



# The VHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association ~ Issue 29-05 ~ Sep/Oct 2011



*After Action Report - the 28th Annual Reunion of the VHPA in Orlando, Florida, begins on page 4 of this, the September & October issue of the VHPA Aviator*

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## Suggested Reading... by John Penny

AUTHOR	TITLE	PUBLISHER	ISBN	UNIT(S)
Alexander, Ron	Taking Fire: The True Story of a Decorated Chopper Pilot	St. Martin's Paperbacks, 2002	978-0312980177	A/1/9 CAV 1 CAV
Anton, Frank	Why Didn't You Get Me Out? The Story of Vietnam's Longest Held POW	Summit Publishing, 1997	978-1565302518	71 AHC, POW
Bahnsen, John C.	American Warrior: A Combat Memoir of Vietnam	Citadel, 2007	978-0806528069	118 AHC, 11 ACR

The above is just the first three entries on a list of 61 books that John Penny, the official Book Reviewer for the VHPA, has compiled of books authored or co-authored by a VHPA member, potential member, or someone listed as DAT by the VHPA. The list contains only non-fictional books that are substantially written about the author(s) tour of duty in SEA. The list also includes a few anthologies and/or books primarily of a historical nature.

As you can see, John has listed not only the title, author, publisher and ID number (the ISBN number) of each book, but he has also credited the book with the individual combat unit(s) who's stories most fill the pages of each work. John's list is a great source of information for anyone wanti-

ng to read about either their own unit and/or their own Area of Operation (AO) during their time in Vietnam.

To publish the entire list in the Aviator would take just too much room, besides it is a "work in progress" and it changes almost weekly as our peers continue to release a growing supply of new Vietnam War books.

Thankfully John has graciously agreed to share his list with any of our members, simply contact his at: [REDACTED] for your own, updated version of his list. Everyone is also welcome to check the list to make sure your favorite book on the Aviation War in Vietnam is listed here – we're always looking for new works to inform our members of.

## INTERESTING LINKS FLOATING AROUND THE INTERNET

What it means to be a Vietnam Veteran  
[http://www.v-prod.com/trailer\\_vietnam.html](http://www.v-prod.com/trailer_vietnam.html)

Doing some research on the Vietnam War? Here's a great on-line listing of links to many major sources and areas of interest.  
<http://www.cc.gatech.edu/fac/Thomas.Pilsch/Vietnam.html>

Homage to the Huey...  
[http://www.youtube.com/watch?v=oLdS\\_pbOXu8](http://www.youtube.com/watch?v=oLdS_pbOXu8)

Prager University U-Tube Video: How the Vietnam War Was Won and Lost  
[http://www.youtube.com/watch?v=F67C8yzww\\_Y](http://www.youtube.com/watch?v=F67C8yzww_Y)

On 13 June 2011, a B-17 belonging to the Liberty Foundation, made a forced landing and was completely consumed by fire. The true story of the events of that day can be found in this posting to their website by their Chief Pilot:

<http://www.libertyfoundation.org/index.html>

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**E-mail items to The Aviator at: [editor@vhpa.org](mailto:editor@vhpa.org)**

THE VHPA AVIATOR, THE OFFICIAL NEWSLETTER OF THE VIETNAM HELICOPTER PILOTS ASSOCIATION (ISSN 1930-5737) (USPS 001-497) is published six times yearly ~ January, March, May, July, September & November. The VHPA is organized as a 501 (c) (19) fraternal military organization and one copy of each newsletter is included in each of our Member's Dues, yearly subscriptions to the Aviator are available to non-members for \$36.00. Published by See David Adams, Enterprises, LLC, 2900 Arbor Court, Round Rock, Texas, 78681 for the VHPA, headquartered at 407 W. College Street, Grapevine, Texas, 76051. Periodicals Publications postage paid at Round Rock, Texas and additional mailing points. POST MASTER: Send address changes to either of the above addresses.

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VHPA Scholarship Program	Tom Payne
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[www.VHPA.org](http://www.VHPA.org)

## FROM MIKE LAW, PRESIDENT OF THE VHPA

### TWO IDEAS PLEASE!

First, VHPA HQ gets about three calls or emails each month that go something like this: "My (Dad, Husband, Brother) passed away recently. We've been going through some of his Vietnam things. We think some of it might have historical value. The family wants to keep a few photos, his dog tags, and some papers but we don't know what to do with the rest of it?"

This sort of reminds me of the movie lyrics: "Who ya gonna call? Ghostbusters!"

In the Jan/Feb 1999 issue of The VHPA Newsletter then President Tom Payne announced that the VHPA Executive Council had designated The Vietnam Archive at Texas Tech University in Lubbock, Texas as the official VHPA Archive. That article also announced VHPA Life Member William "Bill" Fitzgerald as the VHPA's representative to The Vietnam Archive's Board of Directors.

Since 1999 most of our Membership Directories and our websites have carried the message - "Who ya gonna call? The Vietnam Archive at Texas Tech!"

Last December during our annual 'snowbird' (someone who flies away from the snow) migration from Denver to San Antonio, I stopped to deliver a complete set of all 18 VHPA Calendars to the Archive and got a tour - most impressive indeed.

If you've even gone to the National Archives outside Washington D.C., you know the drill - put your stuff in a locker, sign in, can take computers but no pens, papers, or anything that could contain them, complete research request forms and wait for the staff to bring the items to you. Same drill at the Special Collections Library at Texas Tech.

One of my goals as President is to have The Vietnam Archive folk give us a presentation during the New Orleans Reunion of all the good stuff that's going on. I also hope we can have Bill Fitzgerald provide our Aviator staff with some "good ammo" to help make this point as well.

So "Who ya gonna call?" I recommend Mr. Ty Lovelady or Ms. Mary McLain Saffell

Box 41041, Lubbock, TX 79409-1041 or [REDACTED] See their website at [www.vietnam.ttu.edu](http://www.vietnam.ttu.edu). You can also talk to Bill Fitzgerald if you want to speak JP-4 or chicken plates or mini-guns or H-models or LZs or "let's get the heck out of there" with someone just like you. Bill's number is [REDACTED] and email: [REDACTED]

Second idea - I trust you recall the song lyrics: 'What the world needs now is love, sweet love?'

Over the years I've had the good fortune to chat with lots and lots of VHPAers either on the phone or via email or at Reunions. Especially in the fall when I'm looking for photos or cool stories for the next VHPA Calendar - I make lots of calls and hence lots of new friends.

All too often I hear myself saying, "Wow - that's great - why don't you write that up for The Aviator? You've seen what David Adams has done recently! Your story really deserves a wider audience than just me."

Then the conversation goes something like this: "Oh, Mike, I can't write at all. I can talk on the phone and we can have a good laugh, but I can't write. You can borrow my slides but you'll have to write down the story!" Ouch! That hurts!

Now don't get me wrong - I often write other people's stories down and remember stuff for the future stories - BUT - What the VHPA needs NOW is writers!!! Sadly the Taps section is only going to get longer. I doubt a month goes by that I don't have to pass on at least two "really good ones."

So, if you have the skill to call a fellow VHPAer on the phone, listen to him, ask questions, call some of his buddies, and write it all down for his review and later submission to the VHPA for publication and/or to The Vietnam Archive for preservation, call me [REDACTED] or email me ([calendar@vhpao.org](mailto:calendar@vhpao.org)) or David Adams ([editor@vhpao.org](mailto:editor@vhpao.org)).

*Trust me when I say that the VHPA needs writers.*

*Thanks for supporting the VHPA!*

*Mike Law - President, 2011-2012*

# *From the Chairman of the 2011 Reunion in Orlando*

## *An Attitude of Gratitude*

One of our church leaders often mentions that we need to have an 'attitude of gratitude' when it comes to thinking about God. Indeed we sing a hymn with the phrase 'count your many blessing.' He teaches that yes it is OK to ask God for many things, but we should also have an 'attitude of gratitude' for what we received. So it is with an 'attitude of gratitude' that I thank:

- Those who attended the VHPA Reunion in Orlando. We expected lots from the south and east and were glad to have them. Some came long distances – the west coast, AZ. The numbers from the upper mid-west and, of course, TX were strong. Many in FL took advantage of the Reunion being close to home. With high fuel prices and travel costs, it was a sacrifice for many. We thank everyone who attended and especially the 1st Timers.
- The VHPA Chapters especially VHPA Florida. They showed up in their numbers with their Museum, the LOH, the leadership for the Gulf and Kissimmee Air Museum outings, the volunteers to staff especially the Pre-Registration area, the Welcome Desk and the Huey Rides. Clearly the Southern CA Chapter set the bar high last year in San Diego and VHPAF did us all proud in Orlando! We thank them and have high hopes for the Gulf Coast Chapter for next year.
- The units especially the 361st Panthers for supporting good mini-reunions and making everyone who just wanted to set and talk at most any hour welcome with something to drink.
- Those who put on the seminars - also known as HPFs (Historical Presentation Forms). There were eight this year – a personal best for the VHPA. BTW, DVDs from previous years are still available at HQ.
- The Memorial Service and the Gold Star Family Breakfast were special. We knew it would be hard to top San Diego's Sunday morning Memorial Service (more than 300 attended) but this year's cemented the Memorial Service as part of the VHPA Reunion's traditions. Orlando was our best attended Gold Star Family Breakfast ever!
- The vendors especially those who supported our first ever Raffle organized at the 11th hour. They were a diverse and good natured group that certainly value added to the Reunion experience.
- The professionals – the staff at the Orlando Hilton, Military Reunion Planners, Army Aviation Heritage Foundation (Huey Ride), and the four groups that provided music. Yes they were all paid but WOW what they provided was special. Hands down - the best Banquet meals we've ever had. Best signs and name badges ever. Love that H model! NYC Emerald Society Bagpipers did great AGAIN!! At least one third of us attended the musical venues.
- There is always a danger when we start naming individuals but Russ Janus, Dick McCaig, Mike Wilson, and Ken Roach – thanks for the Color Guard; Mike Roulier - singing the National Anthem; Bob Hesselbein - the Missing Man Tribute; Al Roettger – video recording; Moon and Maggie Mullen – going the extra mile and then some.

*Thanks again, Mike Law former Reunion Chairman*



**To the editor:  
VHPA leadership and Military Reunion Planners:**

Thanks for another great reunion. The Family Contacts Committee especially appreciates being able to have our table in the vendor area, where we provide the service of helping make connections between helicopter veterans and family members of fellow unit members or flight school classmates who were killed. Often a veteran wants to pass along photos of a fallen buddy, or share some memories with his family after all these years. Would his widow, his children, or his brothers and sisters be interested in hearing about their loved one, even after all this time? YOU BET. We help make that happen. Thanks especially to Family Contacts Committee member Linda Clance, sister of "Hornet" Everett Wilsher, KIA 2-21-1969 116th AHC, for staffing the table.

Also thank you to Florida Chapter member Howard Smith. Howard has a Missing Man Table and a rifle/helmet/boots display that he kindly provided for the Gold Star Family Breakfast.

Our 7th annual Gold Star Family Breakfast went well and was attended by over 50 people. There were 9 of us KIA/MIA Gold Star Family members present. That's more family members than ever before. This is an emotional time when we go around the room and share who we are each there remembering. I am astounded by the eloquence and the depth of feeling that rises to the surface at these breakfasts, from family members as well as veterans who attend, and tell us about who they lost. It means we family members are no longer alone. I think we could each feel our loved ones there in spirit. Gary Rossomme once again read a poem written by Gold Star Mom Evelyn Hatley which is always very moving.

We also especially appreciated the Memorial Service that Gary Rossomme and Tom Payne put together - begun with music performed by the NYC Police Emerald Society Bagpipers, followed by



reflections by Rev. Guenther Fritsch, a Ghost Rider who told of his patriotism and his family's personal sacrifices.

A HUGE thanks to Mike Law for helping with the arrangements for our Gold Star Family Breakfast that went so well, on top of all his other duties; also to outgoing VHPA President Woody McFarlin and all the reunion chairmen and national officers as well as the Florida Chapter volunteers. Mike Law now takes the reigns as VHPA President. Next year's VHPA Reunion will be in New Orleans Aug 2-5.

The attached photo speaks volumes. Each of us nine Gold Star Family members' lives were changed forever when we lost someone in Vietnam. The Gold Star Family Breakfast brought us together, supported by our veteran brothers. There are no words to describe how it feels to know that your loved one has never been forgotten.

*Hope to see you in New Orleans!  
Little sister,  
Julie Kink  
sister of WO David Kink C Trp 1/9th CAV KIA 8-3-1969  
member of Family Contacts Committee  
<http://www.VirtualWall.org/contacts>*

## Orlando Reunion Raffle.....

by Moon Mullen

We tried something new this year – we ran a raffle that was filled with prizes designed to be redeemed between now and next year's Reunion in New Orleans. It was a great success and it raised thousands of dollars.

First we want to thank our sponsors that contributed the eleven prizes: Military Historical Tours, Hilton New Orleans, Premier Resources, Joe Kline, Acclaim Press and A Myraid of Ideas. Secondly, where would we be without the hundreds of people that purchased raffle tickets....thank you also!

The winners that night were Pete Ward, David Stone, Bruce Kelly, Bill Reinhart, Walt Martin, Bob Scurzi, Jim Boykin, Steve Appling, Herbert Broudus, and James Krull. Thomas Schultz of Jackson, Alabama (not shown here) won the Grand Prize of a FREE trip back to Vietnam donated by Military Historical Tours! The photo of five of our winners also includes two young helpers Rhett and Grant

Dauley, you can see by the look on their faces how much fun they were having! Reunions are for pilots and families, which thankfully also include children and grandchildren!



*Hope to see all of you  
in New Orleans!  
Moon Mullen*



# One More Huey Driver

By Steve Bookout

While cleaning off my desk (gasp!) recently, a small blue and white spangled adhesive address label drifted down from between the roll and the desk top. It said:

W.C. Westmoreland  
Box 1059  
Charleston, S.C.  
29402

I looked up at a fading photograph, inscribed to me and at its subject looking back. The lower desk drawer was opened and a fat bundle of letters were removed and re-read. In a heart beat, the years rolled away and several pleasant memories came flooding back.....

It was back in 1970, a week before the Cambodia incursion. I was flying for the 120th's Deans and drew an early morning mission to Hotel 3. Three pax would be waiting and would give a mission briefing after lift off. O.K. by me. Arriving at Hotel 3, there were unusually large numbers of personnel surrounding the heli-pad. Also noted was the fact that our bird was the only one there. Hmmm. What's up? we thought.

Landing, we were immediately encircled by a well armed mob, and a tall, stern looking, white-haired gentleman with four stars sewn on his collars climbed aboard. We pilots looked at each other as if God, himself, had just climbed aboard. "Fly due West" were the only instructions given. After half an hour into the flight, I was shown a map and then told where to land. I distinctly remember reading the word CAMBODIA with the feeling that something unusual was in the works. Our destination was a small village located on the far side of a river, quite close to the Cambodian border as several naval vessels were parked in rows across the width of the river. The General and staff spent the next couple of hours with Special Forces personnel before returning on board.

Then, as the co-pilot (sadly, his name has been forgotten) was on the controls, curiosity got the best of me. I glanced at the passengers in the rear and General Westmoreland was in the jump seat watching the Huey's instruments quite closely. It was then that his pilot's wings were noticed. Not being one the Dean's star pilots, nor able to keep his mouth shut when appropriate, and for some reason feeling the General was a deprived fellow aviator, I asked if he wanted to fly. With eyes twinkling over a large smile, he nodded a very affirmative YES! I asked the peter pilot to get in the back and let the General borrow his helmet.

After getting settled, he took the controls and beat feet for Saigon. His control touch was smooth and technique was strictly by the book. As we approached Tan Son Nhut at 4000 AGL, I told him that we lesser mortals had to get below the approach path at near the end of the runway and stay clear of all fixed wing. It was an eye opener for the crew to see him descend and go low-level under the approach path and then perform a good cyclic climb on the other side. I told him the small kites flying in the vicinity of Hotel 3 might have wires for strings, so please avoid them. He looked my way, smiled and started his decent. Upon landing, were once again mobbed by staff and security. They undid his harness, but he continued to set there and look at the instrument panel. He then got out, gave me a thumbs up, and walked away.

To my delight, I got the same mission the following day. This time as the General was crawling in back, an older Captain, Infantry type, came around and grabbed me by the shoulder harness and yelled for me to not be dumb and do something stupid again. I nodded in agreement and quickly pulled pitch. The trip was pretty much a mirror image of the day before and thus pretty uneventful. As our destination came into view, it seemed as if more small boats were anchored near the village. While we awaited our passengers return, speculation amok amongst the four of us about what was going down, but none of us had the BA-11s to

ask any-one.

After departure, I asked the General if he wished to fly again. Not a word was spoken, but he unbuckled and waited for the copilot to crawl in back. After putting the SPH4 on, I asked if it was a little small. He nodded his head yes, and smilingly said "My ears seem to hate me". He flew as before, but asked several questions about operational flying. What happens to lift when hovering over very tall grass? Do you ever get out of CG with a whole load of troops in the rear and standing on the skids? Answers were given from my perspective and experience. He would nod his head affirmative at each answer and then ask another. As we approached Tan Son Nhut once again, He took the H model down about 5 miles out and rolled it over to 125 knots. Holy mackerel, Kingfish! I was setting on the edge of my seat, ready to take the controls in an instant....I wasn't used to flying quite this low.....at this speed.....and especially with a full blown General on board, let alone the Army Chief of Staff! (My entire meager military career flashed in front of my eyes!)

Looking at him, a huge grin was on his countenance and eyes that were quite intense....probably just as intense as the pucker factor I was experiencing! Another cyclic climb to altitude, followed shortly thereafter by a text book decent into Hotel 3. He crawled out, flashed a thumb's up, waved at the crew and drove off. We all looked at each other and vowed we'd never let the unit find out about this flight.

Five days later, the General was waiting for me again at Hotel 3....and with a helmet bag! A light rain falling as we landed at the Cav's camp in Cambodia. They had captured an NVA commo center, literally mounds of new arms, and tons of other loot. Westy motioned for me to follow, so I left the bird in the capable hands of the copilot. The commo center was a bit dark on the inside and the roof was leaking in places. A telephone switch board was lying on its side and many papers were scattered about. A few officers briefed the General while trying to keep him clean and as dry as much as possible. He nodded, then turned and walked out of the small hooch, motioning me to follow. We were shown pile after pile of new SKS carbines, AK-47s, RPGs, and such....and two flintlock rifles!

Upon examining the flinters, the frizzens showed they had been used quite a bit and very recently, too. While returning to the chopper, the General handed me a blue & red ribboned NVA Gia Phoung medal with two gold stars on the ribbon, one of Ho Chi Minh's funeral cards, and a hard backed foreign stamp collection book. The stamp collection had belonged to



To: Steve Bookout  
With best wishes. W. C. Westmoreland

To: Steve Bookout  
With best wishes.

W. C. Westmoreland

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# SO OTHERS MAY LIVE .....by Terry Garlock

Some of our men and women in the armed forces do things in a war that would steal your breath, if you only knew. As the years pass, how can you tell who they are when you rub shoulders as neighbors or co-workers?

Well, you can't. One example is Ron Current, Challenger 604 and Dustoff Pilot in Vietnam.

Ron and I met in the Army a lifetime ago in 1968 when he was fresh off an Iowa farm. We became buddies enduring the rigors of US Army helicopter flight school. Vietnam was a helicopter war and during that conflict our military would need about 40,000 rotary wing pilots. Even so, flight school was tough and about 60% washed out for one reason or another.

Ron and I were two who survived to graduate from our class. He wanted to fly the sleek new helicopter gunship, the Cobra, so naturally the Army sent me to Cobra school and sent Ron to become a Dustoff - air ambulance - pilot.

I speak to high school students every semester on The Myths and Truths of the Vietnam War. One question I ask them to think about is this: Why was the death rate so much lower in the Vietnam War compared to WWII when the casualty rate was nearly the same? Sometimes they get the answer – because Dustoff saved so many who would have died in WWII. For grunts on the ground in the filth of a remote jungle, it was a great comfort to know if they were hit Dustoff would pull out all the stops to pick them up and deliver them within an hour to doctors and sterile operating rooms.

One of my missions as a Cobra pilot was gun cover for Dustoff, and I saw their work personally. Sometimes they would approach the LZ low-level at about 100 knots, zip across the treetops into the open, blow past the landing spot, kick the tail to the right and lay the aircraft over on its side while pulling lots of pitch to stop it quick on a max cushion of air, then settle into a hover and set the skids down with the tail toward the enemy if known so they'd have to shoot through more of the aircraft to hit the crew. Ron calls that maneuver a button-hook, partly to make it harder for the enemy to hit them as they flew by, partly for fun. They had other maneuvers to show off and to keep their flying skills razor sharp.

In a region of Vietnam far away from Ron, I would be picked up in a clearing myself by Dustoff after being shot down and badly hurt in the crash. I am one of the thousands who wish they could find the Dustoff crew that picked them up, just to say thanks.

Dustoff didn't always have an LZ to land in. The jungle was thick, often requiring Dustoff to hover and drop a jungle penetrator on a hoist down to ground troops as much as 250 feet below. When the hoist cable showed up red as they dropped it to nearly max extension, sometimes Ron had to nestle the aircraft down into the trees to get the penetrator low enough to pick up a patient, rotors whacking small tree limbs while the crew hung out the sides with a hot mike calling clearance on the very sensitive tail rotor. Hoist missions were tense because hovering takes complete concentration; keeping the aircraft stationary is not easy, especially long enough to drop the hoist, load the patient then bring them up slowly to avoid further injury. They might have to stay in a hover to lower the penetrator and bring up another patient again and again.

The tension of hoist missions was high, Ron poised to make a snap decision if enemy rounds whacked through the aircraft or the windshield exploded, ready to cut the cable and skedaddle if a patient was not yet on the hoist, ready to grit teeth until the patient was on board if they couldn't cut the cable.

Add to the mix a hoist at night, wind that played havoc with a high hover or weather that screwed around with visibility and you have a memorable event.

Dustoff pilots by policy were not permitted to make a pickup without gunship cover if enemy contact was very recent; Ron and others did it anyway. Their motto was "So Others May Live" and they took it seriously. They were based a few days at a time in forward areas to be closer to the allied ground units, so their missions were by design short ones. They staged crews in first-up, second-up and third-up so the freshest crew got the call first and the others rested until they moved to first-up when a



crew was gone on a mission. But the gunships came from a different area, sometimes not close enough to hook up quickly, sometimes socked in by weather while Dustoff decided to fly anyway, and Ron involved his crew in the decision to make a pickup in a hot area without gun cover because their butt was on the line, too.

Whenever they picked up wounded, the trained crew in the back worked feverishly to stabilize traumatized young men while bodily fluids covered the floor and dripped into the aircraft guts under the floorplates where it would fester in the heat no matter how many times the floor was washed. The crew would advise Ron in-flight on head wounds or other specialties which might determine which hospital location was best.

You can imagine the tension that must build doing this day after day with wounded screaming just behind your seat as you fly as fast as it would go to the hospital pad, sometimes quietly absorbing the deep disappointment of the crew when one of their patients died in-flight. Taking enemy fire was an occasional surprise but maybe the tension of waiting for it every day was even worse. How do young men deal with the pressure? Well, they certainly didn't hold hands in a circle and talk about their feelings, but they did drink too much, and they scarfed each other.

Scarfing was hearing a Dustoff call on the radio when you were closer to the pickup than the assigned pilot, diverting flight and arriving first to scoop up the wounded. If scarfing sounds like the sordid competition you might see between ambulance companies racing one another to the scene of a car wreck, well, it isn't because . . . you see . . . well, OK, it's the same thing! But it was competing to get the patient to the hospital as quick as possible, and it was fun!

Ron tells a story about when he set himself up to be scarfed. At lunchtime one day when he was first-up, he asked his second-up buddy Jay Brannon, to yell at him if a call came in while he grabbed a quick sandwich; Ron was expecting a follow-up call from a morning mission. A call did come in but instead of yelling for Ron, Jay found a co-pilot, took Ron's crew and flew the mission himself.

Frustrated that he had been scarfed, Ron monitored the radio and learned Jay had been shot down on approach to the LZ. It was a bad one, Jay went in upside down, the main rotor cartwheeled off to parts unknown and the rotor mast buried several feet into the ground. Ron wanted to fly out to help but Major Rose had taken the last aircraft to the scene.

*Continued on Page 11*

Veterans stay  
FREE on  
Veteran's day

**THE CUB INN** is a newly constructed, 5,000-square-foot log cabin that offers a unique charm that blends our love of aviation and the great outdoors. We are located in the Sierra Nevada Mountains in the quaint town of Groveland, California, just 25 miles from the Northern entrance to Yosemite National Park. The Cub Inn is the life-long dream of husband and wife team, Piper Cub owner and pilot Charleen Beam and VHPA Lifetime Member Joe Riley.

Artfully sited on three acres, the lodge is surrounded by majestic pine trees and a crystal clear blue sky. We offer rooms that sleep either two or four people and all our rooms have their own private bath. Our guests start each day with a hearty country breakfast and are invited to join us in the living room each evening to enjoy a glass of wine and a lite snack.

*Full details and booking information are available on our website:  
[TheCubInn.com](http://TheCubInn.com)*

*You can also give us a call at:*

**209-962-0403 (land line) or [REDACTED] (cell)**

We proudly offer discounts to all veterans and members of the VHPA, CHPA, EAA and AOPA.

**I LOVE  
FORT RUCKER**



**Join us for our Annual Reunion of the CHPA!**





"God's Own Lunatics" will gather at Fort Rucker this year from 20-23 October. It promises to be a great gathering of Combat Aviators from those of the Vietnam era through pilots on active duty today!

Events planned include a visit to the Army Aviation Museum, Fort Rucker's Flight Training Simulators and Training Sites; we've also scheduled a closing dinner complete with Awards Presentations and other recognitions. We are staying at the new Hampton Inn in Enterprise; they have even provided us with special rates and a complimentary Hospitality Room for our use.

Join us for three days of great food, lots of fun and some unforgettable, multi-generational fellowship. When was the last time you went back to Mother Rucker? – Well, that's too long!



Itinerary details, registration forms and special Reunion T-Shirt information can all be found on our web site: [www.CHPA-US.org](http://www.CHPA-US.org)

Full details are also available from Rick Roll, 2011 CHPA Reunion Chairman  
Phone [REDACTED]



**DUTY – HONOR – COURAGE – NEVER EVER FORGET**

# Lets Smoke on this...

by VHPA Columnist  
Charlie Gossett



## “Why We Went”

I was visualizing Old Lodgeskin sitting in his Teepee with Braves of his tribe passing the pipe around and smoking away. I imagined them talking of the battles of long ago, of fallen comrades and acts of bravery. So, one day, while you all were at the VHPA Reunion, I sat back in my den and thought about the old days in The Nam.

You were so young back then. Your bodies free of chronic aches and pains and you were strong. Your hair was blond, brown, black or red but not gray and a lot of you also had plenty of it. You could actually run to the helicopters and jump in without huffing and puffing. Your keen minds would scan a mire of switches, circuit breakers, instruments and gauges, your hands would set the throttle and pull the trigger switch and off you went. Strong heart's pumping the vital adrenaline allowing you to set the freq, make the radio call and head to the fight or to the rescue area; all in less than three minutes!

Cherries lost long ago and combat hours building; you knew what had to be done and gave the mission your all. After missions were completed and you were released from being “first up”, you would meet together at the beloved sanctuary built out of ammo boxes and sandbags called “The Club”. There one could have fire water, check for mail and talk of the missions and the extraordinary things seen and done that day. Some days many of you would cry together for fallen brothers who would never again join in this ritual.

A pilot might tell what the crazy crew of a Dust-off, Medivac, Slick or Gunship had done and that they would never do that because it smacked of insanity; when it was actually a case of “steel balls”! How could you ever explain to anyone outside of this brotherhood that, while you were in a hot LZ, NVA or Vietcong soldiers would load their wounded on your helicopter? Could you make a civilian believe you got an emergency radio transmission, in perfect English, crying for help, then guide you to their location only to find a .50 cal triangular ambush waiting for you? Did you ever have a pack of giant rats steal all your Cheetos and Wheat Thins while you were sleeping? How about those days when the Vietnamese employees at your compound didn’t show up for work and latter you were rocketed or mortared; but your faithful Hooch Maid didn’t know anything about it! And who could possibly forget the black oily stinking smoke billowing from burn cans, assaulting you every day and no place to hide!

While you were at the Reunion “smoking” together, I put my 60s and 70s music on and smoked too. I thought about so many of you and the extraordinary things we had done together. When I reflected, I could see you from way back then, your moustaches weren’t white, you didn’t have a paunch, didn’t wear glasses and you were smiling and laughing at foul jokes. I remember how unique you were and how you looked with your dirt colored flight suits matching your orange skin. I saw you scramble to your helicopters in boxer shorts and t-shirts when the special Claxton sounded, telling that a fellow pilot was downed. I remember how brave you were and how easily you would go in Harm’s Way for each other and those poor grunts on the ground. You were the best of the best, Vietnam helicopter pilots. You were and still are my greatest friends and hero’s. I will never forget you.

Charlie Gossett  
Blue Max 49J

IT'S TIME FOR OUR 3RD ANNUAL  
CHRISTMAS IN VIETNAM  
ISSUE OF THE AVIATOR.



Please send anything you would like to run in the issue by COB on Thursday, September 29, 2011. Materials may be e-mailed to the Editor at either:

[Editor@VHPA.org](mailto:Editor@VHPA.org) or

mailing address provided upon request.

Please feel free to call me at  
[REDACTED] with any  
questions or comments.

*Let's make this the biggest  
and best Christmas Edition yet!*  
~David Adams



**AMERICANS IDENTIFIED:** There are still 1,687 Americans listed by the Defense POW/Missing Personnel Office (DPMO) as missing and unaccounted-for from the Vietnam War.

DPMO recently posted the news that SFC William T. Brown, USA, CA, listed as MIA in South Vietnam on 11/3/69, and Major Thomas E. Reitmann, USAF, MN, listed as MIA in North Vietnam 12/1/65, are now accounted for. SFC Brown's remains were jointly recovered on 4/13/10 and identified 1/6/11. Major Reitman's remains were recovered 2/12/10 and ID'd 5/2/11.

The number of Americans returned and identified since the end of the Vietnam War in 1975 is now 896; another 63 US personnel, recovered post-incident and identified before the end of the war, bring the total to 960. Of the 1,687 unreturned American veterans from the Vietnam War, our POW/MIA's, 90% were lost in Vietnam or in areas of Laos and Cambodia under Vietnam's wartime control: Vietnam – 1,294 (VN-475, VS-819); Laos – 328; Cambodia – 58; Peoples Republic of China territorial waters – 7. Over 450 were over-water losses.

## 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](http://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 [REDACTED]

Toll Free Worldwide (888) 870-5408

E-Mail: [REDACTED]

## VHPA 2012 CALENDAR

### HOT OFF THE PRESS!

The Vietnam Helicopter Pilots Association and Acclaim Press are pleased to present the new VHPA 2012 Calendar, hot off the press and available for immediate shipment. This is the 19th calendar produced by the VHPA.

The goal of the VHPA calendar project is to refresh the memories of all those who flew and worked on helicopters in Southeast Asia during the Vietnam War era, and to record, preserve and display the events and activities that were important to veterans of that period.

Each month features photographs depicting the machines & people that flew over Vietnam, plus detailed captions about what is pictured. This VHPA Calendar also commemorates the 2,188 helicopter pilots who died or whose bodies were not returned (BNR) from Southeast Asia during the Vietnam Era (1961-1975).

Printed in full-color, this 17x11-inch (BIG) wall calendar is the perfect gift for all VHPA members and their families. **Only \$14.95!** (plus shipping & Missouri state taxes if applicable)

To order, call the publisher toll-free at 1-877-427-2665, visit their website at [www.acclaimpress.com](http://www.acclaimpress.com), or send your check/money order to the address below. Order your copies today!



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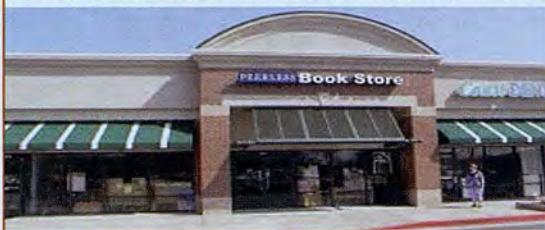
Co-owner Susan Clotfelter Jimison, wife of VHPA Member Mike Jimison, Pink Panther 21 ~ announces the stocking of a special line of Vietnam War Military History Books at their store in Alpharetta, Georgia.



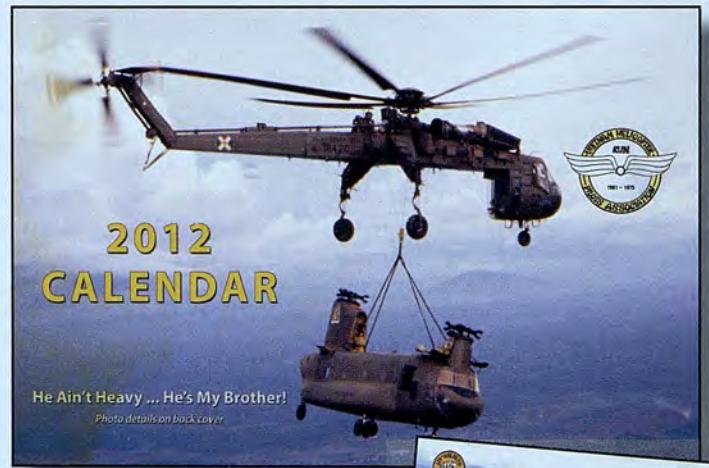
Signed copies of Tom Marshall's *Price of Exit* have arrived already. More VHPA Authors, including Mike Sloniker, Chuck Holley, Frank Anton, John Boden and David Ballentine are also on-hand. Titles include *Primer of the Helicopter War*, *Strength and Honor*, *To The Limit* and many, many more.

Susan is now working on stocking all the titles on John Penny's list of the VHPA specific books. Call with your requests, [REDACTED]

email [REDACTED] or order through the website at [Peerlessbookstore.com](http://Peerlessbookstore.com).



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He Ain't Heavy ... He's My Brother!

Photo details on back cover



AUGUST 2012											
1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31					

# Please Gentleman.... Embellishments must be allowed.

## *Why should the facts get in the way of a good story.*

Class 68-9 got to Fort Rucker in January 1968. Just in time to see the winter turn to spring and then summer.

We were in the middle of Instrument Flight Training. Getting bounced over those plowed fields of southern Alabama and the panhandle of Florida. Most of the Candidates where having fits with this part of our training. Partial panel, (when numerous instruments were covered up) was causing great consternation. Everyone was guilty of severe over controlling. The TH-13 T was proving not to be your friend. Small corrections, use your fingertips, keep the scan going, make your radio call (time, turn, tune, talk) and anticipate what the merciless Flight Instructor might do to you, and then the thermals. Uncommanded up, down, and sometimes sideways this aircraft had a mind of its own. Any best-laid plans would go out the vent/window. (If not your lunch.) It was a challenge.

After bouncing around the skies of southern Alabama a respite was desperately needed. March was fast approaching which meant the hoards of college kids would be heading to the Florida panhandle beaches. Lots of targets of opportunity for any worthy Candidate.

Most weekends we were released after formation on Saturday morning. The rush was on, remember all those cars that were purchased at the Holiday Inn in Mineral Wells, they were put to good use. They were headed south for the coast like a bunch of lemmings.

Many of the Candidates being from northern climes, were not familiar with what the sun and white sandy beaches could do to ones skin. Many of the Candidates sunned themselves on Panama City Beach. Most put lotion on to protect themselves from the sun. But after the first few dips in the Gulf of Mexico, all UV protection was gone. And coincidentally, about this time the adult beverages had taken effect and no one was feeling any pain. Add to this the distractions of the numerous targets of opportunity. The hapless Candidates were no match for the solar and visual stimulation.

THEN the next morning... Boiled lobsters were pale in comparison to some of the guys. Taking cold showers just provided temporary relief.



The entourage headed back to Fort Rucker. As soon as they got to the base they headed to the PX and bought Solarcane by the 12 can case.

Sunday evening in the latrine, would see crimson candidates lined up, hands over there heads, spraying each other head to toe with Solarcane. They could hardly move without discomfort.

Monday morning wasn't much better. The lobsters lined up in the latrine for early morning spray/cool down before going to the flight line.

How were they going to make it through an Instrument Flight Period? Oddly enough the Candidates were so sore, they could hardly move their eyelids without hurting. Their best grades during Instrument Flight Training were during this week of sunburn duress. Heck of a way to improve one's flying skills.

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

*SO OTHERS MAY LIVE.....by Terry Garlock ~ Continued from Page 7*

It did not sound good for a while, then the radio chatter said all the crew got out of the wreckage and away from the aircraft, still on the ground. One had a broken leg and the rest were just cut and bruised. There was no fire, amazing luck. Gunships were pounding the area and the crew was keeping their heads down. Major Rose circled over their position thirty minutes when he finally decided not to wait any longer for a break in enemy fire; he went in to make the pickup under heavy fire and with lots of gunship activity. They did find an LZ to land in and made not only the pickup of the crew, but the patients that the original mission was called in for. They were back in the unit area about an hour later after taking the wounded, now including Ron's crew chief, to the Cam Ranh Bay hospital.

Ron met them at the flight line. Jay's close call was overwhelmed by his pure joy at scarfing Ron as evidenced by his big grin. He lorded it over Ron for days when they gathered for evening cocktails.

I should tell you that Ron didn't want me to write this story about him. He wanted me to tell you about my new book, *Strength & Honor: America's Best in Vietnam*. Ron says my book will help families of vets who never talked about it understand what they went through, and for those with an open mind show them that, contrary to the negative stereotype of that war and its vets, they served their country well. Ron said, "If knowledge is power then this book is one of the most powerful ever written about our war, just as it was."

Setting modesty aside, I like to think Ron is right, and that is just the reason I structured the book with each chapter telling the story of a dif-

ferent vet. If you want to read Ron's story in more detail, you can find more info on the book at [www.garlock1.com](http://www.garlock1.com).

Ron also said his story is not extraordinary. He's right about that. If you could peek into Ron's war experience, some things would scare you to death, but that's the way it was for all of us. When Ron Current arrived in Vietnam, he knew just enough to stay alive if he learned fast. By the end of his one year tour, he could confidently make that helicopter do things new pilots only dreamed of.

On his flight home Ron sat behind a pretty girl on the flight from Seattle to Denver where he would catch a connecting flight to Des Moines. She asked him where he was going and he told her he was on his way home from Vietnam. She suddenly didn't want to talk any more. The war was not popular, and some people believed the anti-war left when they said our troops were baby-killers.

Maybe Ron could have taken the time to tell her that he flew Dustoff in Vietnam, and that he had mastered flying the aircraft in difficult conditions. He could have tried to tell her he was proud of being part of an operation that saved a whole bunch of lives.

Maybe if he had been able to find the right words she might have understood what an important part of his life the last year had been. But I doubt it.

*Terry Garlock lives in Peachtree City in Georgia and John Penny's review of his latest book, *Strength and Honor, America's Best in Vietnam*, may be found on page 33 of this issue of the Aviator.*

# LETTERS TO THE EDITOR

## *To the Editor of the VHPA Aviator,*

The 2011 VHPA Reunion has recently concluded and I find myself reflecting on the events of the past five days. Several terms come to mind:

**Pride** ~ to be part of a group of men who encompass the finest traditions of this great country.

**Fellowship** ~ the ease of conversation with the greatest guys on earth and their gracious ladies ... the opportunity to connect with a seemingly limitless family.

**Appreciation** ~ to Military Reunion Planners, our event contractor, the Florida chapter and the spontaneous volunteers whose hard work produced a near flawless reunion.

**Impressed** ~ by the quantity and variety of vendors. Rounding them up can't be an easy job.

**Dedication** ~ of the Executive Committee ... their long, unpaid, selfless efforts in pursuit of excellence. As is often the case with volunteer organizations, the value of endless "non-billable hours" is immense. The EC deserves our appreciation, support and help.

**Perspective** ~ of so many aspects of what transpired forty-some years ago. The HPF's and War Stories represent a vital element of the mission of this organization. The superior quality of the presentations experienced increased attendance, and deserve more.

**Disappointment** ~ that, despite best intentions, the Annual Business Meeting again devolved into confusion. It seems that multiple missteps by the leadership compounded to generate a sense of frustration and possibly diminishing confidence.

**Zumba** ~ You just had to be there!

**Healing** ~ expressed by every one of the first-timers with whom I had the pleasure to meet. Frequently they expressed the sensation of having an unrecognized burden lifted, recalling the catharsis of my first reunion.

**Accessibility** ~ of the EC: their dedication and gentle patience to listen when approached by a member.

**Regret** ~ that I was unable to meet and personally express my gratitude to the editor of the VHPA Aviator, a publication of the highest quality, that communicates vital information and accurately reflects the standards of the organization. For me, the magazine is essential reading. It would seem that a large percentage of the membership rely on the magazine as their primary connection to the association. They are being very well served.

**Curiosity** ~ about how many of our comrades who have yet to attend their first reunion, about the many Vietnam War helicopter pilots who do not know this organization exists, about how many members have attended a reunion and never volunteered.

**Understanding** ~ of the ridiculously long range planning that is part of producing a reunion or even the Aviator

**Reminded** ~ that we get all of this for only \$36/year. (Well, there is a slight surcharge to attend the reunion.)

To those of you who have suffered my musings to this point, I would suggest:

■ If you have never attended an annual reunion: do it. I honestly don't think you will be disappointed.

■ If you haven't attended for several years, try again, things have changed.

■ If you attend regularly but have not helped, do it. Two hours of help from each attendee would

be incredible.

- If you know someone who has never joined, ask him (again). It's a great way for you to say, "Thanks".
- If you know a former member, tell him that our organization has changed and will continue to change. But, VHPA will always remain relevant.

*Al Roettger  
Greyhound -17, '70-71*

## *To the Editor of the VHPA Aviator*

I attended my 24th out of our 28 Reunions this past July, as always, I looked forward to the Closing Banquet. But since few of my flight school mates, or those I served with in Vietnam from the 101st Airborne Division attend, I signed up to sit with the 101st hoping to share our mutual camaraderie.

I was assigned Table 47, which had one seat empty. I entered the Banquet room early and put items on a seat at the table. When I returned after socializing, I found the table full. When I inquired what happened to my items and showed my Table 47 assignment ticket, a Florida Chapter VHPA member advised me the table was full. When I advised that there should be at least one empty seat, he just shrugged. Apparently I wasn't welcomed (not being a member of the 2/17th Cavalry).

I was upset as I left to check with the Reunion folks staffing the seating table. I confirmed with them that a seat was still "vacant" and while tempted to push the issue, I just asked them to find a vacant seat elsewhere. Not knowing how I would be received at the new table, I questioned myself whether to ever attend another Banquet.

I approached the new table and was immediately welcomed, as the evening unfolded, I had a wonderful time with my new friends and it represented everything that makes our reunions so rewarding. So I would like to thank the 101st veterans and that Florida Chapter member at Table 47 that wouldn't even say hello. Their lack of hospitality and fellowship allowed me to have yet another wonderful reunion and I look forward to next year.

*Kenneth Roach  
Class 68-17/68-511,  
E-Mail: [REDACTED]*

## *To the Editor of VHPA Aviator,*

On behalf of STMP and the Montagnard people we serve, I would like to thank you and your membership for your outstanding support.

The Restored Huey and Jet Ranger helicopters were transported to our site by the South Carolina Chapter of VHPA, and were exhibited during our 25th Anniversary Celebration. These machines brought many good memories to the veterans gathered there. Your members were also very supportive of our raffles for the Harley and the Browning rifle. These raffles were quite successful and helped cover the cost of feeding the 5,200 people who attended the gathering. Most of the attendees were Montagnards, and they are never asked to pay for food at these gatherings.

Once again, thank all your members. Please know that your members are welcome to visit the site whenever they are in the Asheboro, NC area.

*Sincerely,  
George Hadeler, Secretary, STMP,  
Luray, VA 22835-3521*

## *To the Editor of the VHPA Aviator,*

I just read the article by John Penny that ran in the May/June 2011 edition of the Aviator titled UH-1H Flyaway ceremony at the Yakima Training Center and as humorous as Col (Ret) Courts recollection of that incident is, it is just a little different from mine.

I spent 30-36 hours (not a typo: day/nite/day) in the left seat of his Huey and don't remember anything humorous about it. At the time, I was the Bn Ops officer. We were going to Yakima to support a brigade exercise, taking all of the 9th and 10th Avn Bn helicopters. WX was lousy west of the Cascades and over the Cascades. One CH-47 went out and reported icing. The other CH-47's followed since they could de-ice. Despite all recommendations, we left Ft Lewis in a big formation of UH-1s and OH-58s heading to Portland via I-5. Col Courts wanted to see if there was a hole over Portland so we went up stairs. Don't remember if we made a VFR or IFR approach into Portland, but the flight stayed low, some said on the deck. Then we flew the Gorge east. The flight landed at The Dalles in OR. Col Courts had me turn north to see what it looked like. (Note: All pilots had to be "pass" qualified to fly east-west through the Cascades from Ft Lewis to Yakima. NOT north-south.) Didn't take long before it was obvious the Cascades were still socked in. Long story short, I finally set down on a plateau or ridge. Sitting on the ground, we showed 120 knots. Few minutes later, there was no more VFR, love the mountains!

Someone in the right seat kept maintaining radio contact with the flight. Meanwhile the gas gauge, due to short run-ups, started to look like the battery indicator. CSM and crew chief finally got a portable generator to work before we ran out of fuel. Next morning, the Boss decides to proceed VFR to Yakima, he made the radio call he talked about. He told the flight to launch. We headed to Yakima and he was coordinating with the flight and our fuel tankers which were somewhere in eastern WA. Meanwhile, I'm flying and studying the mountains, then desert, but mostly the gas gauge! I don't remember exactly what all was going on elsewhere when I decided we were going to the Yakima muni. This did not please the Boss but I wasn't eager to demonstrate my auto-rotations at Yakima AAF.

Actually, I think we followed the flight in. I remember a crowded ramp and hovering in very high winds. Boss did go into the base ops, but I thought he chatted with the Ft Lewis Safety Officer, who was against the previous day's launch and was not impressed with the arrival. I thought we were done until Col Courts comes back and says we need to go to the Bde CP to coordinate some operations. I mentioned the high winds, said all other helicopters were grounded, but we had an exception. Turned out that the wind in the training area wasn't as bad.

We had a good exercise. I just thought I would fill in some more details.

*Bill Campbell, MAJ, USA Ret  
E-Mail: [REDACTED]*

Dear Editor the VHPA Aviator,

I just finished reading the May/June issue of the VHPA Aviator Magazine. Well done. I enjoy reading this publication whenever it comes.

However, this month appears to have some mistakes in the article on the restoration of the front gate at Ft. Wolters. Since I'm willing to admit my memory isn't what it used to be, I consulted some of my colleagues who went through flight school around the same time I did and they concur with my memories. First of all, I reported to Ft. Wolters in June 1966, where I was a member of WOC Class 67-1. The Arch was in place when I arrived with the two helicopters on each side, so I don't think WOC Class 67-5 could have constructed it in 1967. Our class graduated some time in October 1966, so 67-5 should have graduated in early '67. If 67-5 worked on the Arch, it would have had to have been in 1966, not '67, and quite frankly, I don't remember any major work taking place on the Arch during my tour there.

The article is well written, and it is wonderful to see the Arch and helicopters back in their rightful place at the main gate. I just think there may be a few errors in the article.

Sincerely,

Bob Thompson~ WOC Class 67/1 & 67/3,

57th AHC, Kontum, RVN

E-Mail: [REDACTED]

August 10, 2011

Editor, VHPA Aviator:

I read with great interest the article about the retirement of the last Huey at Ft. Rucker. Certainly, the symbolism of the event was appropriate given the amazing history of the workhorse of Army aviation. I flew H models in Vietnam in

1969-70 and, after a fitting hiatus, flew them again in the Maryland Army National Guard, along with OH-6's, OH-58's, and M and V model Hueys, beginning in 1977 and retiring in 1998 as a CW4.

I haven't been able to locate my log books to confirm the exact date, but it was almost certainly in 1996 that I was tasked, along with a copilot, crew chief, and tech inspector, to fly the last Huey off Hunter Army Airfield in Savannah, Georgia. The aircraft was to be reassigned to the MDARNG. We spent the better part of two days there, the TI and CE going over the aircraft with a fine tooth comb. After all squawks had been addressed, it was time to take the bird on a 45-minute test flight to determine that nothing major would fall off on the flight back to Edge.

While the inspection was ongoing, I had the opportunity to talk to several people assigned at the airfield. One told me that, not long before, the last Huey had departed Ft. Benning and that appropriate ceremonies were observed, although I have no knowledge of the extent of the observances. Looking around, I could see that there were no preparations being made to mark the occasion of our departure. The band was nowhere in sight and no bleachers or dignitaries were in evidence.

After our shakedown flight, I landed and shut down to pack up and depart. I asked where I could top off the aircraft and was told that POL was closed. (It wasn't that late in the day, in our opinions.) And so, we departed with no fanfare whatsoever and limped into Florence, South Carolina, on a fuel low light. At the time, and even more so in retrospect, it seemed to me that a great disservice had been done to the Huey by the seemingly callous disregard for its place in histo-

ry. Hunter had, after all, been home to the advanced phase of flight school, along with Ft. Rucker, and had hundreds of Hueys assigned at the height of the Vietnam war.

I suppose the explanation for the oversight is simply that nobody saw the event as anything extraordinary and that the PIO wasn't told what was happening. The good news is that the aircraft rendered honorable service for some time thereafter in its new home in Maryland.

Sincerely,  
Thomas K. Farley  
CW4, Ret.

E-Mail: [REDACTED]

To the Editor of the VHPA Aviator,

Just a quick note to let you know that you ran an incorrect name in this last issue in the story about the 229th Assault Helicopter Battalion being brought back to active duty (Issue 29-04, page 04).

In the 2nd paragraph you listed the name of the 2nd pilot awarded a MOH for his actions in the Ia Drang valley as Ed (Too Tall) Jones, I'm sure the name should have ran as Ed "Too Tall" Freeman. I met Ed during his last assignment in Boise, Idaho as an advisor to the Idaho National Guard. He retired here and went on to be a check pilot for the US Department of the interior in this area. He has since passed and is buried in Boise.

LeRoy R Brown

Apache 36 7/1 Cav, Class 67-6

E-Mail: [REDACTED]



## Vietnam Heli Operations

### "Rotorheads Return"

25 Aug—8 Sep 2012



Just Announced: 20 Apr—5 May 2012

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(2nd from  
left) & Ed  
Garr (far  
left) in  
Orlando at  
the VHPA  
Reunion!



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# WELCOME TO THE VHPA!

The following 122, yes that's correct, an astounding 122 Vietnam Aviators have joined the VHPA within the last two months (20 June through 8 August 2011).

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

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

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

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

Baker, Claude D. Oklahoma City, Oklahoma, Marine Corps Flight Class: 68-22 VN Unit(s) - VMO-2 in 69; HMA-269 in 69-70	Bogle, Maurice E Denver, Colorado, Army Flight Class 71-28 VN Unit(s) - 4 AVN 4 INF in 68-70 A/1 AVN 1 INF in 72	Cunningham, Donald E 'Don' Jacksonville, Alabama, Army Flight Class 63-1T F VN Unit(s) - 118 AHC in 67-68 180 ASHC in 71-72	Gibson, Roy H Cordova, Illinois, Army Flight Class: 70-16 VN Unit(s) - 25 AVN 25 INF in 70-71
Balton, Monroe P Los Angeles, California, Army Flight Class 66-2 VN Unit(s) - 2/20 ARA 1 CAV in 66-67	Bourne, Harold O 'Hal' Brown Deer, Wisconsin, Army Flight Class 54-F VN Unit(s) - USAASC in 59-61 11 GS in 64-66	Davis, Charles W Jacksonville, Texas, Army Flight Class 67-21 67-17 VN Unit(s) - 1/4 CAV 1 INF in 68-69	Godbee, Raymond A Jacksonville, Florida, Army Flight Class: 68-11 68-15 VN Unit(s) - B/2/20 ARA 1 CAV in 68-69
Barbee, Karl L. Panama City Beach, Florida, Army Flight Class 66-13 VN Unit(s) - 129 AHC in 66-67; A/1 AVN 1 INF in 69	Boyd, Willie Newnan, Georgia, Army Flight Class 67-10 VN Unit(s) - 571 MED DET in 67 45 MED CO in 68; 571 MED DET in 72	Davis, John S 'Steve' Clemson, South Carolina, Army Flight Class not provided VN Unit(s) - C/7/17 CAV in 69-70	Goosen, Edwin P Albuquerque, New Mexico, Army Flight Class: 70-10 VN Unit(s) - 117 AHC in 70-71
Barefoot, Allen Jr. San Antonio, Texas, Army Flight Class 69-36 VN Unit(s) - not provided	Brown, Lendell H. Centralia, Illinois, Army Flight Class 71-27 71-23 VN Unit(s) - A/101 AVN 101 ABN in 71 117 AHC in 71-72; 120 AHC in 72	Denlinger, Robert M. Greenup, Kentucky, Army Flight Class: 67-25 67-23 VN Unit(s) - C/101 AVN 101 ABN in 68 D/101 AWC 101 ABN in 68-69	Gosney, Robert R Belton, Texas, Army Flight Class not provided VN Unit(s) - not provided
Barnes, Robert V Palm Springs, California, Army Flight Class 70-42 VN Unit(s) - A/227 AVN 1 CAV in 71-72	Burk, Albert J. Milford, Delaware, Army Flight Class 68-503 68-1 VN Unit(s) - 190 AHC in 68-69 A/3/17 CAV in 69	Diggs, John D 'Digger' Daleville, Alabama, Army Flight Class: 67-10 VN Unit(s) - 5 SFG in 64-65 D/1/10 CAV in 67-68	Griffith, Billy C Vacaville, California, Army Flight Class: 67-4QC 66-5FW VN Unit(s) - not provided
Barton, Jay W 'Wynn' Duluth, Georgia, Army Flight Class 66-12 VN Unit(s) - B/1 AVN 1 INF in 67 DIV ART 1 INF in 66	Buxton, Clarence C. 'Buck' Ada, Oklahoma, Army Flight Class 66-22 VN Unit(s) - 3/4 CAV 25 INF in 67-68	Downey, Carroll W Salisbury, North Carolina, Army Flight Class: 67-20 VN Unit(s) - 170 AHC in 67-68 147 ASHC in 71-72; 18 AVN in 72	Groebel, Dennis G Fairhope, Alabama, Army Flight Class: 68-2 VN Unit(s) - A/9 AVN 9 INF in 68-69
Beahon, James L 'Jim' Panama City Beach, Florida, Army Flight Class 69-36 69-40 VN Unit(s) - UTT in 70-71	Cackley, Bob D Brownsville, Texas, Army Flight Class 66-17 VN Unit(s) - 282 AHC in 66 179 ASHC in 69-70	Fantroy, Arthur S. Cleveland, Ohio, Army Flight Class: 69-41 69-39 VN Unit(s) - 128 AHC in 70	Guenther, Fredric L Rochester, Washington, Army Flight Class: 74-7 VN Unit(s) - not provided
Beddow, Sidney W 'Bill' Street, Maryland, Army Flight Class 69-42 VN Unit(s) - D/1/10 CAV in 70-71	Calkins, Robert D Killeen, Texas, Army Flight Class 65-19W VN Unit(s) - 114 AHC in 66-67 2/20 ARA in 69-70	Faulkenberry, Oscar A Chesterfield, South Carolina, Army Flight Class: 67-26 VN Unit(s) - not provided	Hall, James W 'Jim' Bay Springs, Mississippi, Army Flight Class: 67-24 VN Unit(s) - B/101 AVN 101 ABN in 68-69; 158 AVN 101 ABN in 69
Bell, Randall D. Goreville, Illinois, Army Flight Class 67-3 VN Unit(s) - E/82 ARTY 1 CAV in 67-68	Camp, William P 'Bill' Gig Harbor, Washington, Army Flight Class 67-7 VN Unit(s) - 132 ASHC in 70-71	Fite, Don G Olathe, Colorado, Army Flight Class: 64-3 VN Unit(s) - HHC 52 CAB in 65-66 159 ASHB 101 ABN in 68-69	Harmes, Michael H 'Mike' Crystal River, Florida, Army Flight Class: 67-15 VN Unit(s) - 117 AHC in 67-68 132 ASHC in 69-70
Berry, Kenneth S 'Scott' Cape Elizabeth, Maine, Army Flight Class 69-48 VN Unit(s) - 116 AHC in 70-71	Cartwright, Byrum W. Fargo, North Dakota, Army Flight Class 69-30 VN Unit(s) - not provided	Fugler, Walter H. Marshall, Texas, Army Flight Class: 68-523 68-43 VN Unit(s) - not provided	Harrison, Lyle C Petersburg, Virginia, Army Flight Class: 66-7WF VN Unit(s) - C/227 AHB 1 CAV in 66-67 HHC 1 BDE 1 CAV in 70-71
Bickel, Charles W Poulsbo, Washington, Army Flight Class 66-10 VN Unit(s) - 1/10 CAV in 66-67	Connor, John W. Saint George, Utah, Army Flight Class 54-D VN Unit(s) - not provided	Garrett, Stephen P 'Steve' Oklahoma City, Oklahoma, Army Flight Class: 69-12 VN Unit(s) - 162 AHC in 69-70 HHC 164 CAG in 69-70 HHC 13 CAB in 69-70 1 AVN CO in 66-70	Hawkins, Marshall A 'Hawk' Norman, Oklahoma, Army Flight Class: 69-38 VN Unit(s) - 281 AHC in 69-70
Boccocucci, Daniel J 'Dan' Springfield, Virginia, Army Flight Class not provided VN Unit(s) - not provided			Herron, William D Elon College, North Carolina, Army Flight Class: 58-2 VN Unit(s) - not provided

Hiatt, Phillip E. San Antonio, Texas, Army Flight Class: 68-17 68-29 VN Unit(s) - 195 AHC in 68-69	Labrode, Richard E. Houston, Texas, Army Flight Class: 54-K 59-7 VN Unit(s) - 162 AHC in 65-66	Mason, Robert A. Chesapeake, Virginia, Army Flight Class: 71-3 VN Unit(s) - 11 ACR in 71-72	Rojo, Armando R. 'Eric' District of Columbia, Washington, Army Flight Class: 68-520 68-36 VN Unit(s) - 25 CAC in 69-70
Hokonson, Charles L 'Hoke' Merrimack, New Hampshire, Army Flight Class not provided VN Unit(s) - not provided	Lambert, Robert O. Frederick, Maryland, Army Flight Class not provided VN Unit(s) - not provided	McClintock, Alfred Stevensville, Maryland, Army Flight Class: 56-8 VN Unit(s) - 187 AHC in 67-68	Rosenbaum, Kenneth L. Helena, Montana, Army Flight Class: 69-38 VN Unit(s) - 189 AHC in 70
Holt, William G. Modesto, California, Army Flight Class: 68-10 68-14 VN Unit(s) - 281 AHC in 68-69	Lawley, David L. Kersey, Colorado, Army Flight Class: 63-1WT VN Unit(s) - D/1/4 CAV 1 INF in 65-66 B/1/9 CAV 1 CAV in 67-68; PROJECT 404 in 68-69; HHT/1/9 CAV 1 CAV in 69- 70; C/1/9 CAV 1 CAV in 70-71	Middleton, David A. Danville, California, Army Flight Class: 71-13 VN Unit(s) - not provided	Ryan, Billy B. 'Bill' Wilmington, North Carolina, Army Flight Class: 70-19 VN Unit(s) - 238 AVN in 70-71
Howard, Timothy D 'Tim' Hewitt, Texas, Army Flight Class: 70-40 VN Unit(s) - 92 AHC in 71	Lebda, Francis J 'Blade' Anaheim, California, Army Flight Class: 66-9W VN Unit(s) - not provided	Miller, Donald R. Lake Worth, Florida, Army Flight Class: 68-20 68-34 VN Unit(s) - 121 AHC in 69 13 AVN BN in 69-70	Ryder, Laurence T. Cincinnati, Ohio, Army Flight Class: 68-3 68-1 VN Unit(s) - 609 TC DET in 69 195 AHC in 69
Hubbs, Arden P 'Perry' ** New Port Richey, Florida, Army Flight Class: 70-32 VN Unit(s) - 117 AHC in 71	Loehmer, Frederick P. Gig Harbor, Washington, Army Flight Class: 66-3 VN Unit(s) - 162 AHC in 66; 120 AHC in 66-70; 180 ASHC in 69; 196 ASHC in 69- 70; 180 ASHC in 70	O'Neil, James P. Englishtown, New Jersey, Army Flight Class: 70-22 VN Unit(s) - HHC 212 AVN BN in 70 282 AHC in 71; 62 CAC in 72	Schmidt, Richard C. Sparta, Wisconsin, Army Flight Class: 69-14 VN Unit(s) - A/1/9 CAV 1 CAV in 70 E/1/9 CAV in 70-71; HHT/1/9 CAV in 71
Hummel, Terrance J 'Terry' Oakland, Iowa, Army Flight Class: 70-32 VN Unit(s) - 62 CAC in 70-71	Long, Freddie E. Missouri City, Texas, Army Flight Class: 63-8 VN Unit(s) - not provided	Parks, Gary C. Grand Rapids, Michigan, Army Flight Class: 69-3 VN Unit(s) - C/2/20 ARA 1 CAV in 69-70	Schopfer, George F. Salem, Oregon, Army Flight Class: 69-40 69-44 VN Unit(s) - C/2/17 CAV 101 ABN in 70-71
Huntington, James R 'Tank' Mustang, Oklahoma, Army Flight Class: 66-21 VN Unit(s) - 116 AHC in 67	Long, Walter M. Charlotte, North Carolina, Army Flight Class not provided VN Unit(s) - 221 AVN in 66-67 4/77 ARA in 71	Pear, Craig A. Grants Pass, Oregon, Army Flight Class: 71-7 VN Unit(s) - not provided	Schuette, Daniel J. 'Dan' Sun Prairie, Wisconsin, Army Flight Class: 68-508 68-12 VN Unit(s) - C/7/17 CAV in 68 48 AHC in 69
Huth, Walter H. Kerrville, Texas, Army Flight Class: 61-7 VN Unit(s) - HHC 145 AVN in 66-67 335 AHC in 67	Long, Freddie E. Missouri City, Texas, Army Flight Class: 63-8 VN Unit(s) - not provided	Petersen, Dale K. Crown Point, Indiana, Army Flight Class: 68-4 VN Unit(s) - not provided	Shearer, Ian C. 'Papa Bear' Gulfport, Mississippi, Army Flight Class not provided VN Unit(s) - 228 ASHB 1 CAV in 65-66 HHC/11 CAG in 69-70
Johnson, Edward F 'Ed' Woburn, Massachusetts, Army Flight Class: 67-18 VN Unit(s) - C/7/17 CAV in 68-69	Loomis, Timothy A. Kilgore, Texas, Army Flight Class: 68-1 67-25 VN Unit(s) - not provided	Phillips, Troyce K. 'Tex' Amarillo, Texas, Army Flight Class: 69-3 VN Unit(s) - 11 GS in 68-69	Sheehan, John P. Dothan, Alabama, Army Flight Class: 70-33 VN Unit(s) - C/1/17 CAV in 70-71
Jones, Ferrell J 'Joe' Dothan, Alabama, Army Flight Class: 66-5W 66-5 VN Unit(s) - B/2/20 ARA 1 CAV in 66-67 A/228 ASHB 1 CAV in 69-70	Lorentz, Norbert A 'Bert' Snellville, Georgia, Army Flight Class: 70-6 VN Unit(s) - 114 AHC in 70	Prather, Harvey W. Milton, Florida, Army Flight Class: 68-517 68-29 VN Unit(s) - not provided	Sherman, Timothy J. 'Tim' Troutdale, Oregon, Army Flight Class: 68-501 67-25 VN Unit(s) - not provided
Jones, Robert L 'Bob' Bettendorf, Iowa, Army Flight Class: 70-12 VN Unit(s) - 2/20 ARA 1 CAV in 70 E/82 ARTY 1 CAV in 70-71 B/229 AHB 1 CAV in 71	Lynn, Richard M. Auburn, California, Army Flight Class: 70-41 VN Unit(s) - 240 AHC in 71 187 AHC in 71-72	Rager, Daniel W. 'Rags' Rising Sun, Indiana, Army Flight Class: 69-35 69-33 VN Unit(s) - D/1/9 CAV in 70 E/1/9 CAV in 70-71 B/1/9 CAV 1 CAV in 71	Short, Robert S. 'Bob' Victoria, Texas, Army Flight Class: 70-23 VN Unit(s) - not provided
Kaiser, Paul J. Anaheim, California, Army Flight Class: 70-18 VN Unit(s) - HHC USARV in 67 243 ASHC in 70	Maestas, Reinhold S. Bainbridge, Georgia, Army Flight Class: 69-17 VN Unit(s) - not provided	Reed, Richard H. 'Rocky' Savannah, Georgia, Army Flight Class: 69-17 VN Unit(s) - 3/4 CAV in 69-70	Smith, Richard A. 'Smitty' The Villages, Florida, Army Flight Class: 69-43 69-45 VN Unit(s) - 20 ENG BDE in 70-71
Kaiser, Philip E 'Phil' Lake Saint Louis, Missouri, Army Flight Class not provided VN Unit(s) - not provided	Mangus, William E 'Bill' Louisville, Kentucky, Army Flight Class: 68-4 68-12 VN Unit(s) - 199 AVN in 69-70 D/3/8 CAV in 70-74	Riley, Albert F. Charlotte, North Carolina, Army Flight Class: 69-21 VN Unit(s) - 610 TC CO in 69-70 58 TC BN in 69-70	Southerland, Tommy R. May, Texas, Army Flight Class: 68-505 68-1 VN Unit(s) - 334 AHC in 68
Kline, David T. Interlachen, Florida, Army Flight Class: 69-22 VN Unit(s) - 151 TC DET in 66-68 203 ASHC in 70; 18 AVN in 70-71	Marcato, Forrest C. "Mac Ready Kilowatt" Montgomery, Alabama, Army Flight Class: 68-3 VN Unit(s) - C/7/1 CAV in 68-69	Rohlfson, Robert K. 'Bob' Early, Iowa, Army Flight Class: 69-15 VN Unit(s) - 335 AHC in 69-70	Squyres, C. Jim 'Jim' Newport News, Virginia, Army Flight Class: 67-503 67-25 VN Unit(s) - B/228 ASHB 1 CAV in 68-69; 362 ASHC in 72-73
Marvin, Charles G. Fowlerville, Michigan, Army Flight Class: 68-13 68-21 VN Unit(s) - 12 AVN GP in 68-69			

Stengel, Louis C. Stafford, Virginia, Marine Corps Flight Class not provided VN Unit(s) - HMX-361 in 69-69; HMX-462 in 69-70	Toomepuu, Juri Lutz, Florida, Army Flight Class: not provided VN Unit(s) - not provided	Warzecha, George A. Snelville, Georgia, Army Flight Class: 70-18 VN Unit(s) - 238 AVN in 70-71	Williams, Wilson H. Dallas, Texas, Army Flight Class: 68-4 VN Unit(s) - not provided
Sullivan, Robert B. 'Sully' Oklahoma City, Oklahoma, Army Flight Class: 71-49 VN Unit(s) - not provided	Trach, Brian L. Owens Cross Roads, Alabama, Army Flight Class: 68-503 68-1 VN Unit(s) - not provided	Wash, Dennis P. Lehigh Acres, Florida, Army Flight Class: 69-32 VN Unit(s) - 5 SFG in 64-65; 118 AHC in 70-71	Wilson, Kenneth E. Silver Spring, Maryland, Army Flight Class: 68-522 VN Unit(s) - B/7/17 CAV in 69-70
Swift, Gerald K. Mayville, North Dakota, Army Flight Class: 67-20	Viall, Jerald A. Coltewah, Tennessee, Army Flight Class: 69-13 VN Unit(s) - 16 TC DET in 69	Watkins, Charles J. Commerce, Georgia, Army Flight Class: 68-14 68-22 VN Unit(s) - 128 AHC in 69; 62 CAC in 71	Wilson, Robert G. Acworth, Georgia, Army Flight Class: 68-505 68-7 VN Unit(s) - 170 AHC in 68-69
Taylor, Robert J. 'Bob' Meriden, Connecticut, Army Flight Class: 69-10 VN Unit(s) - HHC 14 CAB in 69	Wall, Andrew T. Midland City, Alabama, Army Flight Class: 67-18 VN Unit(s) - A/9 AVN 9 INF	White, Ralph A. ** Albuquerque, New Mexico, Army Flight Class: 68-41 VN Unit(s) - 3/17 CAV in 69-70	Zorn, Burl A. Melbourne, Florida, Army Flight Class: 61-1 VN Unit(s) - HHC/DELTA AVN BN in 63-64; 273 AVN in 67-68
Tiemann, Floyd J. ** Lewis, Kansas, Army Flight Class: 55-C VN Unit(s) - not provided	Walters, David M. Charleston, South Carolina, Army Flight Class: 68-18 68-30 VN Unit(s) - B/101 AVN 101 ABN in 69	Williams, Melvin J. Preston, Connecticut, Army Flight Class: 68-14 VN Unit(s) - 117 AHC in 68-69	Zwar, Donald R. Watervliet, Michigan, Army Flight Class: 69-29 69-27 VN Unit(s) - not provided

*Con't from Page 6 ~ One More Huey Driver*

an NVA Lieutenant. In it were many first day covers from Saigon and several Adolf Hitler stamps. "Perhaps you can find some use for these?"

He crawled into the front seat and cranked the Huey, using his own checklist, brought it to a hover, pedal turned and took off. On climb out, he tell me how much he appreciated the opportunity to "get on the controls again". He stated that he had really enjoyed flying again and that for today's mission, had specifically asked for that "old 101st pilot" again. I laughed at him saying I even though I was on my second trip across the pond, I wouldn't be 22 'til come October. He then radioed Cap Center, but the remainder of the flight back was in silence. This time, he stayed at altitude across the end of the runway and then descended for the last time into Hotel 3. I took the controls as he got out and was immediately jerked back into reality by that Captain jerking on my harness again. Westy heard him yell, turned around pointed a finger at him and shook his head NO....and that was the last time I ever saw him.

Fast forward to 1979. Two unexpected books arrived in the morning mail. One was *A Soldier Reports* by W.C. Westmoreland and the other *Twenty Years and Twenty Days* by the former President Ky. We had corresponded with one another for several years, he often writing that the American soldier did not fail in Vietnam and he was proud of their accomplishments. I believe he felt remorse about the war's outcome and the way his bosses handled the affair. He also mentioned that what he missed most about the Army was flying Hueys. This was also mentioned in his book.

Also sent was a copy of his official retirement portrait. He is seated wearing jungle fatigues. He said that he would rather I have that instead of one of his official photographs because he preferred to dress like his men and not in dress greens.

Westy's flying lessons were set up specifically to allow him to perform his regular duties at the same time, so you won't find his name on the VHPA roster. Sort of sounds a little like the Colonel in *Apocalypse Now*, doesn't it? Yes, perhaps he was far removed from us lesser mortals, but even at that, he was still a jock like us.

In closing, I know many of you flew General Westmoreland, but how many of you had him as your co-pilot?

*Cheers,*

*Steve Bookout  
Phoenix 62, Dean, Razorback 33  
E-Mail: [REDACTED]*

## Announcement of a Special Warrant Officer Veterans History Project

The United States Congress introduced legislation in 2000 to create the Veterans History Project (VHP) as part of the American Folklife Center at the Library of Congress.

The Project unites diverse communities around a common purpose: collect, preserve, and make accessible the personal accounts of American war veterans so that future generations may hear directly from veterans and better understand the realities of war. VHP fulfills its mission through a nationwide network of volunteer interviewers using guidelines provided by the Project. Veterans' narratives, historic data, press resources, and information on the Veterans History Project can be found at [www.loc.gov/vets](http://www.loc.gov/vets).

Narratives from the VHP collection have been the subject of two books, *Forever a Soldier* and *Voices of War*, published by National Geographic. Hundreds of personal stories from the collection have been featured in trade, academic, and national press. Warrant officers certainly have an interesting perspective on military service as well as some great wartime stories that need to be shared with the nation. I did a search of our database and it appears that we currently have interviews with 568 warrant officers, not a bad number but there are many more out there that can relate their experiences. Also keep in mind we collect and preserve original materials such as letters, photographs, diaries, personal papers, memoirs, which can be submitted in lieu of a recorded oral history.

The Veterans History Project has become the largest oral history archive in the nation, with over 75,000 collections, including audio and video taped interviews as well as original photographs, illustrations, letters, diaries, and other personal documents. Over 10,000 collections are entirely accessible online for viewing and research. As the collection grows, VHP commits to digitize and make available online about 10% of the total collection.

To participate or obtain more information about the Veterans History Project, call (888) 371-5848, send an email to [vohp@loc.gov](mailto:vohp@loc.gov), or visit [www.loc.gov/vets](http://www.loc.gov/vets).

The POC for this project is Robert Huffman, the director of the WO Veterans History Project or Bob Patrick, Director, Veterans History Project. They may be reached at [REDACTED] or through their Website at: [www.loc.gov/vets](http://www.loc.gov/vets)

The project's mailing address is: Director, Veterans History Project, American Folklife Center, Library of Congress, 101 Independence Ave., SE, Washington, DC 20540-4615

# Federal Way pilot retires after front-line service spanning Vietnam, Afghanistan

**The Seattle Times**  


By Hal Bernton, Seattle Times staff reporter and used by his permission.

In 1969, Eugene Krueger left his young wife, Sharon, and headed off to Vietnam, where the 20-year-old's heroism as an Army pilot would be recognized with two Distinguished Flying Crosses and a Bronze Star.

Krueger returned home, raised four daughters and embarked on a civilian career with Northwest Airlines while serving with the Washington National Guard.

*But Krueger was not through with war.*

As part of a marathon military career that ended this week with his retirement, he returned to the front lines as a pilot in Afghanistan. There he spent four months in 2006 flying missions out of Bagram Air Field. Though the Pentagon doesn't track Vietnam-era soldiers who served in post-9/11 combat zones, Krueger is one of a small number of service members with dual combat duty in two of the nation's longest conflicts. It's a distinction Krueger never expected when he first enlisted, and it offers him an unusual perspective on wartime service.

The Federal Way man bears no nostalgia for Vietnam, a blood-soaked conflict that claimed the lives of more than 58,000 American service members — more than nine times the numbers killed to date in Iraq and Afghanistan. He recalls his homecoming from Vietnam in 1970, when anti-war protesters pelted tomatoes and other vegetables at his military bus after it left Travis Air Force Base in California. "I feel good the way current war veterans are being treated," he said. "It is great to feel welcome and appreciated when you come back from the war because obviously you put your life on the line."

But Krueger took pride in the efficiency of the helicopter units in Vietnam as pilots routinely flew more than 130 hours a month to ferry supplies, drop soldiers into combat zones and rescue those who came under attack. "The measure of success was, 'What did you haul? Did you take your objective or get your mission accomplished?'" Krueger said.

By contrast, in Afghanistan, arriving at a time when the Army's focus was still on Iraq, Krueger often found himself frustrated by the slower pace. "I've become somewhat bored with my tasking here over the past few days," Krueger wrote in a March 6, 2006, journal entry. "I haven't had a mission in five days and all of my training flights since last Saturday have been canceled. Hopefully, my ... training flight for tonight will happen. I can only entertain myself so long!"

He also chafed at inefficiencies he found in an Army that had become much more bureaucratic.

During the Vietnam era, for example, cargo could be quickly loaded into slings and then hauled by Chinooks to and from combat outposts. But during his Afghanistan tour, cargo was loaded inside the helicopter, a more time-consuming task that forced the helicopter to idle on the

ground for hours with engines running so that pilots could escape quickly if the aircraft came under attack. Krueger suggested that the unit consider slings, but to no avail. "My argument is we could do the mission in half the time, thus saving half the fuel, half the crew time, half the maintenance, half the \$\$\$," Krueger wrote in a journal entry. "This should be a no-brainer."

*Tested in battle.*

Krueger, who grew up in North Dakota, deployed to Vietnam after training as a Huey helicopter pilot. Soon he was dropping Green Berets and other soldiers into combat zones, and often taking them out under fire. During a 1969 mission near Khe Sanh that gained him a Distinguished Flying Cross, Krueger participated in the rescue of Special Forces soldiers and a downed Marine gunship crew. "Despite the hazards of gusting winds, intense enemy fire and a lack of visibility due to nightfall," according to the award citation, Krueger maneuvered his aircraft directly over the teams and maintained his position until ordered to vacate the area due to fire coming from at least five different locations.

"Gene was one of our youngest pilots, but was very well respected," said Gene Franck, who served in Vietnam with Krueger. "I always felt it was something that just came naturally to him." During their down time, the pilots would swap tales of war and family over Budweisers, which could be purchased at the PX in an era when liquor was not banned from combat zones. "You would get to know them like brothers," Krueger said.

*One more time*

While serving later in the Washington National Guard, Krueger helped train a new generation of pilots that went off to war in Iraq and Afghanistan. In 2005, a friend working at the National Guard Bureau in Washington, D.C., asked Krueger to fill a four-month slot for an instructor/pilot with the New York-based 10th Mountain Division in Afghanistan.

He agreed. Early on the morning of Feb. 16, 2006, he again said goodbye to his wife to head off to war. This time he was a 56-year-old, white-haired grandfather. During his time in Afghanistan, Krueger, serving as a chief warrant officer 5, never came under fire from enemy forces as he had so often in Vietnam. But there were tense moments flying Chinook helicopters through the rugged terrain of eastern Afghanistan. On one mission, deep into a seven-hour run dropping off supplies, Krueger encountered what he noted in his journal as a "hellish combination of sand and rainstorm," which reduced visibility to near zero and forced an unscheduled stopover until the



Photo by STEVE RINGMAN / THE SEATTLE TIMES  
Chief Warrant Officer 5 Eugene Krueger sits in a Chinook helicopter cockpit at Joint Base Lewis-McChord. The decorated Vietnam veteran returned to war in Afghanistan as a white-haired grandfather in 2006.

weather abated.

There also was tragedy. Another helicopter from Bagram crashed as the crew attempted a difficult nighttime landing, and the six crew members and four passengers died. Krueger choked up at memorial service as they spoke the names of the dead in a final roll call. But he skipped the loading of the flag-draped coffins into a C-17 later that day. Instead, he volunteered for another helicopter mission. "I think it was better that I get back in the saddle and ride," he wrote in his journal. "... Flying is always good therapy for me."



# Report on the Funeral Services for C

Born June 15, 1950, MIA in Vietnam January 10, 1970, presumptive death finding November 6, 1978. Remains identified 2011 and body returned. Memorial service held in Knox, Indiana on August 2, 2011

Andy's remains and his memory were honored in the perfect Small Town, USA of Knox, Indiana. 350 people packed the Knox Community Center for an evening to honor CWO George Andrew Howes.

The casket had lain in rest at the town's funeral home for several days but the crowds required the services be moved to the city's Community Center. On the day of the service the casket was carried by Vietnam Veterans on the journey one block west and then one block south. With military flags flanking the casket, the honor guard was alternated among Army, VFW, VVA and USMC personnel. The Indiana Patriot Guard also provided the flag bearers along the two-block procession route and inside the Center itself.

Pastor Squibb of the Knox Methodist Church gave the Opening Prayer and Benediction, Andy's sister in law, Ann Howes provided a family's view of Andy. Then Firebird 99, Vic Bandini recalled flying with Andy in Vietnam and shared with those assembled a day in the life of a Firebird (gunship) pilot. Last, two other relatives of Andy, his cousin and then his brother Robert Howes each gave a short speech recalling happy times during Andy's youth.

The veterans in the audience departed first and led the others out to the street for evening 21 gun rifle salute.

Respectfully submitted,  
VHPA Member John Mateyko





## W3 Andy Howes



### Soldier Missing from Vietnam War Identified

The Department of Defense POW/Missing Personnel Office (DPMO) announced that the remains of another serviceman, missing in action from the Vietnam War, have been identified and will be returned to his family for burial with full military honors.

Army Chief Warrant Officer George A. Howes, of Knox, Ind., will be buried Aug. 5 in Arlington National Cemetery. On Jan. 10, 1970, Howes and three aircrew members were returning to their base at Chu Lai, South Vietnam aboard a UH-1C Huey helicopter. Due to bad weather, their helicopter went down over Quang Nam Province, Socialist Republic of Vietnam (S.R.V.). A search was initiated for the crew, but no sign of the helicopter or crew was spotted.

In 1989, the S.R.V. gave to U.S. specialists 25 boxes that reportedly contained the remains of U.S. servicemen related to this incident. Later that year, additional remains and a military identification tag from one of the other missing servicemen were obtained from a Vietnamese refugee.

Between 1993 and 1999, joint U.S./S.R.V. teams, led by the Joint POW/MIA Accounting Command (JPAC), conducted three investigations in Ho Chi Minh City and two investigations in Quang Nam-Da Nang Province (formerly Quang Nam Province). A Vietnamese citizen in Ho Chi Minh City turned over a military identification tag bearing Howes' name and told the team he knew where the remains of as many as nine American servicemen were buried. He agreed to lead the team to the burial site. In 1994, the team excavated the site and recovered a metal box and several bags containing human remains. In 2006, the remains of three of the four men were identified and buried. No remains could be attributed to Howes given the technology of the time. In 2008, given advances in DNA technology, the remains were reanalyzed.

Among other forensic identification tools and circumstantial evidence, scientists from JPAC and the Armed Forces DNA Identification Laboratory also used dental comparisons and mitochondrial DNA – which matched that of Howes' sister and brother – in the identification of the remains.

# LOOKING FOR

Looking For - a Huey Crew in need of a GCA at Hue/Phu Bai on 10 Jan 1970

**Editor's Note** - the following is a copy of an e-mail first sent to me from Gary Breault. I initially forwarded it to Gary Roush, the person best able to help Gary (Breault). Now that Gary (Roush) has given the initial blast of information, we're running the letter here in the hopes that some of you out there can also help with this query - David Adams

**Gary Breault writes** - I recently found some very long lost documents of an incident that occurred on 10 Jan 1970 at the Hue/Phu Bai airport in Vietnam. An Army helicopter contacted the approach control reporting "Aircraft was lost, in instrument weather conditions, all its NAVAIDS including GYRO were inoperative, and was extremely low on fuel" and "had a badly wounded passenger on board". The visibility was poor and the ceiling reported at 200 feet. The aircraft "had been in contact with Camp Eagle GCA (a US Army facility) but they were unable to establish radar contact" with the aircraft.

Well, to make a long story short, I was the Approach Controller that day and, along with a PAR controller and a trainee, we were able to identify and land this aircraft safely within 8 minutes of initial contact. This was our job, our raison d'être and none of us felt deserving of praise for doing it. We did, however, have the satisfaction of a job well done. It was a good day.

Many weeks later, back in the world, each of us was presented with documents that detailed the incident and those documents are the ones that I have just found. Over the years, it has been a sort of comfort to me to know that I was involved with a good thing in Vietnam and, of course, I have wondered about those men aboard that aircraft. Several times, I have tried to search for information based on my memory and a brief mention in another document but I have never really been able to make a positive connection. In the more detailed documents I now have, there is specific mention of "Warrant Officer Kerresly, US Army" as the pilot of "Commenchro 40", which I take to mean Comanchero, flying an Army UH1C helicopter.

My questions, finally, are - Do you know or think that Warrant Officer Kerresly flying a UH1C in Jan 1970 is the same person as Tommy L. Kearsley who was KIA flying a UH1H in May 1970, both flying out of Camp Eagle? If you think they are the same person, is it likely that the crews also would be the same?

Also, could you help me get in touch with the other members of that crew?

I appreciate all that you can do!

Gary Breault

E-Mail: [REDACTED]

**Gary (Roush) answered Gary (Breault) with the following E-Mail:**

Our records indicate that no one by the name Kerresly served in the Vietnam War, so your selection of Tommy L Kearsley is logical and most likely accurate since only two other men with that last name served in the war and neither one of those was in the Army. The crew chief and gunner were probably his regular crew members while the other pilot and observer (flare operator in this case) would have rotated on a per-mission basis.

You have a very interesting experience that I think our members would very much appreciate hearing about it and helping you in your quest to reach out to anyone else who might have been aboard that aircraft that day. When all a pilot has to survive and save his crew is the voice in the radio, it is good to get to know the person providing that voice.

Thanks for helping out my fellow pilots and thanks for your service to our great country!

Gary Roush

**Looking For two long-lost friends,**

The publishing of my email in the May-June issue of the Aviator regarding the RVN map I had in my possession has brought me some amazing results. Since it has appeared, I have received emails from Flight School classmates and RVN buddies that I haven't heard from in some cases for over 40 years. It has been a truly exciting and amazing few months.

With that in mind, I would like to once again call upon "the power of the Aviator" to help me re-connect with two special people in my life.

Person number one - I flew in three radio intercept Huey's in RVN that were assigned to the 11th GS of the 1st Cav Division and code named Project Left Bank.....their tail numbers were 16334, 16335, and 16336. After my tour of duty was completed in March of 1969, one of the three ships was "lost" due to I believe, a mechanical failure. We had developed a special emblem for the "Left Bank" project which was painted on the pilot doors of each aircraft. After the "crash", someone (a fellow Warrant Officer) who I cannot recall after all these years, cut out one of the door emblems and sent it to me. It hangs on my home office wall proudly and is one of my most cherished possessions. I would really like to reconnect with that person once again and (re) convey my thanks to him.

Person number two - My tour of duty with the 1st Cav entailed 7 months in I Corps at Camp Evans and 5 months in III Corps at Phouc Vinh. While at Camp Evans, the 1st Cav, if I remember correctly had a policy of no civilian Vietnamese on the base. When we moved south, that policy changed for a while and civilians were allowed in our base at Phouc Vinh as hooch maids, laundry people,

etc. However, eventually, the policy reverted back to no civilians allowed. During the time civilians were allowed on base, my 67-23 Flight School ring was "stolen" from my hooch. After completing my tour in RVN and returning to the States and to Ft. Rucker, someone (a fellow Warrant Officer) went to the town of Phouc Vinh and, lo and behold, found my ring for sale in a store. It was obviously mine as my initials "AHTW III" were engraved on the inside of the band. At any rate, this person bought my ring back and mailed it to me. Now, after all these years, I am embarrassed to say that I can't recall the man's name but I would love to reconnect with this person. Perhaps he might even be the one who sent me the door emblem as well. As for the ring, I now wear it proudly (after having its size increased to match my increased size).

If either of these persons was you, or if you know anything about either of these incidents, PLEASE contact me at [REDACTED]

Thank you for your help,  
A. H. Timothy. Wilson

Phone - [REDACTED]

**Looking for help ID'ing a book about a Vietnam Helicopter Pilot,**

About 10 years ago I read a book that featured a helicopter pilot nicknamed "The Bear" and recounted his experiences as a US Army helicopter pilot during the Vietnam War. I thought this book was called "Chickenhawk", but not so.

Do you or any of your members know of this book? It was a good read and I'd like to buy it and read it again.

Thanks in advance  
Doug Chadwick

E-Mail: [REDACTED]

**Looking For anyone who might have known George Mellinger**

George Mellinger is listed on the VHPA's site as having passed away in back in 1985. It also says on your site that he was a member of Flight Class(s) 68-14 and 68-22.

Does anyone out there have any idea where I may find either a photo of him and/or any more information on him or his family? If so, please contact me at the below e-mail address.

Regards,  
Misty Reynolds

E-Mail: [REDACTED]

## LOOKING FOR

### Looking For – Correction to a previous request for information.

First I want to thank you for running my "Looking For" letter in your May-June Issue of the Aviator titled "Looking for Army Pilot on a "pick-up" Medivac Mission near the DMZ on 25 April 1967"

Unfortunately the date listed in the story is incorrect; the incident occurred on 26 October 1967 and not 25 April 1967.

The mistake was all mine but I would really appreciate it if you could run a correction in the next Aviator for me detailing the correct dates, perhaps I may finally find out just who was the Army Pilot that day.

Regards,  
Seppo I. Hume

**Editor's note** – the original request is repeated here with the correct date:

Looking for Army Pilot on a "pick-up" Medivac Mission near the DMZ on 26 October 1967

On 26 October 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 evaced 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.

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

Regards

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



## THE MEMBERS OF THE VHPA ARE INVITED



to the 10th Annual, Wings – Wheels – Rotors Expo 2011 being held on Sunday, 23 October 2011 from 9 AM TO 4 PM (0900 -1600hrs). Join the fun at the LOS ALAMITOS ARMY AIRFIELD, JOINT FORCES TRAINING BASE in Los Alamos, California

WWRE 2011 is an annual open house and family event sponsored by the Los Alamitos Area

Chamber of Commerce and the California National Guards Joint Forces Training Base (JFTB)

All the activities will take place on the flightline on Los Alamitos Army Airfield (KSLI).

Los Alamitos Army Airfield is the last remaining military airfield in the greater LA/Orange County areas with the longest runways in the OC. The JFTB is also the disaster support area for S. California.

On display will be military aircraft, helicopters, automobiles, warbirds and other public safety, first responder and military equipment. Aircraft flyovers are planned, many of the aircraft will be on static display and we even have lots of radio controlled airplanes flying.

Wings Wheels & Rotors will have various civilian and public safety helicopters with fire, police and military rotorcraft including some of the media aircraft seen daily on the air around SoCal. Helicopter awareness will be supported by the Professional Helicopter Pilot Association (PHPA). Along with the airplanes and warbirds are helicopter flights in civilian "choppers" for a small fee. Also free flights in general aviation airplanes by the Experimental Aircraft Association Young Eagles for youth between the ages of 8 and 17 years who are interested in flying and aviation.



The largest event will be a huge car show including custom cars, new autos, motorcycles, roadsters, antique vehicles and hot rods. Awards to be presented for best cars in many of the classes. There will also be many events for the family at WWRE 2011 along with a Kids Korner. Additionally, there will be food, music, vendors, displays, demonstrations, flybys and other activities available.

A portion of the proceeds will go to the JFTB Morale Welfare and Recreation (MWR) funds to support the armed forces personnel on the base. Free admission, free parking. Donations accepted. No smoking, dogs, bikes or alcohol permitted. Open to the public but a photo I.D. is required to enter the base.

Full details are available at:

[www.WWRExpo.net](http://www.WWRExpo.net)

or you can call [REDACTED] or e-mail:

[info@losalchamber.com](mailto:info@losalchamber.com)

### Executive Council Votes to Reduce Cost of Lifetime Memberships

We looked at our current blanket charge of \$540.00 for a Lifetime Membership in the Association and realized that our Member's average age is ever increasing and that we are not competitive as to what other service organizations are charging for their lifetime memberships. In addition, the average age of our Membership is now 67, our oldest member is 95 and even our youngest member is now 58 years old.

After taking all those facts into consideration, effective October 1, 2011, we have adopted the following reduced rates for a Lifetime Membership:

Age 80 and above.....	\$ 75.00
Age 75 to 79.....	\$100.00
Age 70 to 74.....	\$150.00
Age 65 to 69.....	\$250.00
Age 60 to 64.....	\$350.00
Age 59 and Below.....	\$450.00

*We're now looking forward to welcoming many more, new Lifetime Members into our Association!*

# TAPS

## Albert N. "Al" Turner

Lt. Colonel (Ret.) Albert N. "Al" Turner, US Army of Greenwood, SC, formerly of Westborough passed June 20, 2011 from injuries sustained in a fall.



A professional soldier and veteran of three wars Lt. Col. Turner began his service as a combat infantryman in General Patton's 3rd Army during WWII, earning The Bronze Star for Valor and The Combat Infantryman's Badge. During the 1950's he received a direct commission in The MA Army National Guard and completed Army Fixed Wing and Helicopter pilot training. Following his transfer from The National Guard to The Army he served in both infantry and artillery branches as a senior army aviator logging 6000 flight hours flying nearly every aircraft within the army. He patrolled The DMZ in Korea under hostile fire and also spent 12 months in Vietnam as a combat helicopter pilot flying with the 120th AHC in 1966-1967. Near the end of his tour in Vietnam he had the distinction of being selected by General William Westmoreland Commander of all US forces in Vietnam to be his personal pilot. During a subsequent assignment in Germany Lt. Col. Turner had the unique distinction (for an aviator) of serving as commander of an operational US Army field battalion. Among his decorations for service are The Meritorious Service Medal and multiple awards of The Air Medal for aerial combat. Following his retirement from the Army in 1972 after 30 years of service he lived with his family for 17 years in Germany in a small Bavarian farming village in the foothills of the Alps adjacent to Lake Chemise. It was an idyllic existence which they loved every minute. In 1988 he and his family moved to Lake Greenwood in SC.

Al is survived by his wife, Virginia (Stone), both a son and a daughter, five grandchildren, two great grandchildren, two brothers and two sisters. Grave-side services with full Military Honors were held in Beaufort National Cemetery in Beaufort, SC. Anyone wishing to honor and remember Lt. Col. Turner may make a memorial donation to any veteran's organization of their choice. Condolence messages may be offered to the family locally at: [www.roneyfuneralhome.com](http://www.roneyfuneralhome.com)

## David Jacob Feigert

David Jacob Feigert David passed on August 2, 2011. Born in Portland, he attended Franklin High School and University of Portland. David joined the Air Force and flew over 300 helicopter rescue missions with the Jolly Green Giants in the Vietnam War. He received the Bronze Star, Meritorious Service Medal, two Distinguished Flying Crosses, and an Air Medal, one silver and three bronze oak leaf clusters. After the war, he flew the C-141.

After Air Force retirement, he worked for Jet

Propulsion Laboratory, Merrie Computing Company and taught computer classes at colleges. David enjoyed time at the Oregon Coast. David is survived by his wife Sally, two children, one son-in-law and three grandchildren. The family requests that donations be made in David's name to the Humane Society.

## Delmer Mason 'Mac' McConnell

Delmer Mason (Mac) McConnell peacefully went to his Lord on 23 July, 2011, at home with family in Mineral Wells, Texas. His coffin was draped with a flag flown during Captain Megan McConnell's last air assault mission in Afghanistan and given to her grandfather for his 85th birthday. He was buried with military honors in Woodland Park Cemetery, Mineral Wells, Texas.



Mac was born on April 13th 1926 in Cherokee, Oklahoma; he was a proud three-war veteran. He enlisted in the U.S. Navy in 1943 at the age of 17 and served in the South Pacific Theater during World War II. In September 1950 he joined the Oklahoma National Guard and as a member of "B" Battery, 189th Field Artillery, 45th Infantry Division (Oklahoma National Guard), deployed to Korea in December 1951. It was during the Korean War that he had one of his proudest moments in the Army. In February 1952 Mac received a battlefield commission and promotion to the rank of Second Lieutenant in the Field Artillery.

Following his return to the U.S., he was selected for pilot training earning his wings in 1954. He later transitioned to helicopters and earned his rotary-wing rating in 1958 with flight class 58-8. In 1965 he deployed to Viet Nam as an Army helicopter pilot commanding a helicopter maintenance company. Completing that combat tour, he was transferred to Fort Wolters, Texas for duty as a helicopter instructor pilot. On August 31, 1967, Mac transferred to the retired list with more than 20 years of active military service. After his retirement he remained in the aviation business as an instructor for Southern Airways at Fort Wolters, in the oil patch off the coast of Louisiana, in the Quebec province of Canada, and in California before he finally retired for good. Mac moved one more time to Mineral Wells in 1994 where he lived until his death.

He was a member of the American Legion, the Veterans of Foreign Wars, DAV, National Order of Battlefield Commission, and the Fort Wolters Chapter Viet Nam Helicopter Pilots. Survivors include his wife Nancy (Sanders) McConnell, one son, two daughters, one grandson, and five granddaughters including Captain Megan McConnell USA of Fort Campbell, Ky., one great-grandson and one sister. He was preceded in death by his parents, one brother and one son.

## Edward Tolfa, Jr.

It is with great sadness that I report the passing of my friend Col. Edward Tolfa, Jr. Ed passed away 31 Jan 2011 at the age of 76 and was interred at the National Cemetery, Bushnell, FL, on 2 Jun 11 after his memorial service. He served in the U.S. Army from Sep 54 and retired 1 Feb 86.



He went through fixed wing school at Gary AFB and Fort Rucker, AL, graduating in class 56-13. He then transitioned into helicopters at Camp Wolters, TX, graduating in class 58-04.

We met in November, 1964 at Soc Trang when he reported for duty with the 121st Aviation Company (Air Mobile Light), The Soc-Trang Tigers. He served with the 121st until Nov 65. We shared the cockpit on several combat assault missions, before he became a platoon commander, then operations officer and finished his tour as the deputy commander. He was a great jazz musician. He entertained us at the officer's club playing the piano in an impromptu jazz combo with a drummer and guitarist. This was done between our famous banana tree parties and a few night mortar attacks.

After this tour, he served as Plans and Programs Officer, Directorate of Instruction, US Army Primary Helicopter School, Fort Wolters, TX, where I served as an Instructor Pilot in Primary II.

In Jun 71 through Apr 72, Ed served as the Commander of the 13th Combat Aviation Battalion, 1st Aviation Brigade, Can Tho, RVN. I ran in to Ed several times in Can Tho when I was flying with Air America. On one occasion, one of his OH-58's, Minuteman 15, rescued me and my crew after landing in a rice paddy a few miles southeast of Soc Trang, after we lost the 90 degree gearbox on a Bell 204B.

Ed graduated from the US Army War College in June 75 and was retained to serve as a faculty member until May 79. He went on to command the 8th Support Group and Camp Darby, in Camp Darby, Italy. He then retired from the US Army after serving in various logistical assignments.

He was awarded the Legion of Merit with 3 Oak Leaf Clusters, the Distinguished Flying Cross with 1 Oak Leaf Cluster, the Bronze Star Medal, the Meritorious Service Medal with 1 Oak Leaf Cluster, the Air Medal with 45th Award with 2 Valor Devices, the Army Commendation Medal with 1 Oak Leaf Cluster and many other awards.

Col. Edward Tolfa, Jr., is survived by his loving wife Phyllis, his sons Gary, Jack and Michael, daughter Terry, grand children Michelle, Lauren and Eric. His extended family includes sons Nicholas and Sheehan, grand children Xander and Avery.

Submitted by VHPA Member Angelo Spelios

# TAPS

## Frederick G. Funk

Retired Chief Warrant Officer 4 Frederick G. Funk, 76, of Fayetteville, NC, passed away on May 16, 2011, in Veterans Affairs Medical Center in Fayetteville from complications following a series of strokes. He was born July 17, 1934, in Calcasieu Parish, LA. Fred had a 30-year military career, and worked for 19 years as a Department of the Army civilian, serving in Special Operations aviation.

Fred spent a total of six years in Southeast Asia, first as an enlisted man, and then as a helicopter pilot. A number of his enlisted service years were spent TDY in six-month tours from the 1st Special Forces Group out of Okinawa. He was a SFC E7 Special Forces Senior Medic when he entered flight school class 67-15 in January 1967 and graduated in September 1967. His first assignment out of flight school was to Ft. Hood, TX where he helped make up the 2nd of the 1st Cav (Blackhawk) Division unit to be sent to Vietnam. He departed with this unit in July 1968 and was assigned to the 4th Infantry Division in Pleiku. He was later assigned to the 281st AHC in Nha Trang in mid October 1968.

Fred was an avid hunter, fisherman, and trapper, and dearly loved his retriever dogs. He once revived one of his retrievers when it collapsed after bringing a duck back to the blind by performing mouth to nose resuscitation. Buddies stopping by Ft. Bragg to visit would be invited home for a dinner of things like quail, duck, goose, squirrel, deer, fish, and frog legs, but no beef or pork i.e. domestic meat. He couldn't see buying meat in a grocery store when he could get wild game.

Fred was predeceased by his wife Betty, and is survived by his two sons who are both Air Force pilots and of whom he was very proud. Additionally, four grandchildren and one great-grandchild survive him. He was laid to rest in Sandhills State Veterans Cemetery in Spring Lake, NC. Fred was truly one of a kind, and will live on in the hearts of those that knew him for a many years to come.

*Editor's Note - we are repeating CW4 Funk's obituary in this issue, we inadvertently left off the closing in our previous issue - very sorry for the mistake -*

David Adams, Editor

## Glenn M. Ebaugh

Lt. Col. Glenn M. Ebaugh, 84, who was an Army Aviator and Army officer died Friday June 22, 2011 in Marietta, Ga. Lt. Col. Ebaugh was born July 17, 1927 in Jacksonville, Illinois and was married Aug. 27, 1949 to Roberta J. Stewart who survives. He is also survived by a daughter, and a son, four grandchildren and a brother.

Lt. Col. Ebaugh served in the Navy, Marine Corps and Army for 29 years. His duty assignments included World War 2 on a Navy LST, in Korea (1956-1957) and Vietnam where he commanded the 173 Assault Helicopter Co. (Robin Hoods). He received numerous awards and decorations including the Military Legion of Merit on

two occasions, twice the Distinguished Flying Cross, the Purple Heart on three occasions, the Bronze Star and twenty seven Air Medals plus many other commendations and devices.

Lt. Col. Ebaugh had lived in Marietta since 1977, interrupted while working for Textron, Inc. in Iran during the Iranian Revolution and also for Bristow Helicopters Group LTD. of Surrey, England in Texas for several years before retiring permanently to Woodmoor in 1982.

Memorial service and interment will be at Arlington National Cemetery at a later date

## James R. Grissom

James R. Grissom of Harker Heights, Texas passed July 21 at Scott and White Hospital in Temple, Texas. Mr. Grissom was born in St. Louis, Mo. and graduated from UMHB in Belton, Texas.

Mr. Grissom was a retired Major after serving twenty years in the U.S. Army. He was a member of the 82nd Airborne and the 1st. Cav Division. Mr. Grissom served two tours of Vietnam. He was also a helicopter pilot graduating flight school with Flight Class 66-18. Mr. Grissom received numerous awards while serving his country to include the Bronze Star, Distinguished Flying Cross, Meritorious Service Award, and the Air Medal. Mr. Grissom was a long time member of the community and a retired teacher with the Killeen Independent School District. His organizations include the Military Officers Association, and the Retired Teacher's Association. He taught at Nolanville Elementary School.

He was preceded in death by his parents and is survived by his wife of 54 years, Dale Grissom, three sons, one daughter, six grandchildren and one great-grandson. Mr. Grissom's varied interests included astronomy, aviation, woodcarving, reading and collecting books, bird watching, travel, loved home and family, loved his country and always thanked soldiers he met for their service. Condolences may be offered online at [www.ternal-memories.com](http://www.ternal-memories.com)

## James (Jimmy) Allen Smith

LT COL James (Jimmy) Allen Smith (Retired) died July 19, 2011 in Concord, California; he is survived by his loving mother, Olga G. Smith of McAllen, TX; his two children, two grandsons, two sisters and his devoted girlfriend, Laura Glass. Jim was preceded in death by his father.

Jim was born on October 5, 1946 in Coshcotton, Ohio, but considered himself to be a native Texan. He earned his Eagle rank in Boy Scouts during his scout years with Troop 7 in McAllen. He graduated from McAllen High in 1964 and The University of Texas at Austin in 1969. He proudly served our country in the US Army for 20 years, and bravely piloted UH-1 helicopters during the Vietnam War. He graduated flight school with Flight Class 70-22 and went to Viet-

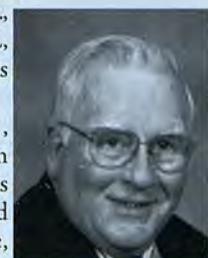
nam where he flew with the 173rd AMC, and the 11th CAG, 1st Cav Div in 1971 under the callsign's Robinhood and Zulu 16. His service continued to his community through his volunteer work with the Boy Scouts of America. He held many different positions within the Bay Area Boy Scout council. He was a cheerful servant to his country and community.

Jim's memorial service was held in Walnut Creek, on July 23, 2011. The attendance was standing room only with many friends and scouts turning out to pay their respects. His family could not have felt any more proud than to hear how positively he had impacted the lives around him. Jim had a perpetual zest for life, good wine, Twizzlers, and hot sauce. When Jim entered the room, his presence was grand; he filled our lives with joy, laughter, and love. He had a heart the size of Texas and gladly shared it with everyone he knew. He will be dearly missed.

In lieu of flowers, donations can be made to the Rio Grande Council Boy Scouts of America, PO BOX 2424, Harlingen, TX, 78551. A service with full military honors was held at the Rio Grande Valley Veterans Cemetery in Mission, Texas.

## James Joseph Hughes, Jr.

James Joseph Hughes, Jr., age 79 of Springfield, IL, passed away suddenly in his home on June 12, 2011. He was born on June 1, 1932, in Chicago, IL. Jim graduated from St. Ignatius College Prep, Chicago, and attended Loras College, Dubuque, IA for three years before being drafted in the US Army during the Korean War.



James Hughes and Patricia Keenan were married May 8, 1954. Jim went to flight school for fixed wing and helicopter training. He served a tour in Korea, two tours in Vietnam flying in 1968 with C Co, 229th Avn Bn, 1st Cav Division. In the other 17 years of his career, Jim, Pat and their family enjoyed living in many locations in the US and Germany. He retired in 1973 as a decorated Major in the US Army.

Jim was a member of St. Agnes Cathedral parish since 1970 and became increasingly more active as a volunteer in cooking, money counting and office work, and anywhere he was needed. Jim was devoted to his faith in God, his family and his Irish heritage. His grandchildren were the delight of his life. He was a 3rd degree member of Knights of Columbus 698 and enjoyed spending time with his bowling leagues and golf team. Jim ran and completed three marathons. His artistic talent was evident in the whimsical animals he painted on rocks for friends. Another amazing talent was his original animal pancakes that were always a hit at church, schools, nursing homes and especially for his family.

# TAPS

He received great pleasure playing Santa for Seniors Unlimited at St. Agnes, children's groups, and for parties and photos with his grandchildren.

Jim is survived by his wife of 57 years, Patricia Keenan Hughes; five children, ten grandchildren, two great-granddaughters, two sisters, five brothers and many nieces, nephews and friends. He was interred in the Springfield Missouri Veterans Cemetery

## John Berrien Whitehead

LTC (Ret) John Berrien Whitehead III, age 69, resident of Columbus, Georgia passed away at his home on Wednesday, August 10, 2011.

LTC Whitehead, son of the late John Berrien Whitehead, Jr., was born April 28, 1942 in Douglas, GA. He graduated with Flight Class 67-22 and first went to Vietnam in 1968-69 with the OH-6A NETT Team. He returned to Vietnam in 1971-72 where he flew with A Troop 7/1st Cav, D Co. 229th Avn Bn and F Troop/9th Cav of the 3rd Bde 1st Cavalry Division. His awards included the Distinguished Service Cross, the Silver Star; Distinguished Flying Cross; Bronze Star, Presidential Unit Citation, Legion of Merit; Meritorious Service Medal and numerous Air Medals.

John will remain a legend to those of us who flew in the III Corps area during the Easter Offensive of April 1972. He and Dave Ripley flew OH 6s from D-229 to rescue several Loc Ninh MACV advisors who were escaping and evading the NVA as they moved towards An Loc. In the chaos of finding and bringing them out, John realized the only way they would escape was to fly them all out at once. So, he loaded 3 American Advisors and 4 ARVN's into Loach 243 and then John and his gunner, SGT Waite all escaped to safety while under heavy ground fire the entire time. This is the only account I have ever found as the VHPA historian of 9 souls on board flying in an OH 6, emergency or not. John was awarded the DSC for this action that day and a life time of gratitude from Marv Zumwalt, one of the three MACV advisors in the back.

John will be buried in Arlington National Cemetery in September 2011, check the Arlington National Cemetery website for a phone number that will provide the exact date. Condolences may be offered at [www.shcolumbus.com](http://www.shcolumbus.com).

*Sent to us by VHPA Historian Mike Sloniker*

## John W. Alber

John W. Alber, 79, died July 26, 2011 at St. Joseph's Hospice in Wayne, New Jersey. Born in Washington D.C., Mr. Alber resided in Bryce Mountain, Virginia before moving to Fanwood in 2006. A graveside service will be conducted in Arlington National Cemetery on Tuesday, October 11, at 9 a.m.

Mr. Alber attended the University of Richmond

and received his M.B.A. from Old Dominion University. He was retired from the United States Marine Corps in 1978 as a Lt. Colonel after serving over 25 years. He served as a helicopter pilot and instructor where he received numerous medals and commendations including the Distinguished Flying Cross and the Purple Heart. He was also an avid golfer.

Mr. Alber was predeceased by his wife Dorothy "Nora", and is survived by one son and four grandchildren. Donations in his memory to the New Jersey Hospice program of your choice would be appreciated.

## John M. Stoen

Colonel John M. Stoen, US Army, Retired, 64, passed away on August 1, 2011.

Colonel Stoen (Call Sign John Boy) served two tours in Vietnam as an Aviation Battalion Helicopter pilot before returning to support military operations in the US, as a Flight Commander for the US Army Aviation School among other prestigious posts in the Reserves. He topped off his military career with a stint as an officer serving the US Joint Forces Command Warfighting Center in Norfolk, VA.

His numerous awards included the Legion of Merit Distinguished Flying Cross, Bronze Star with Oak Leaf Cluster, Master Army Aviation Aviator and the Vietnam Cross of Gallantry with Palm Tree. His passion for flying translated into his civilian life as an Aviation Insurance Broker and Principal in his firm, Aviation Safety Consulting. John was a true blue soldier with a sly wit; his charm and vitality pulled people to him. He had crinkles near his blue eyes from his constant grin - one which hinted he was game for anything.

John is survived by his wife of over 40 years, Cheryl, one daughter, one goddaughter, four sisters, one brother, one step brother, four nieces and one nephew. The family requests donations to the Chris Elliot Fund for Glioblastoma Brain Tumor Research. Condolences may also be expressed at [www.harryandbryantfuneralhome.com](http://www.harryandbryantfuneralhome.com)

## Kenneth Lindstrom

The VHPA has been notified of the death of Kenneth Lindstrom. Kenneth was a resident of Livermore, California and passed away on July 9th, 2011.

Our records show that Kenneth graduated flight school with flight class 69-13 and flew with B Troop, 1/9th Cav in 1969-1970 under the callsign Saber 41. Kenneth was also a Life Member of the VHPA. Additional details will be provided as they become available.

## Langley Jerry Chavis

Colonel Langley Jerry Chavis, Ret., war hero and entrepreneur, died Monday, July 11, 2011, of neuro-endocrine cancer, he was 80 years old.

Col. Chavis was born the



second of three sons and raised on a farm in Rocky Mount, NC, his father was an illiterate sharecropper. With a lifelong knack for turning a humble start into an admirable accomplishment, the younger Langley Chavis went on to a distinguished 30-year career in the US Army. He also earned a Masters in Business Administration from Boston University, became a Certified Public Accountant, and eventually became a successful entrepreneur, owning and operating what was at one time the largest black-owned business in the state of Oklahoma.

Chavis, a veteran of the Korean and Vietnam wars, enlisted in the Army shortly after finishing high school. Later, after an encouraging "order" from a mentor, Chavis applied for and was accepted into Officer Candidate School in 1958, at a time when few African-Americans were accepted or allowed to graduate. He later went to flight school and was one of two African Americans to graduate in his class—a rare accomplishment, as the practice of that time was to allow only one African American to graduate in any class. During his military career he earned The Bronze Star Medal, the Distinguished Flying Cross Medal, the Air Medal, several Purple Hearts, and a number of other medals and awards.

He also earned the respect and admiration of his colleagues and commanders. One of his proudest moments of his military career is when General Douglas MacArthur paid a rare visit to his all-black unit in Korea and was so impressed, the General awarded them the Distinctive Unit Citation. Army buddies called Chavis "Tiger" for his bravery as a helicopter pilot: He was often called to evacuate US troops under heavy fire in war. He received one of several Purple Hearts after he was shot in such an incident. In another, his helicopter was shot 37 times, and he still was able to fly his passengers to safety without any loss of life.

Chavis retired from the Army in 1982 and moved to Oklahoma to work as an accountant at Kerr-McGee. He was laid off in 1986, something he later called "one of the best things that ever happened to me." He started Southway Services, a government contracting business, in the family dining room. The company grew to employ over 300 people in 7 states. As a businessman, Chavis was devoted to fairness to his employees—he earned several awards from organizations such as the U.S. Small Business Association, the U.S. Department of Transportation, and the Chambers of Commerce. Southway Services remained in business for over 20 years, until Chavis closed the business and retired in 2009 at the age of 78.

Col. Chavis is loved and survived by his wife of 48 years, Rose Merle Williams Chavis; their three daughters, one granddaughter, five nieces, two nephews, and many other family members and friends.

His daughters have created an "In Memory of Langley J. Chavis" photographic memorial page on Facebook, his remains will be interred at Arlington National Cemetery.

# TAPS

## Lee "Tex" Westbrook

Lee "Tex" Westbrook, CW2 (RET.) passed away Friday evening, July 22, 2011 after a long battle with cancer and other ailments. He was buried at the Dallas/Ft Worth National Cemetery with full military honors.

Lee attended WOC 67-19 and flew two tours in Vietnam, the first with the 119th AHC in '68 and the 57th AHC in '68-'69 and the second with the 57th MED DET in '71-72. He was a Life Member of VHPA and President of the Ft Wolters Chapter of the VHPA at the time of his passing. His A&D include the Meritorious Service Medal, 24 Air Medals, 3 Bronze Stars, Vietnamese Service Medal with SS and Vietnamese Cross of Gallantry with BS.

He married Nancy Jean Zunk in 1961 and they had many adventures together across the United States and Europe. Despite his best efforts, Lee never could figure out how to be a civilian. Whether on active duty or not, he always lived his life as a soldier. Between combat tours Lee was an instructor pilot at Fort Wolters, and graduated from the University of Southern California's Aviation Safety Course to become an FAA-certified flight safety officer. During his break in service, Lee flew helicopters out to oil rigs in the Gulf of Mexico, off the California coast for the tuna fleets, and in the Alaskan bush country, as well as flying the traffic helicopter for radio station KVIL in the Dallas/Fort Worth metro area and working as an instructor pilot for Bell-Textron in Iran in 1977.

Lee was a very active member of Eagle Mountain International Church where he was held in high regard, both for his strong faith and his many tales about his adventurous life. Lee was also a published author, having written the book "The Broken Sword" about his exploits as a soldier and how his relationship with Christ healed the scars of his combat experiences.

Lee was a great guy and good storyteller, in fact, to hear him tell it, he practically invented Army Aviation. We road to the Orlando 2003 Reunion together and he started telling tales of daring-do before we were out of the Dallas city limits and was still going strong when I dropped him off at his home in Ft Worth a week later.

Lee was a good friend to have, a man of great faith and a guy that never let life get him down. He is survived by his wife of 50 years, Nancy (known to those who knew Lee as SAINT NANCY), three children - Debra Noble, Kathy Huckabay and Allen Westbrook and a granddaughter - Christina Rose Mattox. He will be missed.

*Submitted to the VHPA  
by Member Mike Sheuerman*

## Oscar L. 'Bud' Shuler



Oscar L. 'Bud' Shuler 78, of Queen Creek passed away on July 1, 2011. He was born in Grady County, OK on August 6, 1932. An outstanding athlete, Bud was inducted into the Capitol Hill High School Athletic Association Hall of Fame in 2008 for records set in the 1950's in football, basketball and track. A life-long student, he received his Bachelor of Science degree from the University of Omaha in 1965 and Master of Public Administration degree from the University of Arizona in 1971. Before being drafted into the US Army he served on the Oklahoma City Police Force.

Bud's military career spanned 24 years. He graduated from Infantry Officer Candidate School and completed the Airborne and Ranger courses. His pilot training was completed at the US Army Aviation School. In 1968 he graduated from the US Army Command and General Staff College. As an Army Aviator, he was certified in fixed wing and helicopters and flew hundreds of combat missions. He served in Korea, Germany and two tours in Vietnam and received the Distinguished Flying Cross, four Bronze Stars and twenty Air Medals. He was most grateful that, by the grace of God, he never lost a serviceman under his command.

Lieutenant Colonel Shuler retired from the US Army in 1977. From 1980-90 he worked with ARAMCO's Loss Prevention Department in Dhahran, Saudi Arabia. The family has resided in Queen Creek the past 21 years. A convert to the Church of Jesus Christ of Latter-day Saints, he served as a Bishop's Counselor, Gospel Doctrine teacher, Counselor in the Elder's Quorum and Ward Executive Secretary.

Colonel Shuler is survived by his wife of 40 years, Lucy (Fuller) Shuler, he is also survived by one son, two daughters, six grandchildren and three foster sons. Burial with military honors was held at Mesa City Cemetery, Mesa, AZ.

## Richard Michael Levy

Richard Michael Levy was born October 21, 1947 in Milwaukee, WI and passed away on June 14, 2011 in Lutz, FL. He was raised in Detroit, MI and graduated from Farmington High in Michigan.

He was a Vietnam veteran with over 22 years of service to the Army. Medals and awards received during service include the Purple Heart, Distinguished Flying Cross, Army Commendation Medal Award-

ed for Valor, Master Army Aviator Badge, Vietnam Campaign Medal, Air Medal with 42 Oak Clusters, 3 Overseas Bars, ARCAM, National Defense Service Medal, and MI Broadsword Medal with 1st Gold Star. He was a proud member of the Vietnam Helicopter Pilots Association. Our records indicate that Richard graduated with Flight Class 67-11 and he went on to fly in Vietnam under the callsign Dustoff 82 with the 82nd Med Det in 1967-68 and with the 247th Med Det in 1969.

He earned his Bachelor of Science Degree from Eastern Michigan University. He was a past Master of the Masonic Lodge and member of Shriner's Egypt Temple. He retired as a Sergeant from the Pinellas County Sheriff's Office after 20 years of service. While working for the Sheriff's Office he received his Master's Degree in Business from the University of Tampa.

He is loved, missed and survived by his two daughters, his best friend of over 27 years Betty Harris of Lutz, FL., her two daughters and their three children.

## Robert Andrew Stroud

Robert Andrew Stroud, 67, of Burleson, Texas, a retired salesman, went to be with the Lord on Saturday, June 18, 2011.

Robert was born March 19, 1944, in Los Angeles, Calif.; he was a loving husband, father and friend.

Robert proudly served his country in the U.S. Army during Vietnam as a chief warrant officer helicopter pilot. He was highly decorated, earning two Purple Hearts. Robert graduated rotary-wing flight training in Flight Class 72-24 and flew in Vietnam with the 82nd Med Detachment in 1973-1975.

Robert also enjoyed golf, traveling, gardening, being a salesman and working. He was a wonderful father. Survivors include his wife, Colleen Stroud of Burleson, Texas; one daughter and one son and their families, two sisters and numerous nieces, nephews, cousins, extended family and friends.



## Wayne Rex Bryan

Funeral services celebrating the life of Wayne Rex Bryan, 68, were held on July 7, 2011 in Shreveport, Louisiana. Rex was born December 5, 1942 in Springhill, Louisiana and passed away in his sleep, Monday, July 4, 2011 at his home. He was a graduate of Louisiana Tech University receiving a Bachelor's and Masters Degree in Business. He was also a graduate of the Institute for International Studies in Japan. He served in the U.S. Marine Corp, earning the rank of Captain, and did a tour of duty in Vietnam as a helicopter pilot.



# TAPS

Rex was a Certified Economic Developer and a partner with Lea Hall Properties. He received the Presidential Award from the Louisiana Industrial Development Executives Association and two Presidential citations from the American Bankers Association. Rex was a member of LIDEA, VFW, and was the first president of the Super Derby. Rex was a kind, gentle person with a quick wit and had the unique ability to make friends and was a good friend to so many. He loved spending time outdoors at his farm but his greatest love was God and family. He also possessed a patriotic pride and love for his country.

Rex was preceded in death by his parents and is survived by his wife of 42 years, Diane Alexander Bryan, one daughter, one son, three grandchildren and one brother. The family suggests that memorials be made to First United Methodist Church or the charity of your choice.

## William "Bill" Barrett (Ret.)

Col. William "Bill" Barrett (Ret.), 73, of Hot Springs Village, Ark., died June 16, 2011. Bill was born Feb. 21, 1938, in Chattanooga, Tenn. and proudly served his country for 30 years as an Army officer. He was a helicopter pilot, did two tours of duty in Vietnam and two stints at the Pentagon. He was a member of Village Bible Church.

He was preceded in death by his loving wife of 52 years, Mary Alice Barrett and his son, John Scott Barrett. He is survived by one son, one sister-in-law and three grandchildren. The family has requested that memorials be made to Village Bible Church or Doctors Without Borders.

## William (Bill) Edward Rowe

Retired Major William (Bill) Edward Rowe completed his journey to heaven on June 25, 2011.

To know Bill Rowe was to love Bill Rowe. He constantly gave of himself to all his family and friends. His quick wit and wonderful sense of humor charmed all those around him. He loved God, family, country and friends.

Bill was born in Delta, Colorado on June 23, 1934 and raised in Ft. Lauderdale, Florida. He was awarded a Bachelor of Arts degree from the University of Nebraska and a Master of Business Administration degree from the University of Dallas.

Bill Rowe was a Senior Aviator in the U.S. Army and was rated to fly multiple rotary wing aircraft. He was a trusted test pilot and accomplished combat flyer with 6000 hours—900 in combat. If MAJ(R) Rowe said the helicopter was ready to fly, his men knew it was ready for combat. In his 20 plus years in the Army, he served in Panama, Germany and multiple locations in the United States. He earned a Distinguished Flying Cross, three Bronze Stars and 22 air medals during his two combat tours in Vietnam,

one of them with D troop 3/5th Cav in 1967-1968. After retiring from the Army as a decorated combat aviator, Bill worked for Bell Helicopter (Textron) in Hurst, TX for 21 years. Upon retiring from Bell, he enjoyed his homes in Texas and the mountains of North Carolina.

Married for 49 years to Jacquelyn Kay (Haislet) Rowe, Bill was blessed with five children. Beloved by his second wife Lynda (Smith) Rowe, Bill enjoyed sharing his joy of life with his family and friends. His many interests included extensive traveling, wood carving, hiking his beloved North Carolina Mountains, playing golf and tennis and filling his Cresson yard with fun activities for his grandchildren.

He is survived by his wife Lynda (Smith) Rowe of Cresson, TX, three daughters, two sons, one step-daughter, one step-son, 17 grandchildren, one great granddaughter and numerous adoring nieces and nephews. Please honor Bill's memory with a contribution to the Cresson Methodist Church, c/o P.O. Box 161, Cresson, TX 76035 or to your favorite charity.

## William C. "Bill" Hinton

CW4 (Retired) William C. "Bill" Hinton of Fayetteville, NC died on Friday, July 2nd, after a short battle with a very aggressive form of cancer.

Bill graduated from flight school with Flight Class 69-69 & 70-01 and after a 20 year career as an Army Aviator, he worked for a while with as a law enforcement officer with the Fayetteville Police Department, then as a civil service Flight Dispatcher at Simmons AAF Base Ops at Ft. Bragg. He was selected to become an instructor and instrument examiner at the Flight Simulation Branch where he worked in the UH-1 SFTS, AH-64A CMS, UH-60FS, and finally in the UH-60M TBOS system.

Bill earned both the Distinguished Flying Cross and Bronze Star for his service in Vietnam. He is survived by his wife of 41 years, Barbara, son, Rusty, and daughter, Sandy, and their children.

Regards,  
CW4 (Ret) Mike Henderson  
Fayetteville, NC

## Bobby Gene "Bob" Walls

Bobby Gene "Bob" Walls, Lt. Colonel, U.S. Army (ret), beloved husband, father and grandfather departed this earthly life on Wednesday, August 10, 2011 in Mineral Wells, Texas. Burial full military honors was held at the Dallas-Fort Worth National Cemetery.

Col Walls was born Sept. 1, 1932, in Harrisburg, Ill. and married the love of his life Jannett R. Rogers on May 14, 1953, in Hagerstown, Md. Col Wall enlisted in the U.S. Army January 1951 and retired from the U.S. Army in 1971 as a Lt. Colonel. His service included Commander Aviation Radio Research Unit in Vietnam; Flight Commander at Fort Wolters; Staff Officer, Combat Development Command, Washington, D.C.; Battalion Commander Helicopter Maintenance Officer in Vietnam. His last assignment was as Director of Communications and Electronics at Fort Wolters. He served one tour in Korea and two tours in Viet Nam

as a fixed wing and helicopter pilot. Among his many military awards is the Meritorious Service Medal, Air Metal with 16 Oak Leaf Clusters and the Bronze Star, Korean Service Medal, Senior Army Aviator Badge, Medal of Valor w/one Oak Leaf Cluster, Cross of Gallantry w/Palm.

After his military retirement in 1971 he earned an MBA from Tarleton University and worked in the private sector as a Tax Auditor with the Texas Employment Commission, was a business instructor at Weatherford College and Executive Director of Palo Pinto County Transportation Council. He was a member of First United Methodist Church, having served as Chairman of the Finance Committee, Chairman of Board of Trustees; he was also a member of King Solomon Lodge No. 5, F. & A.M. in Tombstone, Arizona for 54 years.

Col. Walls also was a life member of The American Legion, and served in many positions at the local, state and national level, he was the only Texas Legionnaire inducted into the Army, Navy & Air Force Veterans in Canada. Col Walls served three terms as president of The Retired Officers Association, Fort Wolters Chapter, was a Past President of Military Officers Association of America, Fort Wolters Chapter, a Member of the Friends of the Museum of the Vietnam War, the VHPA, the U.S. Army Signal Corp. OCS Association, the 145th CAB Vietnam Association, and the 120TH Aviation Company Association.

Colonel Walls served the community in various capacities including being a member of the Mineral Wells City Council from 1988-1993 and was appointed Mayor Pro-tem from 1991-1993. He served on the Rails To Trails program, the Public Transit Services program, the Cross Timbers Trail Blazers, Inc., the Cross Timbers Senior Citizens Task Force; the Keep Mineral Wells Beautiful program, the Palo Pinto Community Service Corporation; the Texas Municipal League, the Airport Advisory Board, the Economic Development Council, the Metropolitan Transportation Council, the Mineral Wells Chamber of Commerce, the Mineral Wells Rotary Club and was member of the Friends of the Library and Mineral Wells ISD Foundation. He held a senior position in nearly all of these organizations.

Col Walls is survived by his wife of 58 years, Jannett R. Walls; one daughter, one son and two Grand children. In lieu of flowers, the family requests memorial gifts be made to the charity of their choice.

## Michael E. Neufeld

Michael E. Neufeld, 64, passed away at his home in Little River, Kansas on April 5, 2011.

Michael was born Dec. 19, 1946 in Hutcheson, Kansas and was self-employed as an antique dealer. Michael graduated flight school with Flight Class 67-5 and flew in Vietnam with the 361st ACE/AWC (Pink Panthers) in 1969-1970.

He is preceded in death by his parents and one brother; survivors include two sons, two daughters, two brothers, one sister and three grandchildren.



# VHPA CHAPTER ACTIVITIES

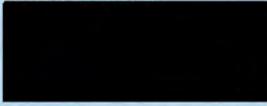
I am happy to report that the Chapters are doing well. We currently have 24 Chapters, two newly formed in Alaska and Central New York and one, hopefully to come on line within the next six months, in Arkansas. This being said, I am always looking for new possibilities. If you are in an area without a 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]

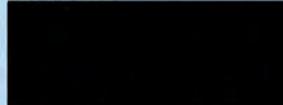
**Alaska Chapter**  
Victor Micol



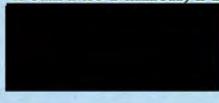
**Arizona Chapter**  
Bill Sorenson



**California Chapter North**  
Ken Fritz



**Central New York Chapter**  
Tom Mc Millen, President



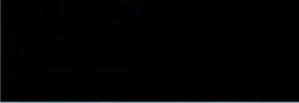
**Fort Rucker Chapter**  
Roscoe V. Souders



**Fort Wolters Chapter**  
Mike Sheuerman, President



**Georgia Chapter**  
Carl "Skip" Bell



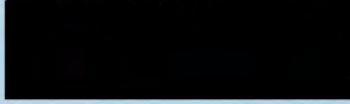
**Hawaii Chapter**  
Don Harlor



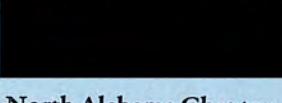
**Louisiana Gulf Coast Chapter**  
Phil Nuss



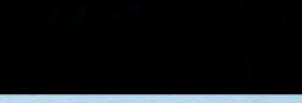
**Mid-South Chapter**  
"Pete" Norman IV



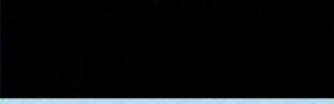
**Montana Chapter**  
Todd Brandoff, President



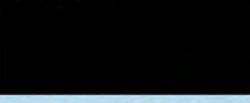
**North Alabama Chapter**  
Jim White, President



**New England Chapter**  
Bill Williams, President



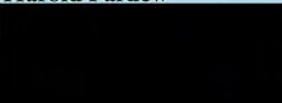
**North Carolina Chapter**  
J.D. Lawson



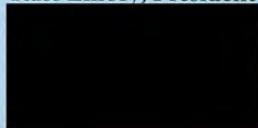
**Ohio River LZ Chapter**  
Jim Miller, President



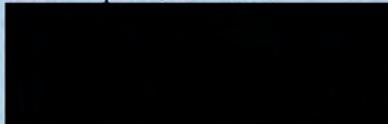
**South Dakota Chapter**  
Harold Pardew



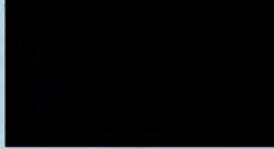
**South Missouri Chapter**  
Russ Emory, President



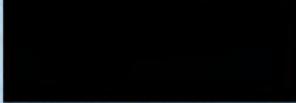
**Rocky Mountain Chapter**  
Phil Lanphier, President



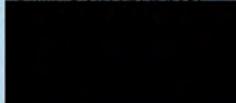
**The Alamo Chapter**  
San Antonio, Texas  
Bob Dillon, President



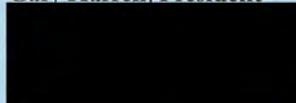
**South Carolina Chapter**  
(Celebrate Freedom) Chapter  
Larry Russell, Pres.



**Southern California Chapter**  
Carl Cortez, Pres.



**VHPA of Florida Chapter**  
Gary Harrell, President



**Virginia Chapter**  
Ben Gay, President



**Washington State Chapter**  
Mark Hansen, President



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

# VHPA CHAPTER ACTIVITIES

## ALAMO CHAPTER

The Alamo Chapter members attended their monthly meeting on June 7th for dinner at their new meeting place in San Antonio, the Barn Door Restaurant. Our guest speaker was a retired Air Force pilot who flew F-105 aircraft on deep bombing strikes into North Vietnam during our war. William C. Eagle captivated the members with tales of dodging missiles and AAA and outsmarting MIG pilots. He did not tell us this, but for his actions during 100 missions flown over the north, Bill Eagle was awarded two Silver Stars and three Distinguished Flying Crosses, among other decorations.

The Alamo Chapter did not meet in July, to allow members to attend the National Reunion Orlando. Some members who did not make that trip participated in a 4th of July parade through the city of Windcrest, a city in the San Antonio area. The parade entry was a restored 2 1/2 ton Army truck and trailer with VHPA members aboard. The ride was shared with members of the local Chapter XV of the Special Forces Association and members of VFW Post 8541. Special thanks go to Mike Maloy, VHPA Alamo Chapter member who owns and operates (poorly) the truck.

If anyone out there knows where and how our Chapter might obtain a non-flyable helicopter from the Vietnam era, suitable for trailer display and use as a parade float, please contact our Vice President, Jim Martinson, phone [REDACTED] or e-mail [REDACTED]

The next meeting will be at the Barn Door Restaurant at 1830 on Tuesday, August 2nd. Our guest speaker will be Thomas Lee, a retired Air Force transport pilot who flew, among other aircraft, the C-130 and the C-135. Tom can tell us some interesting facts about the last days of Saigon in 1975. Submitted by Chuck Oualline

Bob Dillon, President

## CALIFORNIA CHAPTER NORTH

VHPA Reunion 2011AAR: Only two members of VHPA-CCN were at the Orlando reunion: Gil Ferry and Ken Fritz, who attended another good unit mini-reunion and the business meeting, which was interrupted by the shuttle launch. The MOC didn't go this year: lack of funding and a lack of staffing by VHPA-CCN members. New Orleans next year should be a much better reunion all the way around. Our rebuilt Huey trailer and the Huey repaint (thank you to Sherwin-Williams Paint of Lodi, CA) with \$500 worth of properly applied decals (thanks to Al Doucette) will complete by the time you read this, so be sure to join us for the following events:

23-25 Sept 2011 - International Helicopter Scale Masters fun-fly event to be held at the Woodland Aeromodelers flying site near Sacramento, CA. VHPA-CCN will have the MOC and the Huey there. All VHPA members and friends of VHPA are invited to this world class flying event. There will also be a VN era Huey and other helicopters flying in to this meet. For more info go to <http://www.helicopter-scale-masters.com/>

5 Nov 2011 - Mc Clellan Aerospace Museum will be the site of the Vettes for Vets car show and we will have the MOC and the Huey in attendance.

3 Dec 2011 - The Annual Christmas Party in 2010 was held at the Blue Frog in Fairfield, CA. This was such a success with fine food and drink, lots of lies swapped and everyone had such a good time that we are going back again this year with special pricing at both the restaurant and the Hilton Garden Inn next door. More details to follow on this event. Put it on your calendar now.

Ken Fritz, President

## CENTRAL NEW YORK CHAPTER

We have reorganized and want to invite qualified helicopter pilots who served in SE Asia from 1962-1975 to contact me for information on our Chapter. If you live in the Syracuse area you are cordially invited to attend our next meeting. I (Tom Mc Millen) may be reached at [REDACTED]

Tom Mc Millen, President

## FORT RUCKER CHAPTER

We did not have a meeting in July as scheduled, but will have one the first Tuesday in August. Feel free to contact me directly with any questions or comments.

Roscoe Souders, President

## FORT WOLTERS CHAPTER

The President of our Chapter, Lee Westbrook, passed away Friday night, July 22 and was buried with full military honors at the DFW National Cemetery, Friday on July 29. Lee's Obit is in this issue. Mike Sheuerman assumes the Presidency so please pray for the Chapter.....

We will hold our quarterly meeting at Logan's Road House at 11 AM, Saturday, September 10. Each attending member has been encouraged to bring a new guy. The Chapter is beginning a membership drive and will be planning a Christmas function with a possible overnight stay. Involvement with the National Vietnam War Museum in Mineral Wells continues to be a focus of the Chapter.

Mike Sheuerman, President

## GEORGIA CHAPTER

The Georgia Chapter continues to hold its 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, Colleges, Boy Scout troops, other youth organizations and civic groups who want to learn about the Vietnam War from the people who fought there. One of our members, Jim Torbert, is giving his Vietnam War presentation to the GA Chapter membership during the July meeting.

Georgia Chapter member Terry Garlock recently published an excellent book about the Vietnam War. The title is STRENGTH AND HONOR. The forward is by Joe Galloway (of 7th Cavalry/Ia Drang Valley fame) and in addition to stories by Vietnam Veterans and all of the military services, the book includes a chapter by B.G. Burkett (author of STOLEN VALOR). In an appendix Terry gives one of the best, most concise synopses of the Vietnam War I have ever read. This book is highly recommended for the library of any Vietnam Veteran. (Note that this announcement also appeared in the Jul/Aug AVIATOR, but it is a really good book and is well worth announcing again.

In addition to our meetings the Georgia Chapter continues to assist other Vietnam Veteran's groups in the local area with their projects by providing personnel and other resources. However, our primary activity is our bi-monthly breakfast meeting - the men who participate really enjoy the opportunity to get together with other combat helicopter pilots, swap war stories, discuss VA-related information, and maintain those bonds that were forged so long ago. If there are any former Vietnam Helicopter Pilots in the Atlanta area who would like to join our group, please see our web site at [www.ga-vhp.org](http://www.ga-vhp.org) or contact me at [REDACTED] or via telephone at [REDACTED]

Skip Bell, President

## LOUISIANA GULF COAST CHAPTER

The Gulf Coast Chapter held our last meeting Thursday 21 July at Smiley's Restaurant, Harahan, LA. VP Victor Lent returned from Orlando where he proudly flew a 3'x5' banner with our Chapter logo on it.

We hope to have increased member participation each quarter from now on until the National Convention in August 2012 which will be held here in NOLA.

We have built a small website with some member's Vietnam pictures linked to it. It can be found at: <https://sites.google.com/site/gulfcoastchaptervhp/>. I have asked all members to begin converting Vietnam photos to digital and allowing them to be uploaded to our site above.

Phil Ness, President

## MONTANA CHAPTER

The Montana Chapter held a meeting on 10 July with 15 members in attendance. Our next meeting will be in November at a location TBA. Any qualified helicopter pilots who served in SE Asia during the period 1962-1975 are cordially invited to attend. Full details on our next meeting are readily available through the POC information at the start of these pages.

Todd Brandoff, President

# VHPA CHAPTER ACTIVITIES

## MID-SOUTH CHAPTER

Since our last posting our Chapter participated in the AAAA Convention at Opryland Hotel. We signed up some new members, renewed some old memberships and marveled at the new toys, especially the Rigid-Rotor Pusher by Sikorsky. The work on the TH-55 is slow, methodical and at times expensive. As it goes back together it will be in pristine, like-new condition. With the help of the instructors and students at North Central Institute (Aviation Maintenance Technology) in Clarksville, TN, the rebuild is becoming a reality. Special thanks go to fellow VHPA member, Dr. John Mc Curdy, for all his assistance throughout the process. I have put together a trailer to transport the TH-55. I'm currently working on the completion of a fuel and lubrication trailer, with the ultimate goal of being able to transport the helicopter to events around the region.

The Chapter is in dire need of active members and I have several locations selected for meetings in the Lebanon area. In looking at what other Chapters are doing I would ask that anyone interested in our region please contact me so that we can set up monthly or quarterly meetings. I'm even open to suggestions of meeting places in and around the Middle Tennessee area. Lets all try to get together and do something to continue our interests and passions and history lessons in one of the fields we have in common. Please contact me at: [REDACTED]

Pete Norman, President

## NEW ENGLAND CHAPTER

Once again we are honored to hold a get together and cookout at Pinky Adams Lodge at the Glades, Scituate, MA. It will be Sunday, September 11th from Noon to 5 PM. Please save this date and plan on joining some of your fellow aviators and crew members as we gather by the sea in honor of those perished ten years ago at the World Trade Center.

Bill Williams, Pres.

## NORTH ALABAMA CHAPTER

At our July meeting it was announced that the IRS had approved our 501(c)3 status.

The suggestion was made that maybe we should some name tags and have membership cards made up with our Chapter logo on it. While all the name tags would be the same, it was suggested that membership cards should designate whether a member is a charter or a regular member and show that date that one joined. Sam Maki volunteered to find research the project, Ralph Weber volunteered to design the card and after some discussion, the decision as to how to implement both the name tag and the membership card program was tabled till the reports come back on the project.

George Kitchens told us about the bricks that a person or organization can purchase for the Madison County Veterans Memorial. It was discussed and the attending members thought it would be a good idea for the NAVHPA to have a brick laid for the Chapter. Ralph and George have volunteered to fund the brick

There was a lengthy discussion on the UH-1M project. Bernie Parr has been coordinating with the museum director and there is going to be an MOA drafted between the concerned parties as to how the Huey is to be handled between all the parties. The trailer that the Mike model is sitting on needs some work, but the museum says we can use it to get the project helo to the Madison County Airport. When time permits, some parts will be swapped out from the airframe that is located on the Redstone Arsenal fire pit. The project airframe will be taken to Madison County where work will start on it. Yulista Aviation, Inc. will use some of the airframe for sheet metal training. Bernie Parr coordinated with the county airport about hanger availability and one has been ID'd, cleaned out and is now ready to store the aircraft. Paperwork was submitted to MOA for joint operations of Museum and NAVHPA on storage and display of aircraft. Also, insurance matters on movement and display of aircraft was discussed.

Twenty-nine members of the Chapter were designated Charter Members. All new members will be classified Members or Associate Members. We have decided to rewrite our By-Laws to also accommodate other than Vietnam aviators. So, there are now only a couple of hundred of you out there that we still need to sign up. Keep getting the word out and help us grow.

Jim White, President

## NORTH CAROLINA CHAPTER

The OH-6 and two of our members were at a local high school for a unit on Vietnam (we were "show and tell"). The first weekend in June the OH-6 was in China Grove, NC to support the local Military Museum's annual event. It was also at the Girl's and Boy's Club in Charlotte, NC on July 1st. Several items are planned for later in the year, but are not yet firmed up.

J.D. Lawson, President

## OHIO RIVER LZ CHAPTER

For those of you who plan well in advance the Crown Plaza Hotel, 2501 South High School Rd, Indianapolis, IN, 46241, Phone (317) 244-6861 will be our base of operations and the site of the 25th Anniversary Reunion of the Ohio River LZ Chapter on March 2nd, 3rd and 4th, 2012.

Plans are well under way for a spectacular celebration for our honored members and their invited guests. Tentative plans include tours of the Indy Motor Speedway and Museum (famous home of the Indy 500, the NCAA Museum; Lucas Oil Stadium (home of football's 2012 Super Bowl); nine (beer) breweries; seven wineries; and the top ten shopping destinations in and around Indianapolis for the "shopaholics" in our group.

For our magnificent banquet Saturday night we will honor the "Missing Man" at America's White Table, toast their memory, and have a surprise speaker that will both motivate and inspire all those attending.

Our mission for the reunion weekend is to provide an opportunity for those that served in Vietnam to spend some time together. We plan a weekend of activity, fun and food, but it is those that attend that supply the most essential elements of friendship and brotherhood that make each gathering so special. The time spent together is always filled with a degree of laughter and warmth that does the soul good.

Those in attendance for the first time are never disappointed in what they find. The expectation that the weekend will be a good time, not just for the pilots, but also for the wives and close friends. This has held true and firm since the very beginning. Our wives and "significant others" and family members always look forward to the weekend for they have also formed friendships that endure the test of time.

As each year passes, we have more and more crew members and others that served attend. We welcome everyone and do not exclude anyone from joining our gathering. If you're a regular or have never attended before, we hope you'll give serious consideration to joining us for this will be a gala event that shouldn't be missed.

Jim Miller, President

## ROCKY MOUNTAIN CHAPTER

The Rocky Mountain Chapter took its Helicopter War Museum to Hays, KA on July 15th at the invitation of member and Airport Manager Bob Johnson. The Hays Regional Airport sponsored and Air Show which included over 199 aircraft fly-ins, static display of a C-130, other military aircraft and helicopters. Nearly 3,000 people attended from the town of 17,000 during the half day event as extremely high temperatures caused the event to close at 1 PM. But while we were open, over 1,000 visited the Museum and enjoyed the exhibits - the kids especially love the cockpit. The local VVA sponsored our attendance and covered the transportation costs and hotel rooms for our volunteers.

This was our last scheduled event for our Museum for this summer, but it will be on display at the Rocky Mountain Chapter's first ever "Open" Reunion. This event will be held on Saturday, October 8th at the Double Tree Hotel, 3203 Quebec St. in Denver (near the former Stapleton Airport). The Hotel will serve as the central location - we will be offering a Hospitality Suite to get together for morning coffee and provide a "hang out" to relax and will be open all day long. The events will be a morning coffee to assemble, attend self-directed events during the day and reassemble for dinner and a program in the evening. The event is being sponsored and organized by the Rocky Mountain Chapter of the VHPA, and co-sponsored by the Pikes Peak Chapter of the AAAA and the National Vietnam War Museum. Dinner speaker will be Army Aviator Robert Stewart, former astronaut, who will be talking to us about his

# VHPA CHAPTER ACTIVITIES

Army Aviation experiences before NASA. Also, brief remarks will be offered regarding our service in Vietnam many years ago. The Rocky Mountain Chapter of VHPA website ([www.vhpamc.org](http://www.vhpamc.org)) will have more detail as developed. This event is primarily to allow us to celebrate and see friends again. Please bring your pals and wives along - they will probably either know someone there or at least meet them and develop those common bonds that our helicopter brotherhood has developed. Submitted by Ed Fickes

Phil Lanphier, President

## SOUTH CAROLINA (Celebrate Freedom) CHAPTER

The SC Celebrate Freedom Chapter is feverishly working on our "Green Beret" Cobra, we've affectionately named "Maggie" after LTC Martha Raye. We are in the middle a Max Maintenance effort with all hands on deck. We've filled her with JP-5, hooked up the battery and put juice to the system. Fuel pumps came on line and promptly blew a fuel hose so we changed it out. We then hit the battery switch and everything held - whew! Took a picture of the annunciate panel and the master caution light, sure was good to see a spark of life in the ole bird. I almost put my helmet just so I could hear the low rpm warning!

We have a few missions already scheduled for 517, one you wouldn't believe but of course "if I told you I'd have to kill you" so you'll have to wait for my next report.

We just participated in one of the largest patriotic parades in the southeast. Gilbert, South Carolina has an annual "Peach Festival" to include a patriotic parade held on the 4th of July. The town probably has less than a thousand residents but this last 4th the newspaper estimated that 40-50 thousand people lined the parade route. The VHPA Chapter proudly displayed our Black, 2/20th, 1st Cavalry ARA bird and I had the honor of driving the foundation's 1941 WWII Normandy Beach/Battle of the Bulge Halftrack in the parade. Yes, I have pictures to prove it. The city fathers tell me we were the hit of the parade! HOOAH!

Let me finish by telling everyone to get out and do something! Help your fellow vets. Wave the flag! Teach your kids what it means to be an American. Those of us that have been to third world countries know how blessed we are to live in this country. Do something, don't just talk or bitch about it. God bless America.

Larry Russell, President

## SOUTH DAKOTA CHAPTER

Just a quick correction to the "Chapter Activities" section, page 28 of the Jul/Aug VHPA Aviator: The July 16th meeting was at the VFW in Sioux Falls, SD. Our next meeting will be in the Black Hills, which is the Southwest Region of South Dakota: Date, time exact location are still TBD. Most likely we will meet in Rapid City sometime late September or early October (before winter gets too serious). Full details will be available through me as soon as they are finalized, feel free to contact me directly if you have any questions.

At the July 16th meeting we only had six in attendance, we have made many new contacts but only six members were able to attend. We decided to keep the current officers in place until the spring of 2012 meeting. They are Harold Pardew, President, Jim Miles, VP, Sec/Treas, our Chaplain and Historian is still TBD. Dues remain at \$10 annually, meetings are set Quarterly. We are continuing to update our rosters and making personnel contacts and have identified close to 100 pilots in the State. We will make contact and invite each and every one of them to participate in our Chapter's activities. If you have not been contacted and you flew helicopters in SE Asia from 1962-1975, please get in touch with me to discuss membership.

Harold Pardew, President

## SOUTH MISSOURI CHAPTER

At the time of writing this article, I have just returned from VHPA 28th Annual Reunion in Orlando, Florida. It was a great time and a great reunion thanks to the Florida Chapter, camaraderie, telling of stories meeting new friends and reminiscing with old.

The third quarter meeting of the South Missouri Chapter was held

middle of August at HyVee Columbia, Missouri; the meeting included election of new Chapter officers. Our fourth quarter meeting will be held at the Keeter Center, on the campus of College of the Ozarks, on 5 November. This date will be our start of the Veterans Week activities in Branson, MO. We do need an accurate head count of attendees for reservations.

Please keep checking our website, [vhpsamo.org](http://vhpsamo.org) for events and lead time on reservations. Contact information for reservations at the Branson event is Russ Emory telephone [REDACTED] or e-mail [REDACTED]

My appreciation goes to John Sorensen, Past President for his leadership in starting the South Missouri Chapter. Thanks for the hard work John, seems like only yesterday that we started the Chapter and I am grateful for all the support and friendship. May God Bless You All.

Russ Emory, President

## VHPA OF FLORIDA CHAPTER

The VHPAF supported the National Reunion in Orlando with about 20 volunteers working in registration, tours, golf and other activities. The largest effort was in displaying all of the equipment in the memorabilia room. This was the sole effort of Howard Smith and he manned the booth 100% of the time. He had many visitors and they all expressed their appreciation for his efforts and spent a lot of time with him. The OH-6 was on display in front of the hotel and was open most of the time. Many families took advantage of the opportunity to get in, or have the kids get in, put on the helmet and take pictures. It was a pleasure to work with Mike Law and his group to make this reunion a success.

Our efforts for the next few months will be at the Veterans Memorial Park, and the Vietnam section that is being built. It will house the UH-1 and AH-1 mounted on pedestals as the main attraction. There will be monuments and other displays, along with memorial bricks and plaques in that area. VHPAF is working with other veteran groups in the area raising funds, and hope to have this completed this year. Submitted by Jim Basta

Gary Harrell, President

## VIRGINIA CHAPTER

VA CHAPTER will have a meeting on September 10th. If you have contacted Ben Gay and have not received a reply, please re-contact him at [REDACTED] or [REDACTED] as there have been telephone and computer problems. Thanks.  
Ben Gay, President

## WASHINGTON STATE CHAPTER

We had a meeting on the 18th of June at the Olympia Airport, which also coincided with the Annual Olympic Air Show. The weather was low clouds, gray and wet, but the turnout was warm and friendly, as usual.

We have a major membership drive underway in the Chapter and by the end of this year we hope to have delivered Washington State Chapter introduction letters to all VHPA members and potential members within the state. To assist this effort, we have changed our Chapter logo to represent a wider view of our state.

Next on the agenda will be our annual participation in the Auburn Veterans Day Parade in November. As always, we look forward to the Pancake and Egg Breakfast sponsored by American Legion Post #178, Auburn, WA. The Auburn parade is the largest Veterans Parade this side of the Mississippi River. We will be towing a UH-1H supplied by the Olympic Flight Museum, Olympia, WA. We have a good showing of support every year and just like the rest of the participants in the parade (and parade management); we go forward rain or shine. Many old veterans stand from their wheelchairs when our flag and banner draped "Huey" rolls past with her old pilots escorting with hand held flags waving.

Stay in touch with our Chapter by visiting our website at [vhpawa.org](http://vhpawa.org). Submitted by Doug Decker

Mark Hansen, President

# VHPA CHAPTER ACTIVITIES

J.D. Lawson, President of the North Carolina Chapter of the VHPA sent us these photos of his Chapter's recent events saying "Three of the photos come from our participation last May in a parade in Thomasville, North Carolina's Memorial Day celebration. There's two photos of our chapter's OH-58 (S/N 16242), one shows the condition of the aircraft when we received it, the other shows the same aircraft as it appeared in the Parade. Last, the photo of the good looking young man in the left seat of our Huey was also taken in the same parade."

"The last photo is of one of the two static displays we also supported last May. The picture shows our aircraft sharing the field with our active duty brothers at a Boy's Scout event in Denton, North Carolina. We also provided an aircraft static display in support of the presentation of the Moving Wall when it visited Marion, North Carolina. The crowds at both events were quite large as you can see by the pictures"



Members of the Alamo Chapter of the VHPA participated in the town of Windcrest (a suburb of San Antonio), Texas 4th of July Parade and Celebration. Participants in our "float" included members of the Alamo Chapter of the VHPA, Alamo Chapter XV of the Special Forces Association and members of VFW Post 8541



The first photo shows everyone gathered around the banner of the Alamo Chapter of the VHPA, this is the same banner that decorated the side of the trailer many of us rode in for the Parade. The other photo shows the entire "float" we entered in the Parade. The "float" consisted of a rebuilt Army deuce-and-a-half truck complete with a half-ton trailer. The truck and trailer, nicknamed "The Chief" are owned by Alamo VHPA member's Mike Maloy and SFA member Bill Beall. They named their truck "The Chief" because both were once USA Army Chief Warrant Officers, Maloy in Aviation and Beall as a Physician Assistant. They restored the truck and trailer specifically for the purpose of using them in parades and other functions that honor the United States military personnel and its veterans, both living and dead.

Chuck Oualline, Alamo Chapter, VHPA  
E-Mail: [REDACTED]

## Members of the 192nd Assault Helicopter Company in Vietnam



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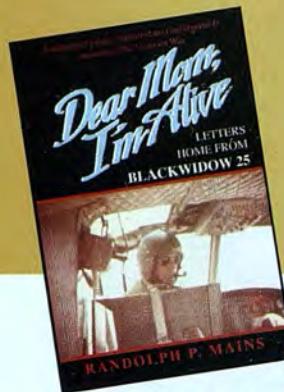
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# BOOK REVIEWS



*By VHPA  
Life member:  
JOHN PENNY*



## DEAR MOM, I'M ALIVE: LETTERS HOME FROM BLACKWIDOW 25

by VHPA member Randy Mains is a memoir of his service in Vietnam with C/101 AVN, 101st ABN

in 68-69. The story is presented through his letters home to mom during his tour. You remember, the "I'm alive" letters we all wrote. The letters are candid and make interesting reading on their own as he describes the dynamics within his unit, the unit leadership and the particular absurdities young aviators faced fighting that war. However, as we all know, many things were left unsaid in those letters.

His path to the cockpit of a Huey in RVN is a familiar tale. Raised in Southern California, attending college, and working as an airport baggage handler, he learned his draft board had reclassified him 1-A. He contemplated joining the Air Force as his father and step-father had done. Then his step-father showed him a brochure about the Warrant Officer Flight Training Program, and he went to see a recruiter. Sound familiar? His flight school experience includes the usual travails and the occasional pink slip. He still hears the oft repeated and resounding mantra voiced by his TAC officers: "Look around you, candidates, and look good, cuz one in three ain't coming back."

The narrative shares the trials of the FNG arriving in his combat helicopter unit and adjusting to its routines, rituals, and pecking order. The rite of passage of a newly minted "peter" pilot is well narrated. The C/101 was peppered with some familiar "characters:" the weapons hoarder, the guy who digs his own special bunker, and the guy who likes to "play" with his .38, much to the distress of his hooch mates. Mains is also very straight forward about those few pilots who were unsuited for their assignment; simply lacking the skills and courage needed to lead young pilots confronting the demands and inevitable losses of combat.

Mains is a skillful writer. His descriptions of the combat, the friendships, and the daily challenges for him and the C/101 pilots in 68-69 are particularly well done. Some of his letters written home are included and presented in context with the narrative, providing a very personal and thoughtful insight into his thinking at the time. Dear Mom, I'm Alive: Letters Home From Blackwidow 25 (\$20.00, 256 pages) by Randolph P. Mains, ISBN: 978-0380765683 is available in paperback from [randy-mains.com/contact.html](http://randy-mains.com/contact.html)

*Note: This is Mains second book and has also been optioned to be made into a movie. His first book, The Golden Hour, is a fictional account of his post RVN experiences as a medical pilot. I will review his third book, a memoir, Journey to the Golden Hour—My Path to the Most Dangerous Job in America: Flying a Medical Helicopter in the next edition.*

## NOTED WITH INTEREST

### *Fiction:*

Randolph Crew, author of A Killing Shadow, has just published One-way Mission: A Story of Love, War, and Helicopter Air-to-air Combat.

### *Memoirs pending review:*

John Boden, who served with VMO-6 in RVN has just published Klondike Playboy about his experiences as a Marine helicopter pilot.

Timothy Wilkerson who served with A/4 AVN, 4th INF has published Clear Left! Clear Right!, a memoir of his service.

Jack Heslin, "The Scribe," who served two tours in RVN has published Reflections From the Web, a book about the emails he has received on his web site: [thebattleofkontum.com](http://thebattleofkontum.com)

## SHARKS, DOLPHINS, ARABS, AND THE HIGH PRICED HELP

by VHPA member Martin "Marty" Heuer

with his late wife Rita Heuer is much more than a personal memoir of his tour of duty with the 174th AHC in 65-67. The reader travels along for a day to day history of the unit and its attached Transportation, Signal, and Medical Detachments (409th, 452nd, and 756th), including their deployment by sea, service in RVN and their answer to the in-country lack of entertainment.

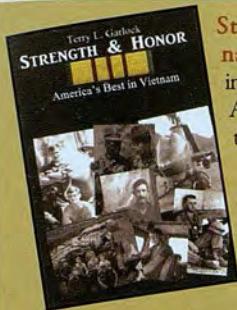
Graduating from class 58-8 (FW) and class 60-6Q from Camp Wolters, Heuer's 20 year career in the US Army covers the history of Army Aviation from post Korea days to the development of the organization that defined the "helicopter war." His early service involved a number of assignments including Panama and geodetic survey work in South America using fixed wing and helicopters. His assignment to Ft. Benning and the newly activated 174th with 52 aviators, in November 1965 set the stage for his first tour in RVN and he was soon preparing for the unit's deployment by sea. Curiously, 25 of these 52 aviators were majors.

Heuer's narrative of the journey of the 174th aboard the USNS Upshur (AKA "USNS Upchuck") to RVN is detailed, and often humorous. Arriving in Vietnam after their sometimes near mutinous voyage they soon found themselves at Lane AHP facing the challenges of setting up the entire unit's facilities from scratch and becoming combat effective.

A unique feature of this book is its inclusion of music in its portrayal of the history and documentation. Heuer notes that "nearly every aviation company that deployed to South East Asia in the early days of the war entertained themselves and others through the medium of music." The 174th formed their own group known as "The High Priced Help."

At first glance this book looks like "heavy reading." However, it is well written and flows smoothly in Heuer's personal style and contains many of his personal photographs and those contributed by others he served with. Heuer's research of the unit's history is enhanced by the large number of unit members who contributed their experiences to this book. This book preserves the legacy of the 174th and all who served in it.

*Sharks, Dolphins, Arabs, and The High Priced Help* (\$55.00 including S&H, hardback, 541 pages, with 765 photographs) by LTC Martin F. Heuer with Rita M. Prokash Heuer, ISBN: 9781450707879. This book is self-published. Contact [REDACTED]



**Strength & Honor: America's Best in Vietnam** by *VHPA member Terry L. Garlock* is an impressive collection of the stories of Vietnam veterans. A few years ago Garlock became angry hearing derogatory remarks about Vietnam vets. Determined to "counter the false stereotype" still held about Vietnam veterans, he brought together personal stories from a wide variety of veterans who served and sacrificed. This book is not just a simple compilation of stories written by others. Garlock conducted extensive interviews and assisted each veteran in telling their

story faithfully "in their own voice." He purposely chose veterans from all the services who were "ordinary people." However, these "ordinary people" were in fact often serving in extraordinary ways and the stories come from "grunts", a B-52 pilot, a LRP, Swift Boat officers, helicopter pilots, a medic, a crew chief, an Army nurse, and others who were there and provide a variety of perspectives. Each of the 24 stories in this book is followed by a "Post Card to America" from veterans describing their return to "the world" from an increasingly unpopular war where they were often met with anger, mistrust, and indifference. Many of these are hard to read and bring back a particular bitterness, which one veteran expressed as a "stab deep in my heart from my own countrymen."

Garlock has done a great job of keeping all the contributing voices alive along with preserving their legacy and those they served with. He has included a well thought out and supported chapter in the appendix entitled; "The Good, the Bad and the Ugly." Written as a response to media references to the Vietnam War in relation to current events, he discusses what he calls "the myths, half-truths and political agendas" of the Vietnam War. I highly recommend this book.

*Strength & Honor: America's Best in Vietnam* (\$27.00, 462 pages) by Terry L. Garlock, ISBN: 978-1602647152 is available directly from the author (signed books) at [www.garlock1.com](http://www.garlock1.com) or (not signed) from other book suppliers like Amazon, Barnes & Noble, etc.



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# VHPA'ers in the News

## Iowa US Congressman, and VHPA Member Leonard Boswell and his grandson thwart a home invasion.....



A home invasion at Rep. Leonard Boswell's Iowa farm ended when his 22-year-old grandson fetched a shotgun and aimed it at the intruder, according to a statement from the congressman's office. No one was seriously injured.

The incident started about 10:45 p.m. on Saturday, July 11, 2011 when

an armed man came in through the front door, attacked Boswell's daughter, Cindy Brown, and demanded money, the statement said. Boswell, 77, heard his daughter's screams, came into the entryway and attempted to disarm the intruder. As they struggled, Boswell's grandson, Mitchell Brown, got a shotgun from another room. When he pointed the shotgun at the intruder, the man fled into the fields around the house outside Lamy, Iowa.

Boswell's wife, Dody Boswell, 75, also was home during the attack. His spokesman Grant Woodard said the whole family is safe and unhurt, aside from some scrapes and bruises. The family is shaken up, but "they're dealing with it pretty well," Woodard said Sunday morning. He deferred other questions to the Decatur County Sheriff's Office, which is investigating along with the FBI and other agencies. Sheriff Herbert Muir wasn't available for comment Sunday morning.

Boswell, a Democrat, has represented Iowa's 3rd District for eight terms in Congress. He is expected to face a challenge next year from Republican Rep. Tom Latham, who is moving into the district to avoid running against Republi-

can Rep. Steve King after their territories were merged during once-per-decade redistricting that follows each census. Iowa is going from five to four congressional seats because its population growth hasn't kept pace with the rest of the nation. The new 3rd District will include Des Moines and 16 counties in southwest Iowa.

*Editor's Note: VHPA Member Leonard Boswell flew with the A/I Aviation in 1965-66, the 155th Assault Helicopter Company in 1966 and then with the 336th Assault Helicopter Company on his 2nd tour in Vietnam in 1968-1969. His call signs included Stagecoach 3 and Warrior 6.*

## SAVED BY DUSTOFF: CALL FOR PHOTOS AND STORIES!

Arrowhead Films seeks photos or short videos of veterans and civilians who have been airlifted by Army medical evacuation for possible use in a documentary film about the legacy of Army MEDEVAC "Dustoff" from the Vietnam War to the present.

If you or your loved one was medically evacuated by Dustoff and you would like to help illustrate the importance of this life-saving mission, please send us a photograph or short video that captures the life you have because Dustoff came (family photos are encouraged). Include your name, location, contact information and a short story about your experience.

*Submissions should be sent to: [sreese@arrowheadfilms.com](mailto:sreese@arrowheadfilms.com)*

For more information, visit [www.arrowheadfilms.com](http://www.arrowheadfilms.com) or Army Dustoff Legacy Film on Facebook.

Arrow Head Films plans to preview the documentary at our 2012 Reunion in New Orleans.

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## B Troop, 7/17 Cav re-flags to the ScalpHunter Troop from the Vietnam Days...

On 17 July 2011, at Kandahar Air Base, Afghanistan, a name change ceremony was conducted. Bravo Troop, 7th Squadron, 17th Cavalry Regiment changed from Blackjack Troop to ScalpHunter Troop. Below is the following text which was read at the ceremony:

"Be it known that Bravo Troop, 7th Squadron, 17th Cavalry Regiment hereby reflags from Blackjack Troop to ScalpHunter Troop. The troop has unanimously agreed to this change in name in order to reestablish the unit's historic lineage which began in the jungles of Vietnam and has continued in the deserts of Iraq, and the mountains of Afghanistan. This change further distinguishes Scalp Hunter Troop from the other fine troops of the United States Cavalry as uniquely superior in its legacy of excellence. The undersigned Soldiers, Noncommissioned Officers, Warrant Officers, and Officers of the Troop endorse and

support this reflagging and look forward to Scalp Hunter Troop continuing the proud history of the Cavalry." A new troop command post sign was hung welcoming all to Scalp Hunter Operations.

It gives our younger generation great pleasure in carrying on the traditions and legacy which the original Cavalry troopers of Bravo Troop started back in Vietnam. ScalpHunter Troop still has several more months on our deployment, and I would like to send periodic e-mail text and photo updates to anyone interested in following our Troop in action.

Eyes with teeth!

*CW2 Mike J. Hodges, ScalpHunter14  
Aviation Life Support Equipment Officer  
B Troop, 7-17th U.S. Air Cavalry  
Kandahar Air Base, Afghanistan*

E-Mail: [REDACTED]





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## Museum Announces Opening of “Tropic Lightning” Exhibit

**FOR IMMEDIATE RELEASE**  
Contact: The Museum  
Phone Number: [REDACTED]  
Email: [REDACTED]



Public invited to view new exhibition of 26 paintings & photographs

**Mineral Wells, Texas - July 11, 2011** – The Art exhibition “Tropic Lightning” is open at the Visitor Center of The National Vietnam War Museum through September 17, 2011. The exhibit is currently on display every day and admission to the exhibit is free, donations to support the exhibit or the museum are always welcome. The exhibition features 12 paintings by Jim Nelson and 14 photographs by Dave DeMauro that reflect their experiences and memories of Vietnam. Jim’s work was primarily produced after his return while Dave’s photographs were taken during his tour.

The centerpiece of Jim’s exhibit is the painting, “Battle of Fire Support Base Burt (Suoi Cut)” that Jim painted while in Vietnam. “Battle” portrays a January 1, 1968 attack that cost the lives of six and wounded another sixteen of his twenty-nine member platoon, an encounter this artist recalls in great detail. Jim has donated this 5’ x 10’ oil on canvas piece to the museum. A second of his works, “The Regulars,” has also been donated to the museum by Bob Ownes of Nacogdoches, Texas.

DeMauro was a combat photographer with the 3/22nd Infantry Battalion, part of the 25th Infantry Division. Nelson served with the 2/22nd Infantry Battalion, Mechanized, when he first arrived in Vietnam. Both were required to serve as infantryman before being recommended for the jobs they would later hold. Consequently, each spent time on the battlefield before establishing himself as an artist. A word of caution to our veterans, especially those recently returned, the art contains realistic depictions of real soldiers in actual combat situations.

The National Vietnam War Museum is a 501(c)(3) nonprofit corporation that was founded in 1998 to tell the unbiased stories of the more than 5,000,000 servicemen and servicewomen who served there, the civilian contractors who supported their efforts, the Vietnamese people, their culture and history, and those on the home front, both supporters and those in opposition to the war. The museum is located on 12 acres at 12685 Mineral Wells Highway, Weatherford, TX, about a mile east of Mineral Wells and about 15 miles west of Weatherford on Highway 180.

More information about the museum is available on the website at :

[www.NationalVNWarMuseum.org](http://www.NationalVNWarMuseum.org)

or on Facebook at:

[www.facebook.com/pages/National-Vietnam-War-Museum/118735428875](http://www.facebook.com/pages/National-Vietnam-War-Museum/118735428875)

