific. After returning from combat duty, he was an acceptance pilot in the flight test division for Bell Helicopter in Hurst. Upon retirement from the Army, he worked for American Airlines as a flight instructor for 25 years.

After leaving American Airlines, his passion was working with the Shriners to benefit the Shriners Hospital for Children in Houston and Galveston. Frank was a member of the Masonic Lodge #1183 and the Moslah Shrine. Survivors include his loving wife, Eloise Pauli of Colleyville, Texas and her children; one sister, two nephews and and many friends.

Interment services were held in the Dallas-Fort Worth National Cemetery, Dallas, with full military honors. Memorials may be made in Frank's honor to the Moslah Hospital Fund, Box 1320, Fort Worth, Texas 76101. Courtesy of the Fort Worth Star-Telegram. April 8, 2011

Lt. Col. Albert Michael Leahy, USMC (ret)

I would be seriously remiss if I didn't make certain Mike Leahy's passing was not published in the VHPA Aviator. There are no less than 17 postings on the Pop-A-Smoke site expressing thanks for his good works plus condolences to his family. A. Michael Leahy III of Cary, NC, died Friday, Oct. 15, 2010. He was buried in Montfort Point National Cemetery near Camp Lejeune. He served two periods of active duty with the United States Marine Corps. In addition to being a combat artist, Mike was a helicopter pilot, and had the honor of flying three presidents: Eisenhower, Kennedy and Nixon. He was a graduate of the Philadelphia University of Art and retired from the Marines in 1980 as LtCol USMCR. Throughout his career, his artwork has been featured on television, including documentary art for the Natline Series during the 1973 Watergate deliberations. His artwork has appeared in many magazines, including US News&World report and All Hands Magazine. His paintings have been exhibited in the Marine Corps Museum in Quantico, VA and other venues.

About 15 years ago I attended my first Pop-A-Smoke Reunion. Picture maybe two or three former Army guys in a sea of several hundred Marines – the vast majority from the Vietnam Era. I was introduced as an "Army puke from the



VHPA" but treated well and made lots of friends. To this day I still believe "Army puke" is actually a term of endearment for Marines. We have several Marines in our local VHPA chapter and many still refer to me with that name. Anyway, I met Mike Leahy at that Reunion displaying and selling his

artwork – mostly UH-34s, UH-46s, UH-1Es and UH-53s pictures in Vietnam. I bought some and they hang on my wall next to my Joe Kline posters. Over the next decade I'd often contact Mike when I needed something special about USMC helicopters for a VHPA publication. He gladly joined the VHPA. Together I'd guess we published more than half a dozen of his artwork. Perhaps the VHPA's best tribute to Mike was when we put Guardian Angel Gunship on the cover of the 2005 Membership Directory. Let me tell you the story. Mike painted Guardian Angel Gunship for a USMC combat art contest in 1967. The painting is at least 4 feet by 4 feet! It won the contest and a copy was printed just once in a USMC magazine about 1968. The painting hung in the USMC Museum in the old Washington Naval Yard for many years. In 2005 a Marine friend showed me a dog-eared copy of the USMC magazine and said, "Mike, this is the best painting from Vietnam. You've just got to get the

VHPA to republish it and add it to our legacy versus it just getting lost in the storage area of a museum someplace!" So I contacted the USMC Combat Art Collection and they weren't exactly interested in helping Mike Law, Army puke, or the VHPA; that is until Mike Leahy sent them a tersely-worded email demanding that they work with me and the VHPA. A week later a CD arrived containing a high quality digital image of Guardian Angel Gunship at no cost to me or the VHPA.

I doubt this will come as a shock to you – the family requested in lieu of flowers that donations be made to, OF COURSE, The Marine Corps Heritage Foundation, 3800 Fetter Park Drive #104, Dumfries, VA 22025.

John "J.D." Barber of Pop-A-Smoke wrote: "Mike was truly one of the good guys. A true gentleman and one of the nicest people I've ever had the pleasure to meet. Mike was involved with the Association from the beginning and was one of the first Board members when Roger Herman incorporated Popasmoke. He generously donated his artwork on a number of occasions for our reunions. He was a soft spoken man who always had a smile on his face and a kind word for everyone. I feel blessed to be able to say that I knew Mike and could call him my friend."

Mike Law, Army puke of the VHPA, says the same thing "I feel blessed to be able to say that I knew Mike and could call him my friend."

VHPA CHAPTER ACTIVITIES

ALAMO CHAPTER

On March 1st our members were honored by a guest speaker, and several other members of the South Vietnamese Armed Forces Association of San Antonio.

Mr. Viet Le delivered a very personal, gratifying talk which reminded all of the precious value of true freedom. For seven years after the war, Le was held in a "reeducation camp". He came to our country as soon as he could, upon his release. He also said that the Communist rulers discriminate against the former South Vietnamese citizens, especially members of the military, to this day. In his speech, Le repeatedly thanked us helicopter pilots for all we did to help his country, and especially to save lives of his wounded countrymen.

A few days after our March meeting General (Ret) Patrick Brady (Medal of Honor Recipient) and currently a columnist for the San Antonio Express News wrote an outstanding column entitled "HUEY helicopter under appreciated for its contributions" in which he mentions our organization. General Brady stated "it is my honor to join the heroic rotor heads that flew the HUEY, in the Alamo Chapter of the Vietnam Helicopter Pilots Association. There are no silk scarves in this crowd; they have never flown to the face of God—they were between His ankles in the mud and blood of the battlefield. They bring to mind the prayer of the fighter pilot: 'Lord, I pray for the eyes of an eagle, the quickness of a hummingbird, the reflexes of a cat, the radar of a cave bat, the heart of a lion and—the balls of a helicopter pilot.' Thank you General Brady.

Our chapter continues to grow and sign up new members who are just now hearing about us. Feel free to call our President for full details on our June and July meetings. Submitted by Mike Maloy

Bob Dillon, President

NORTH ALABAMA CHAPTER

Our most recent quarterly meeting was held on 17 March. Two guests attended from Saving Our Flying Heritage (SOFH). Our chapter is coordinating a project of restoring a UH-1 C Huey that is located at the Huntsville Veterans Museum.

The subject of 501C status is still trying to get off the ground. Marshall Eubanks along with George Kitchens is going to take on the project. Ralph Weber will be assisting them because Ralph has some working knowledge of the process. Marshall also needed some copies of the BYLAWS and Articles of Incorporation.

There was talk of looking for parts for the Huey project. Les Haas is going to speak to the range control people to see if it's possible to get some parts off of any of the aircraft hulks. Lash Wisener is also going to check with his connections to see what he can find about parts availability. We will possibly have hanger space to work on the aircraft at Executive Airport. It's also possible that sheet metal work can be accomplished by some people that are in sheet metal training at a local company Don Bisson has connections to get it painted. With all the concerted effort, this could be a very satisfying project to NAVHPA and SOFH.

Marshall Eubanks also needs our Members photos and bio's for our Chapter book. He will be sending out more information on that shortly.

Note: On Saturday 19 March Sam Maki, Don Bisson and Tim Powell (SOFH rep) went to the museum to look at the project Huey. The museum is excited to know the SOFH and NAVHPA want to take on the project of restoring the aircraft. There is another Huey available to get some parts from, but it is going to take a concerted effort to find all that is needed. We already have a line on a tail boom and it's also possible that there are parts that we can get from the Jacksonville Naval Air Station. Instrumentation seems to be one of the hardest things to find. If anyone has contact with someone who can help, let us know.

The Chapter had two more members added to our total. If all of you who get this correspondence would join, we would have the largest VHPA Chapter. It's the best \$25 you'll spend this year!!

Jim White, President

SOUTH CAROLINA CHAPTER

Our festival is behind us. It was a huge success. The city fathers moved us to a park five times bigger than the one we had reserved so we wound up with many more vehicles, aircraft and vendors. Estimated 20-25 thousand people attended. We had quite a few VHPAer's show up-thanks to the chapter news in the magazine.

Our work on AH-1F 517 is progressing slow but sure. We don't have any

full time staff so we only work on it a couple of times a week with marathon weekends every month or so. As soon as it's flying I'll take some pictures and write an article for VHPA.

In April we participated in a Family-Military Appreciation Day at McEntire Air Base. In May we went to Ft. Jackson for Armed Forces/Retiree Day. Busy, Busy, Busy

Larry Russell, President

SOUTH DAKOTA CHAPTER

Since the initial mention of the newly formed "South Dakota Chapter" of the VHPA in our VHPA magazine I have had five contacts, in locations as far apart as Lead South Dakota to Minneapolis, Minnesota inquiring about joining our Chapter.

Our Charter members, Jim Miles and I, have decided to hold our initial organizational meeting at 1100 Hours on Saturday 14 May 2011 at The Woodshed on Burnside Ave, Sioux Falls, South Dakota. Hopefully the weather will be a little warmer, the flood waters will have subsided and everyone can travel a little easier. We're notifying everyone we have already heard from as to the arrangements, and the proposed agenda, but for all those out there who are interested but haven't heard from us, please give me a call and I'll quickly bring you up to speed. For now the meeting will consist of Welcome, Introductions, Discussion (how chapter should be organized, nomination and selection/election of officers, future meeting locations, financial issues, etc), and ending with a lot of social and storytelling time.

I hope to have a Representative from the Regional Office of the Veterans Administration and a Veteran Service Officer from Brown County come to the meeting. Both men are combat veterans and are very helpful answering your about veterans issues.

Harold Pardew, President

ROCKY MOUNTAIN CHAPTER

The Rocky Mountain Chapter has a very busy summer schedule. It begins with exhibiting our Helicopter War Museum at Prairie View High School on April 7-8, for a special Honoring Vietnam Veterans event, during which over 2,000 students are expected to visit the Museum. The Museum now contains a working, right seat half cockpit for the public to view and enjoy. In addition we have been given an authorized licensed copy of "UH-1 Smokey", a 360 degree interactive view of the interior of a Huey which flew over 250 hours in Vietnam. A link to this program can be found on the Chapter web site. The owner, David Palermo, is appreciative of the work our Chapter does in educating the public.

On May 2nd the Chapter will again host the Welcome Home for over 100 WWII veterans as they return from visiting "their" Memorial in Washington, DC. They are accompanied by medical and volunteer personnel, on this, "free to them" trip, to insure their well being as usually 60 or so are wheel chair and/or oxygen bound. The Chapter provides cookies, coffee and water as they deplane and regroup before loading buses from DIA to home. This is a very enjoyable event as these men and women have some great stories to share.

In June the Chapter will be working with the Fort Carson 50th Anniversary Celebration of the Vietnam War. Held June 9-12th the Chapter will exhibit its Museum. Lastly on July 15-17 the Museum will be at the Hays Regional Airport in Hays, Kansas I support of a special fly-in/ air show they have planned. The public is invited to all of these events. For more information or to help contact: [REDACTED]

Walt Wise, President

HAWAII CHAPTER

I am trying to find some or all of you Vietnam Helicopter Pilots to get this Chapter going in the right direction. If interested please contact me and we can discuss what we need to do to move forward. There is a lot we can do for ourselves and a lot we can offer the community. If you are unaware, there is a Huey and Cobra located at the Pacific Aviation Museum and I have received e-mail asking if we have interest in being on the "Hanger Talk" panel or giving advice to insure the signage is correct on the helicopters. We have a lot of history to offer the schools, scouts and others, so please step forward. Mahalo.

Don Harlor, President

VHPA CHAPTER ACTIVITIES

FORT RUCKER CHAPTER

We have change our meeting times to the first Tuesday of the month rather than the first Wednesday. I can use a volunteer to take me by the hand for some assistance. Any qualified person who would be willing to assist would be welcomed.

Roscoe Souders, President

GEORGIA CHAPTER

The Georgia Chapter continues to hold the bi-monthly Saturday morning breakfast meetings and continues to assist with efforts to educate local people and groups about the Vietnam War by furnishing speakers to high schools and colleges, Boy Scouts Troops, other youth organizations, and civic groups who want to learn about the Vietnam War from people who fought there. Toward that end, we have purchased a digital projector and screen for the Chapter members use in conducting these presentations.

We are also using the digital projector and one of the Chapter member's laptop computers to play DVD movies that are of interest to the membership. At the March meeting we showed an interview with the Commander of the Ngok Tavak Special Forces OP (which was overrun in May 1968 and from which a number of defenders had to E&E until they could be extracted by helicopter). One of the survivors of that battle presented his commentary on the video and the battle.

During the meeting, one of our members, Clyde Romero, who flew Scouts for 1/9 Cav his first tour and who branch transferred to the Air Force and flew F-4's his second tour, gave us a presentation covering the differences between being an Army Scout pilot and a USAF jet fighter pilot;

If there are former Vietnam Helicopter Pilots in the Atlanta area who would like to join our group, please see our web site at www.ga-vhpa.org or contact me at: [REDACTED] or via telephone at [REDACTED]

Skip Bell, President

SOUTHERN CALIFORNIA CHAPTER

The SoCal Chapter met at Fiddlers Green Pub at Los Alamitos airfield on March 12th for their annual Green Beer Day. We had a great turnout with a couple of authors present. Marc Yablonka and Gene Boyer, who recently released his book "Inside the Presidents Helicopter". Gene was the long time CO of the Exec Flight Detachment and was the pilot of Army 1 during the Johnson, Nixon, Ford Presidencies until the Army Exec Flight Detachment was disbanded. Also in attendance was his co-pilot during those years, CW-4 Carl Burhanan, both are SoCal Chapter members.

The SoCal Chapter is planning to put a bid in to Los Al to "adopt" their Cobra aircraft currently on display. It is hoped that the Chapter can complete a much needed clean-up of the aircraft and sponsor an exterior refurbishment. The Chapter plans to have a mini reunion during the upcoming VHPA Reunion in Orlando.

Carl Cortez, President

LOUISIANA GULF COAST CHAPTER

First we would like to confirm the location of Smilie's Restaurant, the site of many of our meetings. Smilie's Restaurant is located in Harahan, Louisiana at the corner of Elmwood Blvd. and Jefferson Highway. Any interested party may attend our meeting without further invitation or they may call me at any time for more details.

The Gulf Coast Chapter has decided to have its quarterly meetings on the third Thursday of the first month in each quarter. Therefore, the months we meet will be January, April, July and October. In this way we avoid most of the holiday schedules throughout the year and can reliably predict a low incidence of conflicts for our membership.

Col (ret) Victor Lent has been selected to be next year's President (2012) He is very capable, has a great interest in the VHPA and is just the kind of guy we need. We like his twisted sense of humor too. The recent issue of the AVIATOR described the VHPA as having "no political agenda...etc." and we feel exactly the same, and we are glad to see these words in the national magazine. Mike Law has indicated that he

will visit New Orleans during the time of our next meeting and we will be glad to meet with him and to introduce him to our members.

As a new member of our National VHPA, I found my name published along with a classmate of mine in the latest issue of the AVIATOR magazine. He is Jay Lott, Class 71-24. I look forward to contacting him as soon as possible to renew an old friendship.

Phil Nuss, President

MONTANA CHAPTER

Since we are still in the formative stage we are looking for additional interested persons that might like to join our chapter. If you are a helicopter pilot that flew in Southeast Asia during the period 1962 to 1975 you are eligible for membership. If you were not an aviator you can still be an associate member. Please contact me at the numbers listed on the Chapters Point of Contact information page.

Todd Brandoff, President

ALASKA CHAPTER

If you live in the Anchorage area and would like to join our group please call me or e-mail me at the contacts listed on the chapter's page. We are a brand new chapter and are looking for helicopter pilots that flew in Southeast Asia during Vietnam.

Victor Micol, President

CENTRAL NEW YORK CHAPTER

Do you live in the central New York area (Syracuse or within driving distance) and want to join a great group of guys? We have recently formed a Chapter of the Vietnam Helicopter Pilots Association (VHPA) and would like to invite all helicopter pilots that flew in Vietnam to join our group. Please contact me at the numbers listed on the Chapters page.

JT Severin, President

FORT WOLTERS CHAPTER

Our next Chapter meeting will be on June 4th at the National Vietnam War Museum. The Museum is updating The Wall with the 6 names added last year (three U.S Army soldiers and three U.S. Marines). Buglers will play echo taps, A Bagpiper will ALSO play. Our re-enactment Group will set up a display, Liberty Bell will attend (pending unexpected funeral). Vendors will attend, including one serving breakfast burritos. Patriot Guard riders will attend. Dana Bowman will parachute in to open the ceremonies. The Chapter will be at the ceremony with a BBQ lunch to follow. Lunch will be \$15 for anyone who wants to join us. That evening there will be an Elvis Concert at Mineral Wells High School performed by Kraig Parker, an Elvis tribute singer (one of the best).

Our President, Lee Westbrook, is a bit under the weather from his current confrontations with the chemo therapy "experts". Here is a short blurb that reflects Lee's general attitude. "Hot garison chow is better than hot C-rations which, in turn are better than cold C-rations, which are better than no food at all. All of these, however, are preferable to rice balls, even if they do have little pieces of fish or rat meat in them." Submitted by Jim Messinger

Lee Westbrook, President

NORTH CAROLINA CHAPTER

On April 2 our UH-1H and the OH-6 were at a Veterans Reunion in Wilmington, NC and the Cobra and UH-1M went to Bryson City Veterans Reunion.

April 9 the OH-6 was at Reformed Theological Seminary Spring Picnic April 14-16, Columbia, SC for Celebrate Freedom and honoring Vietnam Vets. We will take the UH-1H and UH-1M, Cobra and, hopefully, the OH-58.

April 30 The UH-1M to the Boy Scout Jamboree in Denton, NC.

May 11-15 Vietnam Moving Wall in Marion, NC, several aircraft attending.

May 20 OH-6 Porter Ridge High School, Monroe, NC for an advances history class.

JD Lawson, President.

VHPA CHAPTER ACTIVITIES

WASHINGTON CHAPTER

Mark Hansen stepped forward and was approved to be the new Chapter President. Mark will be retiring soon as the King TV Hughes 500 pilot. He is continuing to pursue the idea of a more regional nature for our organization and for a new logo. We are also still trying to get more of our Eastern Washington brothers to join us and to have meetings in their area.

Pat Staeheli, who coordinates the Auburn Veterans Day Parade for our Chapter provided the award for our entry in the last parade - Best Veteran Service Organization Entry. This is our second award. The Auburn parade is the largest west of the Mississippi.

A local museum is acquiring a UH-1 from Washington State DNR, worn out of course, and has asked us to participate in restoring it for display. Several volunteers came forward and Paul Fleming will lead and be the POC for "The VHPA Helicopter Restoration Project-WA". We will look at what needs to be done, funding from outside sources, and where to work on it, and build a plan of action.

Our next meeting will be at the Olympia Warbird Air Show on Fathers Day weekend. Submitted by Doug Decker

Mark Hansen, President.

VHPA of FLORIDA CHAPTER

Our Chapter has suspended activities while we devote all of our time and attention in working with National in preparation for the National Reunion to be held in Orlando this July. Submitted by Jim Basta

Gary Harrell, President

VIRGINIA CHAPTER

Our chapter continues to grow. Our next meeting will be held on the 21st of May 2011. If you are not already a member please call me at

If I don't answer please leave a message. If I don't respond within a few days - please call again. Any qualified person, ie: flew helicopters in Vietnam during the War, is eligible to join.

Ben Gay, President

SOUTH MISSOURI CHAPTER

The South Missouri Chapter of VHPA held its first quarterly meeting of 2011 on February 19th at the World Headquarters of Wings of Hope, in St. Louis. The meeting was well attended, with several first time attendees, a new member, wives and guests.

Our hosts, Wings of Hope, presented a very educational presentation on their world-wide mission of helping those in need, and their goals for 2011. As testimony to their efforts, Wings of Hope has been nominated for the 2011 Nobel Peace Prize and our Chapter wishes them well.

Following the meeting, Susan DeWitt was bestowed Honorary Membership in our Chapter. Susan served as a Red Cross Volunteer, aka Doughnut Dollie, in Vietnam, serving in the Cu Chi area 1968 - 1969. We welcome Susan into our Chapter with much gratitude for her service then, and now, as she continues her volunteer work of helping veterans.

Our second quarterly meeting is scheduled for Pierpont's at Union Station, in Kansas City, on the 21st of May. The meeting will begin at 11:30. Please check our website, vhpasmo.org for more information, and make your reservations to attend.

John Sorensen,
President



Members of the South Missouri Chapter of the VHPA gather around a Wings Of Hope airplane during their first quarterly meeting of 2011

Seated (left to right): John Sorensen, Linda Finder, Bill Thompson, Jim Miller. Standing (left to right): Stan Coss, Sharon Coss, Susan DeWitt, Steve Muench, Ed Sloan, Bob Merritt, Jeff Pepper, Don Merritt, John Hawkins, Russ Emory, Joe Finder, Tom Gayer, Roger Caffrey, Jim Adams, Mik Mikulan, Syd Morrow, Phil Kaiser, Mike Schuster, Bob Buxton, Ron Clifton, Teresa Miller, Terry Wilund, Kim Phillips, Lew Phillips, Jim Birmingham, Gene Perkins, Porter Elliott.

Not pictured: John Wilkinson, J. D. Twenter, Bob Stoverink, Wayne Watson.-

The North Carolina Chapter of the VHPA sent us these photos taken during their recent "Restoration Workday" held last March 19th where the members worked to restore two of the helicopters in the Chapter's possession.

The UH-1 Mike Model Huey is being brought back to life after serving several years as target drone at White Sands Missile Range for various air defense weapons. The OH-58 was given to the Chapter after it had been crashed and then stripped of any usable parts, it's taken almost five years to scrounge up enough stuff to make it look good.

We were able to get both aircraft into decent enough shape so that we can display them without embarrassing this proud war birds.

Photos courtesy of J.D. Lawson, President, NCCVHPA



VHPA CHAPTER ACTIVITIES

I am happy to report that the Chapters are doing well. We currently have 24 Chapters, two newly formed in Alaska and Central New York and one, hopefully to come on line within the next six months, in Arkansas. This being said, I am always looking for new possibilities. If you are in an area without a Chapter, perhaps you might be interested in forming one. Call me and I would be happy to discuss it with you.

Jack Salm
or e-mail: [REDACTED]

We have two new chapters.

ALASKA CHAPTER

Victor Micol
[REDACTED]

CENTRAL NEW YORK CHAPTER

Jerome T. Severin
[REDACTED]

Arizona Chapter

Bill Sorenson
[REDACTED]

California Chapter North

Ken Fritz
[REDACTED]

Fort Rucker Chapter

Roscoe V. Souders
[REDACTED]

Fort Wolters Chapter

Lee Westbrook
[REDACTED]

Georgia Chapter

Carl "Skin" Bell
[REDACTED]

Hawaii Chapter

Don Harlor
[REDACTED]

Louisiana Gulf Coast Chapter

Phil Nuss
[REDACTED]

Mid South Chapter

"Pete" Norman IV
[REDACTED]

Montana Chapter

Todd Brandoff, President
[REDACTED]

North Alabama Chapter

Jim White, President
[REDACTED]

New England Chapter

Bill Williams, President
[REDACTED]

North Carolina Chapter

J.D. Lawson
[REDACTED]

Ohio River LZ Chapter

Jim Miller, President
[REDACTED]

South Dakota Chapter

Harold Pardew
[REDACTED]

South Missouri Chapter

John Sorensen, President
[REDACTED]

Rocky Mountain Chapter

Walt Wise
[REDACTED]

The Alamo Chapter

San Antonio, Texas

Bob Dillon, President
[REDACTED]

South Carolina Chapter

(Celebrate Freedom) Chapter

Larry Russell, Pres.
[REDACTED]

Southern California Chapter

Carl Cortez, Pres.
[REDACTED]

VHPA of Florida Chapter

Gary Harrell, President
[REDACTED]

Virginia Chapter

Ben Gay, President
[REDACTED]

Washington State Chapter

Mark Hansen, President
[REDACTED]

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.



LOOKING FOR



Looking For Class Photo of Flight B4 (5th WOC Company) from the WOC Class 67-23

I am directing a documentary project about the Big Shoot Out about the 1969 University of Texas Vs. University of Arkansas Football Game. It's the game where Pres. Nixon attended and awarded the National Championship to Texas after the game and a large "Back Story" of the game concerns a Texas player named Bobby Mitchell. While many of the players were unconcerned about Vietnam at the time, Bobby's brother Mark was a helicopter pilot who had been killed earlier in the year in Vietnam.

Mark trained at Fort Wolters and Bobby had a chance to visit with his brother in Mineral Wells before he left. While there they patched up their longstanding differences but it was the last time Bobby ever saw Mark. That meeting makes for one of the many interesting threads of the story around this football game, and one that we are trying to add to our documentary.

Unfortunately no one in the family has a copy of Mark's Class Photo from Fort Wolters and I was hoping the VHPA could help. It appears the photo is labeled as: 67-23, B4, 5th WOC, the photo was labeled 67-23, b4. If anyone out there has a copy of this picture, please contact me at the below information so that we can work out the details of letting us run that photo as part of our tribute to both Mark and Bobby. Also, Mark was killed while on a mission with Division Artillery, 25th Infantry Division so if anyone from that unit has any photos, or remembrances of Mark that we can share with the public, you are also invited to contact me.

I will pay for all expenses, I'll be proud to list any contributors of archival photos or stories by name as well as the VHPA for special thanks. Please note that I am a very careful guardian of all archives.

Regards,
George Francisco

E-Mail: [REDACTED]

Phone: [REDACTED]

Looking For information about Brian Rowland,

My father died three weeks ago, his name was Brian Rowland and he was Australian.

We are having a really hard time finding any information on him when he was in Danang during the Vietnam War. Dad said he was a diver who worked with the Americans from about 1965-67 through 1968 and that he was a good friend of a US helicopter pilot while he was there named Mike Majewski.

I'm afraid the Australian government hasn't been much help, they're denying that he was even in the Australian Army, yet we have his rank insignia (1st Lieutenant) from then along with some other evidence. In fact, we are finding some very strange things about my father's case and we are starting to wonder if he was involved in things he didn't want to tell us about in Vietnam. Hopefully we can track down his story through people he once knew.

Any help in all this would be greatly appreciated, our phone number here "down under" is: [REDACTED] and our e-mail address is: [REDACTED]

Thanks again - Kelly Bowerman

Looking For Contact Information for two Chinook Pilots,

Dennis Furnas of Ballwin, Missouri was flying with the 132nd ASHC during Operation Lam Son 719 around February 1971 and was part of a crew that the pilots were awarded a Silver Stars for their actions one day. Dennis would like to get back in touch with his two pilots and requests that they call him at [REDACTED]

Reunion Announcement - 165th Transportation Company (ADS)

Our first ever reunion will be held at the former Grissom Air Force Base in Peru, Indiana August 12-14, 2011 and will be hosted by the American Huey 369 organization during their annual gathering of members. All personnel of any unit that was at any time either assigned or attached to the 520th Transportation Battalion (AM&S) (GS) are invited to attend.

For further information please contact the reunion planner Pat Collins at this e-mail address: [REDACTED]

Looking For Members who might have known CW2 Harry Bruce Appleby

I'm looking any members of the VHPA that might have known my brother CW2 Harry Bruce Appleby while he was in Vietnam. I understand he was a Huey Pilot with C Troop, 7th Squadron, 1st Cavalry Division, he served two tours, one from January 1969 through 1970 and again from March 1971 till January 1972. His records show 52 Air Medals and 2 Bronze Stars.

My brother passed away several years ago but I am hoping one of you might have either some photos or stories of his time in Vietnam.

Regards,

Paul Appleby, e-mail: [REDACTED]

Looking For Guest Writers

I am seeking guest writers to write unclassified segments or chapters for one part of the book on true Infantry, Armor, Artillery, Aviation, Airborne, Ranger, Special Forces missions/operation during the Cold War.

These should be 1st person narratives, perhaps dealing with your preparation for your particular missions/ training for war. My Agent request that all submissions be written as to tell that "the reader is there with the authors, can feel their fears, can watch how their mind works, hear from their wives, hear dialogue with fellow soldiers/coworkers, you name it". And of course, it must be unclassified.

There would be no pay except for acknowledgement in book and a chance to tell your story in print if the book gets published.

Thanks,

Lee McCaslin, author of SECRETS OF THE COLD WAR
E-mail for details before you start at: [REDACTED]

Looking For Information on B Troop, 7/17th Cav in Vietnam

My name is CW2 Mike Hodges and I am with B troop, 7-17 Cavalry and we are currently deployed to Kandahar, Afghanistan.

We fly the OH-58D(R) Kiowa Warrior. I am in the process of researching the troop's history, particularly from the Vietnam-era. Myself and several others in my troop are trying to get our name/callsign changed back to "Scalphunter," which was used in Vietnam.

I want to start off by saying I really enjoy your website, especially all of the combat account stories. I noticed that you have detailed PDF documents for the unit history of HHT 7-17 CAV and C TRP 7-17 CAV, but no detailed history of B TRP, 7-17th Cav. If any of your members can help I would greatly appreciate it.

CW2 Mike Hodges
Scouts Out!
[REDACTED]

Looking For Any Chopper Pilots lead into a LZ by a USAF O-2 FAC

A friend of mine, Major Gordon Lemon, Canadian Forces, FAC, is currently stationed at Tyndall AFB, Florida and owns an USAF O-2 Warbird. Major Lemmon is compiling information on the combat actions of the O-2 in Vietnam and has asked me for help in seeking that information.

We are specifically looking for air crew members who might have participated in any combat insertions where the helo's were lead into the landing zone by a FAC in an O-2. There are a couple descriptions of Spec Ops missions like this into Laos and/or Cambodia that we've read about, so we know it must have happened many times.

If any one out there has any info on these types of missions, please email Major Lemon at: [REDACTED] or [REDACTED] with a short description of your experience and a way to contact you.

Thanks for your time,
George "Machine" Schaefer
A/158 AHB/101 ABN Div 1969
Page 32 The VHPA Aviator



LOOKING FOR



Looking for Army Pilot on a "pick-up" Medivac Mission near the DMZ on 25 April 1967

On 26 April 1967, I was flying on a VIP (Marine Corps Major General Hochmuth) chase mission on the DMZ when we got involved in the downing of HMM-363 helicopter.

The co-pilot, Vernon Sharpless and the gunner of the helo survived the crash and were saved on the ground by Capt. Murphy, who was serving as an Air Liaison Officer (ALO) with the infantry that day. In all, four helos were shot down in the attempt to get Captain Murphy and several other injured evacuated from the area.

Finally, after some air support arrived, the US Army helo we had been working with on the escort mission, was released by the general and he then volunteered to go in and pick up the survivors. The Pilot and his helo were also hit but we eventually got all the medevacs, Capt. Murphy and the Army pilot to the Aid Station at Dong Ha. I don't think the Army pilot was badly hit but probably enough to require him to be checked out at Delta med.

The problem we're having is that somehow, in "the fog of war", we

have lost the information on whom that Army pilot was that day. Captain Murphy was written up for MOH, which was subsequently downgraded to Navy Cross, for his actions that day, but all the pilots involved on that mission showed tremendous courage and skill and need to be recognized for that. Both myself and my co-pilot that day Jerry Crutcher, thought that Army pilot did a hell of a job and should, if possible, get some special recognition for his actions, and that's why I am writing this letter.

FYI – just a couple of weeks later, on 14 November 1967, Gen. Hochmuth was killed along with the crew in the crash of VMO-3 Huey. He was one of only three Maj. Generals killed in the war.

If anyone out there can help us ID that Army pilot we would greatly appreciate it!

Regards
Seppo I. Hurme
Los Angeles, CA, U.S.A.
E-Mail: [REDACTED]

A CELEBRITY TAKES A RIDE IN A GUNSHIP – *and the CO sweats bullets...by Robert (Bo) Atkinson*



It is August 19, 1966 and I have been Stage Coach 6 for a grand total of nine days. This day began as usual, up early and off at first light to some unknown place on a mission now forgotten. I returned near dark and thankfully there was no welcoming committee waiting for me in the corral. I did my usual things, checking with the office and inquiring about mail from home, etc.

before going to the Officers Mess for dinner. In the normal course of conversation, someone mentioned that the famous Arthur Godfrey had visited the camp that day and everyone there had really enjoyed his visit. I was told that he had been initiated into the Stage Coaches at the O 'Club, (including the flaming drink), plus had a tour of the compound and the guard bunkers. He spoke to a lot of the troops and left a favorable impression on everyone he met. I think it was the Operations Officer, Jim Hayes, who said to me "Oh, by the way, the Falcons have invited Mr. Godfrey back tomorrow morning for an orientation flight in one of the gun ships." My thoughts were - "How do I explain to my superiors the decision to let a civilian fly a helicopter, even worse, A GUNSHIP!!!" What if there was an accident in the flight or in the firing of the rockets? On the other hand, what will be the effect on the morale of the pilots if I say no since I have only been here nine days. Then I say to myself, "What can they do to me if any thing goes wrong, ship me home?" I decided to put the burden on Jim Hayes to make sure nothing went wrong. "Jim, you will have Mr. Godfrey escorted by two gun ships, followed by a slick. The Flight Surgeon will be on standby along with the Med Evac Crew. The top gun will be Arthur's co-pilot." (This was the Instructor Pilot for the Falcons and I apologize but I cannot remember his name.) With these preparations completed, I retired for the evening.

At 11 PM, I received a call from my friend, the Senior Army Advisor from down town, and the conversation went like this. "Bo, I know that you don't report directly to me and I can't direct you in regards to the flight for Mr. Godfrey, but, if I were you I would not authorize the flight". Boy, how do you respond to this since I know that he is on the list for promotion to BG and could create some problems? My answer at the time was to thank him for his advice and, since I had not made the final decision, I would seriously consider his advice. After some reflection, I decided that he was most likely covering his "posterior" in the event anything went wrong. I am not sure if I slept any that night.

Next morning the visiting entourage arrives right on time. All the plans were in place, crews were ready and I had not made a final decision. I approached the lead vehicle and asked "Mr. Godfrey, do you know of any regulation or

directive that would preclude me from approving this flight". Arthur turned to an Air Force full Colonel and asked, "Charlie, is there any reason that I can't fly in these helicopters?" The Colonel said "No, Arthur, there is no reason that you cannot take this flight". Was I relieved to hear those words and from a full colonel. My immediate response was "Have a good flight!!"

The flight was to an area west of Ban Me Thuot where there was a lake the Falcons used for training. I also understand that the slick dropped a 55 gallon drum into the lake and Arthur had a few tries at hitting the barrel. After the flight, Mr. Godfrey and his entourage spent several hours talking with the officers who were not on flights that day. During these two days, Mr. Godfrey revealed to the group that on his famous around-the-world flight with a couple of other famous pilots, they almost ran out of gas on the first leg of the flight from Seattle to Alaska. With all their experience, they forgot to check the fuel before takeoff. Each thought that the other had checked the fuel. Needless to say, the morale of the officers was extremely high when they put the black cap on Mr. Godfrey's head, initiating him into that exclusive group called The Falcons.

I received the following from Robert W. "Jack" Frost who wrote me from Kuwait where he was assigned during the war there about life as he recalled it from our Vietnam days "On another occasion, the USO was entertaining troops right in their camps. These 'stars' would arrive in the afternoon, stay overnight, and leave the next day. We got Charlton Heston and taught him how to drink our gunnie initiation drink "Down in Flames". Then we got Arthur Godfrey. Since he was a pilot, I flew him out to Loc Thien in my Hog and we shot up one of the islands in the lake. About two months later, the ARVN went on that Island and found a bunch of dead VC and their camp all shot to hell. I was never able to get the word back to him, but he had confirmed kills that day."

Reflecting on this and other incidents after these many years, I have determined a definite pattern of conduct on the part of the officers and men of the 155. And that pattern was deliberately designed to "put the Old Man on the spot (and) as often as possible" as was done here in the Author Godfrey gunship checkout. Incidentally, the Falcons never offered to give me a flight in a gun ship!! And I never got a black cap!!

Robert (Bo) Atkinson



VHPA'ers in the News



Story extracted from Jonesboro Sun newspaper, March 2011 and used by permission of their Author, George Jared

JONESBORO — Toiling in the cotton fields in rural Mississippi County in the post World War II era, Ron Miller often watched planes flying past him. He dreamed of leaving the farm and joining them in the sky. Little did he know his fascination with flight would lead him to hobnob with movie stars and presidents among other extraordinary things. "By all rights I shouldn't have been able to do the things I've gotten to do," Miller said. "I've been extremely blessed."

By the time Miller became a teen, he'd convinced his parents he could find a job in Chicago, and he left with a suitcase and \$50. No one would hire the 17-year-old. "Everybody told me I'd get drafted," he said. Vietnam loomed, and Miller returned home and began classes at Arkansas State University. While in college Miller worked at the Wigwam, a popular student gathering spot, and he joined the Reserve Officer Training Corps. After college he went to military flight school and learned to fly helicopters and multi-engine planes, he said. The war in Vietnam escalated, and Miller served his first tour of duty in 1966. "The first year was a lot of heavy combat," Miller said. During a secret mission into Laos, Miller said he provided helicopter gunship cover for 11 men, who were led by Army Green Berets in a covert mission. A firefight quickly erupted, and 10 of the men, including three Americans, were lost in the jungle. To this day those men and their bodies have not come home. "They're still missing," Miller said. "It's something I think about a lot."

Miller's Vietnam experience was vastly different from many others who served, he said. Being a helicopter pilot, he never had to trek through the thick jungles and wasn't exposed to hand-to-hand combat on the ground. "Pilots weren't subjected to the horrors the

infantry were," he said.

Upon returning from his first tour of duty, Miller was stationed at Fort Benning, Ga., in 1967. The movie "The Green Berets," starring John Wayne and Jim Hutton, was filmed there that year, and Miller said he served as a helicopter safety consultant. In one scene a chopper was set to take off with a load of tin attached to the bottom. A stunt man was supposed to step in for Hutton and stand on top of the tin as it rose, but Wayne had other ideas, Miller said. "He wanted the helicopter to take off with Hutton," Miller said. "My respect and admiration for Mr. Wayne clouded my safety responsibilities, and I told the pilot to take off."

It wasn't long before Miller was deployed on his second tour in Vietnam. By then he'd risen to the rank of major and spent most of his time in a base camp, out of harm's way — for the most part. Once he had to go to the hospital, and while he was gone, his "hooch" was blown up by a mortar round. His third tour of duty in Vietnam ended in 1973 as the war drew to a close. During his last tour Miller and his unit spent most of their time flying diplomats and observers from other countries around South Vietnamese capital, Saigon.

Miller said he spent seven more years in the military until finally retiring from the service in 1980. In 1982 he was watching the television show "Nightline," and the topic was the Vietnam memorial to be dedicated in Washington, D.C.

He knew he wanted to go to the dedication, but soon another idea cropped up. Other veterans of lesser means would probably like to make the trip too. He needed a plane large enough to carry hundreds of people, permission from the Civil Aeronautics Board and most of all - money.

Ron started by creating a nonprofit entity to fund the enterprise called Vietnam Special Flight, Inc. It would lead him to the monument

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and later to the White House. "A light bulb just went off in my head and I wanted to do it" Miller said. "I talked to Delta Airlines and asked them if I could lease an L-101, they answered that it would cost \$43,960".

It took a month to work it all out and even the day before the flight left for the dedication on November 13, 1982 Ron wasn't sure it would happen. Delta Airlines reduced the lease price to \$23,000 to cover the fuel costs and Miller raised several donations. Atlanta-area television network affiliates spread word in the city that Miller was searching for veterans who wanted to make the trip, he said. Eventually 300 veterans went. The Delta Captain, crew and flight attendants all volunteered their services.

One month after the flight Miller was asked to be the executive director of the Georgia Vietnam Veterans Leadership Program, enacted by President Ronald Reagan the year before. Serving in that program was a great honor, Miller who now resides in Jonesboro, Arkansas, said this week, his organization helped Vietnam Veterans secure loans, find jobs and provided other services.

During his first year he talked Ted Turner, then owner of the Atlanta Braves into having a day at the ballpark for Veterans. Another time he asked the Atlanta Hawks top host Veterans for a basketball game and I even got the famed musician James Brown to sing the National Anthem, Miller said.

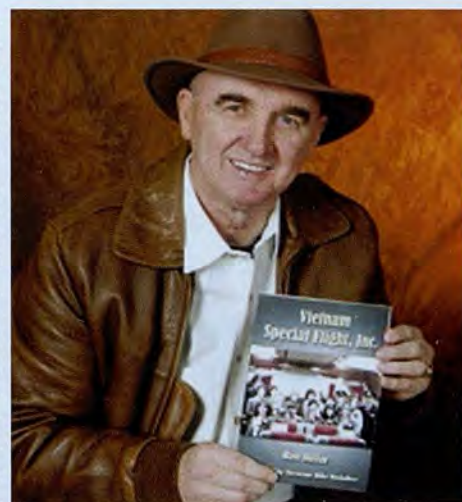
Three separate times, once in the White House, Miller met and spoke with Reagan. "He was always my hero" Miller said of the former president.

Over the next several years Miller served as the state veteran's director for the Reagan re-election campaign in 1984 and he also worked for President George H.W. Bush's campaign in 1988 and 1992. After a brief meeting with Bush in Marietta, Georgia Miller said he and a colleague took a tour of Air Force One. "President Bush was in my humble opinion the nicest,

unassuming president that I hate ever met or observed," Miller said. When Bush made a campaign stop in Atlanta in 1992, Miller said he rode in a limousine with the President – at Bush's request. Miller said the conversation centered on a controversial Veterans Administration secretary and how the president was losing the support of the Veterans.

In 1996 Miller said he was appointed to serve as the director of the national veterans outreach program for Republican presidential candidate Bob Dole. He set up programs across the country but Dole lost to incumbent President Bill Clinton.

Editor's note – I'm stopping the reprint of the article from the Jonesboro Sun newspaper at this point because the rest of the story concerns Ron Miller's special relationship with Bob Hope. Their's was a friendship that started in Vietnam when Ron flew gun cover for two of Bob's Christmas Shows and went on to span the years until his death in 2003. That relationship and his life after 1996 will be covered in larger detail in our 2011 Christmas In Vietnam issue of the VHPA Aviator.



VHPA Member Ron Miller poses with a copy of his new book, Vietnam Special Flight, Inc.

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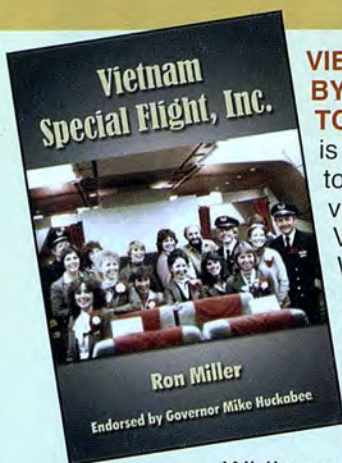
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BOOK REVIEWS



VIETNAM SPECIAL FLIGHT, INC. BY VHVA MEMBER AND THREE TOUR VETERAN, RON MILLER

is the narrative of his determination to organize a special flight to take veterans to the dedication of the Vietnam Veterans Memorial in Washington, D.C. on November 13, 1982. It is also the story of Miller's work with organizations such as the Georgia Vietnam Veteran's Leadership Program, and many others, on behalf of Vietnam Veterans.

While watching a news report about the planned dedication of the Vietnam Veterans Memorial back in 1982, Miller had an epiphany of sorts. He recognized the dedication as a healing opportunity for Vietnam Veterans. Miller found several of his fellow veterans were interested in going to the dedication, but knew many others could not afford it and he decided he wanted to do more. Soon, the idea of chartering a flight for veterans took shape. The difficulty of making that become a reality in just three short weeks, without any existing contacts, would have deterred most of us. The obstacles were daunting and the fact he overcame each one speaks volumes about his character and determination to do the right thing for Vietnam Veterans.

Leasing an L-1011 from Delta Airlines and organizing 300 Vietnam Veterans for the trip on such short notice was no easy task. He needed money and to accept donations he needed to be incorporated with a non-profit status. He also had to apply to the CAB for a special flight clearance. By reaching out to friends, friends of friends, the news media, major employers in the Atlanta area, donors of all levels, and an all-volunteer Delta crew the trip went off without a hitch.

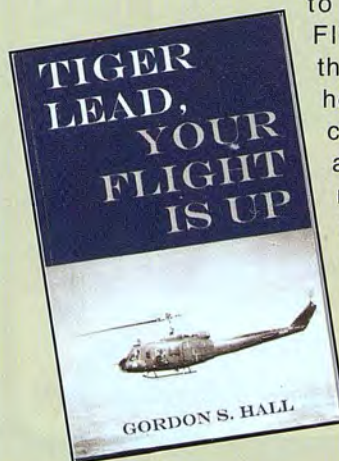
For the veterans and their family members it was a "journey of renewal and restoration." For Miller it was life changing and brought him to the attention of those in government and private organizations looking for individuals interested in helping Vietnam Veterans and changing attitudes about them. Miller was appointed by President Reagan to as Executive Director, Georgia Vietnam Veteran Leadership Program in 1983. Currently Miller serves as the National Veteran Adviser, National League of Families of American Prisoner and Missing in Southeast Asia. He is also in his 10th year as a member of the National Advisory Committee, Veterans Business Affairs, U.S. SBA.

In this time when veterans are held in high regard, it should be remembered that this was not true when we

TIGER LEAD, YOUR FLIGHT IS UP, BY VHVA MEMBER GORDON S. HALL

is an interesting memoir of his life, including his rather unique journey to the cockpit of a Huey and his service in RVN with the 121st AHC in 65-66.

From his first flight in a J-3 Cub in 1945, while still in high school, Hall was, in his own words, "nuts about flying!" He enlisted in the USAAF near the end of WWII. He remained when it became the US Air Force and served 18 years with postings to the Aleutian Islands, Japan, Korea, Morocco, and Iceland among other places. Despite experience as a GCA controller and extensive flight time as a pilot and instructor on his own time, the Air Force declined his applications for flight school.



In 1964, he accepted a direct appointment to Warrant Officer and Army Flight School. Though older than the average pilot trainee, he joined Class 65-2 and proceeded to Wolters and Rucker as usual. However, his instrument flight experience gave him an edge and he received the rare "standard ticket." His instrument experience would be a life saver in RVN.

His arrival at Soc Trang AAF and initiation into the

served and was felt by all of us when we returned from "our" war those many years ago. Miller's narrative of his work on behalf of Vietnam Veterans in organizing the trip to the Vietnam Veterans Memorial and his continued efforts on our behalf in changing those views needs to be recognized and remembered. I hope you enjoy reading this book. Maybe it will stimulate some of us to become actively involved helping other veterans.

Vietnam Special flight, Inc. (168 pages with photos, \$19.95) by Ron Miller ISBN 978-0-557-92652-7 is available from www.merriam-press.com in book form or PDF download (click on Vietnam War Books) and from other book suppliers.

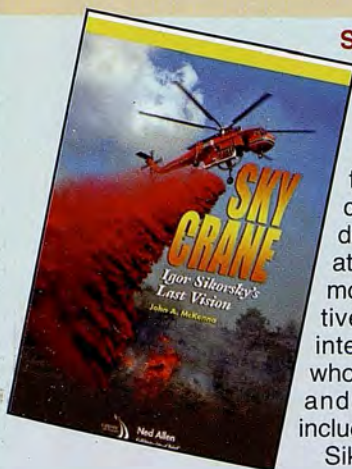
**By VHPA
Life member:
JOHN PENNY**



into the 121st was the usual rite of passage into the heat, dust, smells, "hootches," and routines of a combat helicopter unit; progressing over time from "peter pilot" to AC. The AO proved to be "intense" along with the challenges presented by the weather. Hall gives vivid accounts of many of his missions including the recovery of a downed Navy flight crew from the South China Sea.

His narrative provides candid commentary and offers an interesting perspective to the situations and people he served with, including the sobering losses that occurred during his RVN tour. In RVN, an eye infection cut his tour short at 10 1/2 months and resulted in the loss of vision in one eye and an artificial eye. However, he did not allow this to end his flying career. Obtaining an FAA physical waiver with a Class One Medical and an ATP, he resumed flying as a professional pilot and instructor for an additional 14,242 hours. I highly recommend this interesting and unique memoir.

Tiger Lead, Your Flight is Up (220 pages with photos, \$20) by Gordon S. Hall, ISBN: 978-1-4349-0806-3 is available from www.dorrancebookstore.com in book form, PFD download, or ePub, and from Amazon and other book suppliers.



**SKYCRANE: IGOR SIKORSKY'S
LAST VISION, BY JOHN A.
MCKENNA**

is an interesting and very complete chronicle of Igor Sikorsky's first conception of a heavy lift helicopter through its early design, development, production, and operational use in its military and civilian models, the CH-54 and S-64 respectively. McKenna uses a number of interviews from many key personnel who were involved in the development and deployment of both types and includes many historical photographs.

Sikorsky first brought the concept of

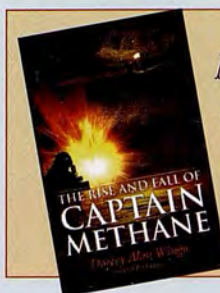
the heavy lift helicopter to public attention in 1955 at a British engineering association meeting when he spoke of a Cargo or Crane type helicopter. His design concept included the rather radical concept of an aft facing pilot which flew [maneuvered] the Skycrane precisely to position the 100 foot cable and hook to pick up or place various loads. The concept then moved from paper to the S-60 Crane prototype which flew in 1959 and performed flight demonstrations for the West German military as well as the U.S. Army, Navy and Marine Corps.

McKenna notes that although no orders resulted from this first prototype the concept was taking hold with proponents like General Harry Kinnard who saw a need for a heavy lift helicopter for the U.S. Army. The development of the Skycrane, its first trial deployment of the YCH-54As to RVN in 1964, the production models of the CH-54, introduced there in 1968, and its many missions are covered in detail. The CH-54 continued in service with the U.S. Army until 1995.

The book also provides an in-depth discussion of the civilian model of the Skycrane, the S-64, and chronicles many of the demonstration flights for interested commercial helicopter operators beginning in 1967. McKenna discusses the first civilian purchase by Erickson Logging in 1971, the manufacturing and logistical rights acquired by Erickson, and the contributions that Jack Erickson made to the continued use of the S-64; now called the Air-Crane. There are currently some 30 Skycranes flying worldwide many of which were rebuilt Army CH-54A models. One reconfigured Army Skycrane, recently flew four minute round trips for 10 hours a day for 30 straight days, moving 8,000 pounds of freshly cut and valuable timber on each trip, to waiting trucks 2,000 feet below. Extra flight crews, hot refueling and a night maintenance crew made it possible.

McKenna does an excellent job of taking his readers through all the ins and outs of the Skycrane from development to operations in both military and civilian service. He is particularly qualified due to his own involvement with the S-64/CH-54 from design to operational use, but you don't have to be a former Skycrane pilot to appreciate this book with its detailed narrative of its missions.

Skycrane: Igor Sikorsky's Last Vision (115 pages with photos, \$39.95) by John McKenna, ISBN: 978-1-6008-6756-9, is available from www.aiaa.org (click publications and papers), Amazon and other book suppliers.



NOTED WITH INTEREST

The Rise and Fall of Captain Methane by VHPA member Dorsey Alan Wingo has just been published and awaits my review.

FT WOLTERS MAIN GATE RESTORED



On Saturday, March 12, the old arch that spanned the main gate at old Ft Wolters was dedicated after an eight month renovation and restoration project. The restoration of this piece of our history was conceived and carried out by the Chamber of Commerce of Mineral Wells, the City of Mineral Wells, the Economic Development Foundation of Mineral Wells, Weatherford College, the National Vietnam War Museum and many interested local townspeople, some who were graduates of the Primary Helicopter Training Center.

Jim Messinger, VHPA member and graduate of WOC Class 67-3, was the Master of Ceremonies, Col Willie Casper, RET, VHPA member, graduate of Class 54 and Deputy Post Commander during the time period of original construction, was Guest of Honor and James H Dixon, VHPA member and graduate of WOC Class 64-2W was the Guest Speaker. Also on hand were local dignitaries, many former students and several Southern Airways Instructor pilots, two in their dress uniforms. A crowd of 50-100 was expected, MAYBE, but over 400 showed up.

The original arch was built during 1967/1968 by WOC Class 67-5. Lt James H Dixon, the

XO of the 2nd WOC Company at that time, was ordered to report to the Post Commander. Upon arrival new LT Dixon was "volunteered" to lead the original arch project and asked how soon it WOULD, not could, be completed. He described the "selection process" of workers, initial ground work and building of the original arch in great detail. It was very interesting and laugh out loud funny.

The restored gate and arch really brings Ft Wolters and The Primary Helicopter Training Center back to life. The BRIGHT ORANGE paint makes the gate jump out at those passing by and the two aircraft mounted on the original stone pedestals; the TH-55 "Mattel Messerschmitt" and the OH-23 "Pilots Over 6 Feet Only"; remind all of us who were trained there or taught there of our long ago youth. The post may be a pig sty on the inside but the MAIN GATE brings back a flood of memories and makes us proud of our time there. As a graduate of The Primary Helicopter Training Center at Ft Wolters in Mineral Wells, Texas, I know I am.

In one of the "original" photos of the gate there is a yellow Ford Falcon exiting the Post. THAT CAR AND THE DRIVER were at the dedication. The paint is a little faded but the car and driver don't look a day older.

If you happen to be in the area or are looking for something to do on a Saturday or Sunday afternoon I highly recommend you go out to Mineral Wells. Drive by the old post just to see the gate and remember your experiences there, it will be well worth your time.

Mike Sheuerman

It's official! For the first time in many a year, a Th-55 hovers over the restored Fort Wolters Main Gate.



The formal Ribbon Cutting of the newly refurbished Fort Wolters Main Gate.



B.J. Ashley poses with his son B.J. Jr. in front of the Hiller OH-23 Helicopter that sits on the left side of the restored Main Gate. The Ashley's spent over 500 hours making the Hiller presentable for its new duty station.



The Refurbished and Rededicated Main Gate to Fort Wolters as it appears today - ready to welcome you on a visit to both the old post and to the site of the Museum of the Vietnam War.



A Th-55 sits in front of the new Holiday Inn Express hotel that sits less than 100 yards from the restored Main Gate to Fort Wolters. The Holiday Inn was also the site of the post-rededication reception that lasted well into the night.

Ed Lee Chevrolet, Ridgemar Square "Behind the Wall", The Old 300th and Other Memories...

By Mike Sheuerman

This past weekend the old arch at the main gate at Ft Wolters was restored and re-dedicated. As a past student and graduate of the Primary Helicopter Flight School in Mineral Wells, Texas I decided to drive out and see the results. An article about the event is also in this AVIATOR but this one is just about the memories the event brought back.

To digress for a moment, as some of you know I recently sold my furniture business and, going through a "midlife crisis", purchased a used 2003 Corvette (with only 30,047 miles on it) as a present to myself. I'd owned a 1970 Vette and originally wanted one from that time frame however two things caused me to decide against it. #1) it was more expensive than the 2003 model and #2) being 56 pounds heavier today than I was on May 18, 1970, I found the 1970 model to be extremely uncomfortable - I guess car seats shrink over the years.

Back to the present. I left the house around 8AM Saturday in the "comfortable version" and headed west on I-30. As I neared the west side of Ft Worth I saw the Ridgemar exit and remembered living in an apartment complex called Ridgemar Square, "Behind the Wall". The complex is still there and has the same name and I just had to drive in. It looks the same, nothing much seemed changed. Denny Javens, Wayne Beckmann, two other guys and I found a somewhat furnished three bedroom apartment that was leased on a "month to month"

basis and there we all lived during the primary phase of flight training.

If you recall, Student pilots were "prohibited" from living east of Weatherford and it turned out that the complex was filled with instructor pilots from Ft Wolters, but they didn't care. As long as we kept our noses clean, made the flight line and classes on time and didn't screw up and get them in trouble we were welcome. Denny had a VW bus. One of us would drive, one would ride shotgun and talk to the driver and the other three would sleep in the back. It was a fun place to live. What a great four months.

Ed Lee Chevrolet is now gone, when we were in Flight School that dealership was the largest Corvette retailer in the US. He averaged selling four Vettes a week and he got to me on May 18, 1970. Turns out on 18 May 2011, the day we rededicated the new Front Gate, I drove my "new" 2003 Vette into the same lot that Saturday afternoon. The dealership is Powell Auto Group now, not as clean and new looking as it was 41 years ago.

The old Post is a dump. The old O'Club is gone and the new one suffered a recent fire, the hospital is in ruins, the main heliport if filled with oilfield trash and the wooden student barracks are falling apart. Only the old WOC barracks are still in use as a minimum security prison and now they have barbed wire around them. That seems to be the only change.

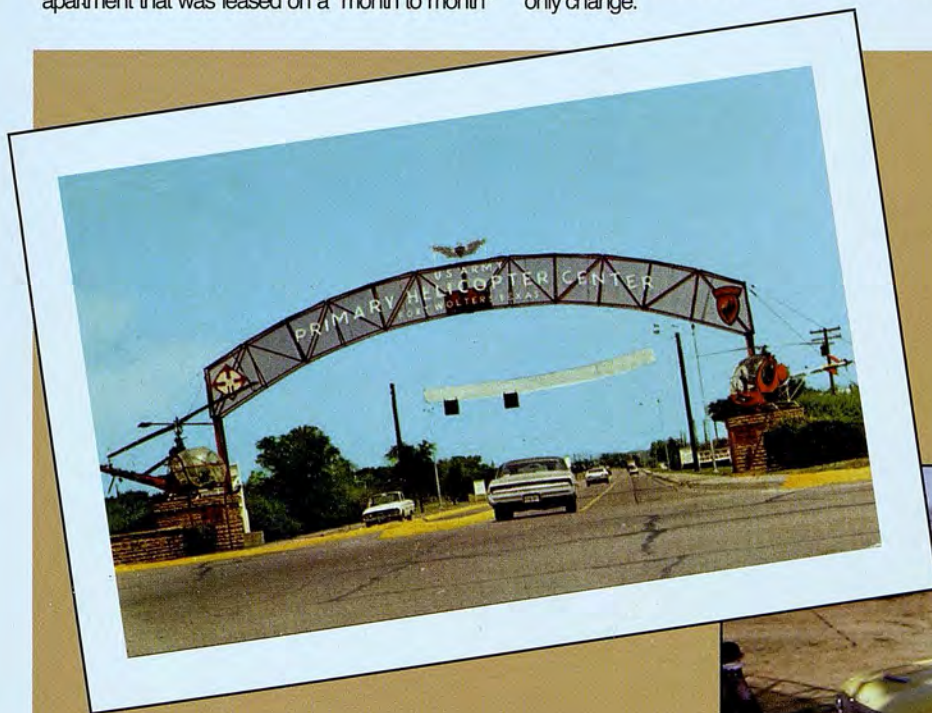


I drove to and from Mineral Wells on I-20. As I recall I-20 was being built in the summer of 1970 and was only finished as far as Weatherford and the road bed was the southern limit of our flight area. I remember white and yellow tire areas on the hills and ridges just north of the construction project. I also drove through Millsap for the first time on Saturday, in the 4 months at Ft Wolters back in 1970 I don't ever remember doing that. Seems like we always took HWY 180 through Weatherford back and forth from home to Fort Wolters.

I flew in the Army Reserves with the 300th AHC out of Dallas Naval Air Station in the mid 70's and early 80's and a large number of pilots from that Unit also attended the Front Gate Rededication. It was great to see guys I hadn't seen since in almost 30 years and I hope it won't be that long before our next get together.

All in all – it was a great way to spend a Saturday and remember old times.

Mike Sheuerman



The famous Post Card of the Main Gate to Fort Wolters as it appeared in 1968. The Ford Ranchero in the left lane is the same one that attended last month's rededication.

All photos on the Fort Walters Gate Restoration Story are courtesy of VHPA Member Dub Blessing.





The Legacy Lives On... By Mike Law



Business End of a US Marine UH-1N (November) Model



Payload End of a US Marine UH-1N (November) Model



US Marine UH-1Y (Yankee) Model



US Marine - UH-1E (Echo) model



Lt. Col. Brian Kennedy thanks retired Colonel Larry Wright for his service in Vietnam and for participating in their 18 March 2011 celebration.

ON MARCH 18, 2011, a ceremonial event was held at Marine Corps Base Camp Pendleton to celebrate the final flight of the Marine Corps' workhorse for the last 40 years – the UH-1N Huey.

HMLAT-303 made their final flight with eleven November models as they start bringing the UH-1Y Yankee models into the squadron. As part of the ceremonial HMLAT-303 invited retired Colonel Larry Wright, who flew UH-1Es in Vietnam with VMO-6 in 1965-66, to give a presentation on "Combat Leadership Lesson's Learned." During Larry's quick review that focused on the role of the armed helicopter for close air support of combat operations, he reminded everyone that during the early 1960s USMC doctrine for close air support focused on A-4 Skyhawks and F-4 Phantoms because armed helicopters were a "No No!"

The USMC HMM squadrons equipped with UH-34s saw the benefit of the Army armed UH-1Bs from the UTT in 1962 and 1963. The Marines acquired their famous UH-1E to have their own armed helicopter capability. The Echo model was a UH-1B made out of aluminum with a rotor brake for shipborne operations plus Navy electrical systems and avionics. The Marine Corps started receiving them in early 1964.

Larry deployed with VMO-6 in September 1965 and served with them his entire tour. The November model was based on the UH-1H fuselage with a twin-engine set. It entered active service in 1971. You can tell from the photos that the November model even today looks strikingly familiar to its "father" the Echo model. In 1996 the USMC began the H-1 upgrade program by awarding Bell Helicopter a contract that resulted in the Yankee model. The UH-1Y includes a lengthened cabin, four-blade rotors and two more powerful GE T700 engines.

Larry left active duty with the USMC after Vietnam to fly for United Airlines. He also joined the Marine Corps Reserves in Southern California. He is now retired from both those organizations and has the best job of all – being a grandpa! He is very active in Pop-A-Smoke and has been for years. Larry takes great pride in the 'band of brothers' camaraderie forged by our experiences in Vietnam.

The VHPA is once again indebted to our good friend from the San Diego Reunion, Phil Myers, who pointed us to his [HTTP://PHOTORECON.NET](http://PHOTORECON.NET) website for this story and the photos.