

Zipperer, Frank E. CLASS 63-8 64-65 118 AHC 68-69 B/9 AVN 9 INF Photographer & Web designer Zipsir, Lawrence M. DAT Zirkle, John J. DAT Zirkle, Robert S. DAT Zirschky, Leland G. # CLASS 68-517/68-31 Zitnick, Steve M. CLASS 69-16/69-5 69-70 A/71 CAV 69-70 164 CAG Director, Human Resources Zitnik, Robert J. DAT Zito, Alvin H. # CLASS 72-28 Zohenica, Peter M. # SERVICE USMC Zody, Jack E. DAT Zoegner, Heinz H. # 76522-5018	Zong, Theodore M. # CLASS 70-1/69-49 Zontleman, Mike W. CLASS 67-501/67-23 68-69 61 AHC 71-72 205 AVN Pilot Zolezzi, Michael A. # CLASS 70-32 Zoller Jr, Geza J. # CLASS 71-21 Zollers, David "Z" W. CLASS 67-17 68 147 ASHC 68-69 A/159 AVN 101 ABN Farmer/Truck Driver Zollo, Robert A. # Zolman, Gary "Boss" A. CLASS 67-22 68-69 B/229 AVN 1 CAV 70-71 20 ENG BDE Retired Civil Service Zook James "Jim" K. # CLASS 66-21	Zook Jr, William E. # CLASS 71-20 Zorner, Steven J. CLASS 68-9/68-11 68-69 D/3/4 CAV 70-71 180 ASHC Branch Manager Zorn, Burl A. # Zschirnt, J. Walter # CLASS 68-503/68-1 1 INF Zube, Daniel E. DAT Zuber, Gary D. # CLASS 70-11/70-7 Zuber, Thomas P. # CLASS 72-9 Zuccaro, Matt S. CLASS 69-13 69-70 HHT/7/17 CAV President, Zuccaro Aviation Zucchelli Jr, William P. # CLASS 63-2WT	Zucco, Anthony Joseph CLASS 67-7 67-68 134 AHC Retired Zuch, Harold A. # SERVICE USMC Zuck, Walter S. # SERVICE USMC Zuehlke, Dennis W. # CLASS 70-32 Zuehlke, Lawrence D. # CLASS 69-26 Zuehlsdorf, John William KIA Zugschwert, John Z. F. Middleburg, VA 20116 CLASS 60-6Q/68-17 67 269 CAB Farmer Zuk, Anthony J. # CLASS 71-43 Zuk, Thomas D. # CLASS 67-12	Zulberti, Alan J. # CLASS 69-9 69-70 205 ASHC Real Estate Zumar, Anthony P. # CLASS 69-49 Zumbro, Harold D. DAT Zumwall, James W. # Zuniga, German # SERVICE USMC Zupan, Terry M. DAT Zupancic, David P. # CLASS 70-10 Zupke, Thomas S. # SERVICE USMC Zurawik, Richard I. # CLASS 68-510 Zurd, John J. # CLASS 70-39 Zutter, Walter E. # CLASS 68-509/68-11	Zujeva, George CLASS 68-505/68-3 68-69 237 MED DET Zwaagstra, Bert J. DAT Zyar, Donald R. # CLASS 69-29/69-27 Zwarycz, Gregory DAT Zwerg, Ralph F. DAT Zwink, Robert R. CLASS 68-21/68-35 69-70 118 AHC 73 AIR AMERICA VIETNAM 73 ICCS Pilot Zygowicz, Alan J. "Zygo" SERVICE USMC Trained (USA) 70-42 Div Chief, Fed Law Enl Tm Ctr Zylka, John F. CLASS 70-2 70 121 AHC 70-71 335 AHC Zynda, Gerald L. # Zysk, Edmund C. # CLASS 70-10
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SECTION II - Honorary Members

Terrie B Clark-DeDecker

Julie B. Kink

Terrie, the former wife of VHPA Founder, Larry Clark, was a key person in the conception of the VHPA. Julie, "little sister" of KIA WO1 David R. Kink, has supported the VHPA and the VHFCN by assisting family members of helicopter crewmen and pilots who were casualties of the Vietnam War.

SECTION III – Lam Son 719, January-March 1971: A Baptism by Fire for Modern Army Aviation by Dr. Jim Williams, Aviation Branch Historian 20 March 2000 (Edited for Army Flier)

Compiling experiences, papers, maps, and pictures since the 1994 VHPA Lam Son 719 directory, has lead to the conclusion to let those who survived tell the story. In 1997, I met the Army Aviation Branch Historian, Dr Jim Williams and gave him copies of all data, video, audio and pictures I had collected over the years. He became an expert on Lam Son 719 and wrote the following for Ft Rucker newspaper, the Army Flier in 2000. Mike Sloniker, VHPA Historian, August 2007.

In keeping with the traditions set by past VHPA Directories, the Directory Committee presents a few pages to support the theme of this edition – Law Son 719, January-March 1971. Due to page limit considerations, only a small portion of this history material is printed in this issue. For more, go to the membership directory web site on <http://www.vhpa.org>

Lam Son 719, January-March 1971: A Baptism by Fire for Modern Army Aviation

By Dr. Jim Williams, Aviation Branch Historian

Thirty years ago, the U.S. Army was nearing the end of an invasion of Laos, called Operation Dewey Canyon II by the U.S. forces and Lam Son 719 by the US allies - soldiers and Marines of the Republic of Vietnam. Lam Son 719, as most people refer to it, was a major milestone in developing Army Aviation. The operation began with a

buildup in January and lasted formally into early April, although the bulk of the operation ended by March 20. During Lam Son 719 approximately 650 Army helicopters transported troops into Laos, gave them covering fire and evacuated casualties. Several things remain with us today from that operation. One thing is veterans and their memories. There are many memories that are of great bravery and commitment to the mission and fellow soldiers that would be extraordinary in some times but, because of the demands of the moment, was routine. Another is an almost completely reshaped doctrine, training and Aviation systems. Last but certainly not least, is the tradition of adherence to the Army values, coupled with the central focus of support to the soldier on the ground that gives meaning to the Branch motto, 'Above the Best.'

As with many of the major events in Army Aviation history, many of

those who participated are still among us. Almost all of them carry memories and lessons drawn from often-bitter experience. In many cases, veterans of Lam Son 719 are still actively using their experience to prepare Aviation soldiers for the future they may have to face in combat one day. What particularly distinguished Lam Son 719 from prior experiences for Army aviators was the wholesale, very personal and repeated encounter with very dense, highly-integrated air defenses. Not since the US Air Force split off as a separate service in 1947 had Army aviators had that kind of experience. The experience was doubly impressive to many of those who went through it because they had been flying relatively routine missions within Vietnam under radically different conditions of enemy, terrain, climate, and availability of logistical support. To try to preserve the element of surprise, planning information was tightly restricted. At the company level, usually only the commander and the operations officer even knew where they were going before the operation began, let alone what the overall mission and other factors were. Among those briefed in the planning phase, the reaction to the intelligence estimates of enemy troop strength drew a measure of disbelief. Among those was Colonel Richard M. Johnson, who only recently retired as the Directorate of Evaluation and Standardization after serving as Commandant of the Warrant Officer Career Center. At the beginning of Lam Son 719, then-23-year-old Capt. Johnson, operations officer of the 173rd Assault Helicopter Company Robin Hoods, simply could not take seriously an estimated 36,000 North Vietnamese Army air defenders alone. Only after crossing the Laotian border and encountering flak that looked like what he had seen in old World War II movies of bombers flying over Europe, did Johnson say to himself, "So this is what war is really like." For Johnson and all others, the reality of war impressed itself ever more strongly through the remaining days of the operation. It remains vivid to many yet today. The difficulty and brutality of the early days made almost everyone look forward to the extraction of the Republic of Vietnam troops to end the operation. They had no idea that the extractions would be even worse than the insertions.

From the very first day, conditions called for intense commitment and sometimes-extreme measures-including deliberate self-sacrifice. Stories of heroism are abundant. There were difficult moments when some aviators, confronting the grimmest realities of their profession, balked at returning to Laos for a second day. A very few simply refused, had their wings taken away from them, and were quickly sent away. A very few, while not refusing to fly their missions, flinched and became combat-ineffective. All the rest carried on, doing the job as required, because they realized that, if they failed to take their turn, everyone else in the unit would have to make that many more trips. Loyalty to each other and the mission kept people going back. The brotherhood of soldiers in combat made many risk and sometimes suffer serious injury and death to help one another. On 18 February 1971 Chief Warrant Officer Gary Green, A Troop, 2nd Squadron, 17th Cavalry Regiment, 101st Airborne Division (101AB), saved the lives of two helicopter crewmen when their gunship was shot down on an armed reconnaissance mission over Laos. Green landed his AH-1 Cobra in the midst of heavy ground fire, ran to the downed helicopter, and pulled out the two wounded soldiers. After placing them on his Cobra's rocket pods, Green opened fire at North Vietnamese Army (NVA) soldiers who had advanced to within 15 meters of his helicopter. For his actions, Green received the Distinguished Service Cross (DSC). Others were less lucky. One was Chief Warrant Officer (CWO) Harold Smith, a UH-1 Iroquois ["Huey"] pilot in the A Company, 158th Aviation Battalion,

Ghost Riders. On 19 March, taking direction from a command and control (C2) aircraft above, Smith jockeyed his aircraft over a hover hole trying to rescue the crew of a Huey gunship that had been shot down earlier. Instead of the downed crew, the hover hole contained a .51 caliber NVA antiaircraft gun. A round came up through Smith's seat and spine, and out his shoulder. Someone yelled, "Someone help Mr. Smith," and the copilot recovered the badly-damaged aircraft enough to get about a mile away before crashing. True to form, other Army aircrews came in to rescue Smith and his crew. Today, Harold Smith looks back with pride on serving his country and his fellow soldiers, even as he spends his days in a wheel chair. Some paid the ultimate price. On 18 March, "Music One Six" was leading an attack helicopter section from D Company, 101st Aviation Battalion, helping extract the 88 survivors of the 420-man 4/1 Battalion of the 1st Infantry Division, Army of the Republic of Vietnam (ARVN). The survivors--61 of them wounded and nearly all out of ammunition--were surrounded in a bomb crater near the Xe Pon River. Enemy loudspeakers called for the survivors to surrender. To prevent the enemy from overrunning the 4/1's final positions, the US Air Force ran 68 air strikes. The AH-1 Cobras repeatedly refueled, rearmed, returned, and expended their ammunition on the enemy. The last smoke grenade to mark the friendly position was long gone. Dust and debris completely obscured the site from the air when the rescue lift ships, led by Capt. Richard Johnson, arrived. "Music One Six" knew exactly where the survivors were. With all ammunition gone and certain that all enemy guns would concentrate on his gunship, "Music One Six" called Johnson to follow him onto the friendlies. On final approach, intense fire set the Cobra ablaze and knocked out its hydraulics. "Music One Six" calmly gave a final vector to the surviving ARVNs and said, "I'm going to try to make it to the river." As his gunship turned toward the river and went down, he called, "Give my love to my wife and family." The helicopter crashed and exploded. Everyone knew they had witnessed an act of unparalleled courage and devotion to duty--but nobody even knew the name of "Music One Six". There was no time for reflection. Johnson dropped into the debris. Twenty-four survivors scrambled into or clung onto his Huey. He landed back in Vietnam with 21 ARVN soldiers onboard--having kicked three off in flight to keep the aircraft from crashing. On 18 July 1990 "Music One Six"--Captain Keith Brandt (Native American, age 31 at death)--and his copilot, First Lieutenant Alan Boffman (black, age 24 at death), landed at Travis AFB enroute home to Arlington Cemetery.

Lam Son 719 reshaped Army aviation, its doctrine, training and materiel. Even before the operation formally ended, people were analyzing the lessons. On one hand, the ability to insert, support, and extract the Republic of Vietnam (RVN) forces under the extremely difficult conditions confirmed the concept of air assault/airmobility. As a number of pioneers of Army Aviation had said following World War II, the helicopter meant there would never again be 'a bridge too far'--referring to the disastrous experience of airborne forces parachuted behind German lines in 1944 only to be trapped and almost crushed when the relieving ground forces failed to break through. On the other hand, the experience of 'mid-intensity conflict'--resembling what might occur on the battlefields of Central Europe if the Soviet bloc attacked the West--caused almost immediate realization that Aviation had to change. To be visible to the enemy was to die. A whole new set of tactics arose that emphasized low-level flying to use the terrain for cover and concealment. If low-level flight hugging the terrain was good, low level at night was even better. Out of these adjustments came a new

generation of aircraft, designed to operate in these harsher conditions and with greater survivability--AH-64 Apache and UH-60 Blackhawk. To meet the special needs of airmen at night, a separate system of night vision goggles (NVG) developed. Training changed to emphasize the necessary skills. The first real test of these changes came in Operation Just Cause, Panama, in 1989. The results led Chief of Staff of the Army Carl E. Vuono to proclaim, 'We own the night.' During the 20th anniversary of Lam Son 719 Army Aviation showed that again with much more media recognition during Operation Desert Shield/Desert Storm (ODS).

Today's Army Aviation soldiers carry on the tradition of those who flew and fought in Lam Son 719. For the most part, today's soldiers are unaware that the doctrine, training and material that will let them fight, win, and survive exists in large part because of the bitter experiences in those first few months of 1971. As with "Music One Six," we may not even know the names, but we should surely recognize that we have witnessed and benefited from greatness.

Comments by Mike Sloniker: In 2004, I was approached by Discovery Wings channel for background on Lam Son 719. I suggested they use one company as an example of that time and use the veterans. They did so, picked the 48th AHC because so many were living around Ft Rucker Alabama and the Army Aviation Museum. The documentary was on the History Channel in 2005.

In the late 90's I came across one of the clearest recollections of what it was like to fly day in and day out in a high intensity AAA threat, not knowing where you were going until the last minute, and at the same time handling your emotions with every ounce of professionalism you possessed. The Blue Stars and Joker guns of the 48th AHC were just one of many companies that participated in LS 719. They have done a lot to stick together since then. I offer "Oggy" Ogburn's recollections while in the, Blue Stars:

"At Dong Ha waiting, the part between dark and the next dawn and all that entailed, was definitely to me, the hardest thing to endure I've ever experienced. By the time we would land and de-brief, do all the other stuff, I would lie in my tent and try anything to think about anything other than the next dawn and day. The more I tried to deflect the terrors chasing around inside my head, the more I found it an impossible task. And of course, that would breed more of the same. By wake-up, I would be outwardly 'normal', and inside nearly catatonic. I tried and apparently succeeded in hiding all this from my crew and the other's, but it was still inside me like some nightmare induced phantasm that my waking had always vanquished every time before. But I was awake for this each night and following dawn, and nothing could save me from the voracious thing eating me from my insides out. The only relief/escape I knew was to just keep on doing it. Flying. Which again, of course, through each day's events, fed the monster lying inside me, resting the rest I could never enjoy, so it could again begin it's devouring of my mind and soul, maybe even my sanity, right where it had left off when I had launched that A.M.

The cycle never broken, the beast never satisfied.

I have asked all my guys how they managed to do it - to do the missions without it bothering them. And I explained pretty much what I just did above, and in the letter. Most of them then, and still just sort of wave it off and say what I'd expect, the usual, typical. But a few of them I was closest to, including Joe Marshall and particularly Ed Bilbrey, saw

perhaps I wasn't making just small talk, it was more than that. Sweet Ed I remember told me as seriously as I had just been, asking him the question, "Oggy, if you're scared, nobody, I mean nobody sees it. All the other's hustle to follow you to the line after briefing. I've heard some of them (from the Gun revelments) and swear to God, they're wondering how you do it everyday! They try to stay back a little 'cause some have to throw-up on the way. Everybody's spooked man, but you're not scared . . .", then he grinned and repeated the Wolters TAC litany, ". . .you just think you're scared."

Ed's reassurance's notwithstanding, his explanations did little to make a difference in my everyday (and night). I've heard the same story then and since and still remain less than convinced, but understand and appreciate my mate's encouragements always. Maybe now after thirty + years have passed, the part about everyone being in their own version of the same condition makes sense, and my retrospective reviews have semi-convinced me I may have somehow enlarged and belatedly enabled my beast to be more than it was.

But still sometimes, when I'm just reading, or watching TV, or even driving a distance somewhere, I find myself (mentally) with my head down, waiting. Not really, but in my mind. I can smell the fabric of the seats. I can see the breath condensation on the red glowing gauges in the darkness of the cockpit. I can hear four revetments over in the silence, an anti-collision light switched on to test, then switched off again to save the battery. I can feel the absolute non-movement of my right seat and crew, all of us studies in stone.

Waiting for the light.

Waiting to crank.

Waiting to fly.

And I never can pinpoint when this begins. Last I remember I was doing whatever I was doing and now I'm coming out of it. I don't think this lasts but less than a half minute, but how can I know? It's never terrible or 'flashbacky' whatever that's like. Never had 'em. I've never been hypnotized but I imagine that is what this is like. I guess. And most importantly it doesn't really bother me or cause me problems any more than a benign daydream might.

I have probably worn myself out about it all and am so permanently wired that way, the rest of me hasn't found the off/exit switch yet.

I hadn't intended to bore you so long with this but your snag on the basic theme of it snagged me and voila! I doubt my life has been any different + or - than any body else's. I've done a career in the Fire Service, been married, had kids, done all that. And since the heart swap a year ago, am probably looking at a good 20 or more yet to come. I got no complaints and would do it all again in a NY minute, head down, eyes shut and all.

An uncle of mine, a WW2 submariner, just 17 years old when he lied his way in the Navy in '42, told me back in '68 after hearing I had joined up to fly and fight, something I have never been far from since. He said that I had made a choice that would always keep me company. He explained that things would happen that seemed small, and things would happen that seemed much bigger. And the funny part was (he wasn't laughing) they would all change places many times over as I lived my life. None of it would be bad, or good, it would just be. That with my decision, I would change my life forever in every way, and though I could never know about "the road less taken," I would always know I had made the right choice and been and done things no one else except my

comrades in arms could understand. In essence, I was getting a bigger, thicker life than I ever could possibly have if I had done it all some other, lesser way. If I had never gone there, done that. I never doubted what he said and it has been true and more, so often, so long now that of all the many times I figured I had gotten to the place he spoke of, it all swapped places and it got thicker and fuller. So in the last few years now I am finally arriving at the place he mentioned. But like my eyes closed dream travel, it has become so much part of me and who I am, I am ready for it all to be somehow different but the same tomorrow, or the day after that. He was right about it all though. Thicker, fuller, more. A special kinship and bonding only those that have seen the elephant can even begin to understand.

Hope what you were looking for is somewhere here or in the. Or maybe you just should put your head down and shut your eyes. Works for me. Oggy

Narrative of the Joker 06 Story

By Stephen T. Knowles, Joker 98, 48 AHC '70-'71

This is a story that needed to be told many years ago...twenty-eight years, ten months, and 24 days to be precise. This is difficult to pen because, I believe, this story will be used as a testimonial in the history in the lives of some fine men...members of an Assault Helicopter Company in Vietnam and of a particular platoon of men who took it upon themselves to try to accomplish their mission while protecting others before themselves. These men were members of the Joker Gun Platoon of the 48th Assault Helicopter Company (AHC.) This story is also difficult to write because this "final history" is designed to honor these men at a time when they have recently been recovered from their crash-site and are about to be interred at Arlington National Cemetery.

This story is also about a time in the history of the development of helicopter warfare...a story centered around South Vietnam, but actually focuses on our projection of forces into Laos to sever North Vietnamese lines of communication. Many people in the US, at that time, did not want to interrupt their busy lives to make themselves aware that the

United States invaded Laos to achieve a military objective near Tchepone, a village approximately 30 kilometers West of the Vietnamese border and near the North Vietnamese main supply route into South Vietnam. At 0830 hours on February 8, 1971, helicopter units of the 101st Airborne Division and the 1st Aviation Brigade's 223rd Combat Aviation Battalion flew across the Laotian border from a forward operating base at Khe Sanh to insert ARVN troops to cut this supply route. The operation was called Lam Son 719, or the American version, Dewey Canyon II. This three month military operation ultimately was to prove the value of helicopters in modern warfare and the relatively new concept of Helicopter Air Mobility in mid- to high-threat anti-aircraft environments.

The mission was to be accomplished by employing Army of the Republic of Vietnam (ARVN) ground troops with US aviation assets. In support of the ground troops were US Air Force, Navy, Marine, and Army aircraft...their responsibility to prepare the area, protect by providing fire support, insert, move, resupply and recover South Vietnamese soldiers. Orders stated, "at no time were American soldiers to set foot on Laotian soil."

This "Joker" story takes place on 20 February 1971. The 48th AHC was tasked to resupply an ARVN unit at a distant outpost southwest of our normal area of operations, which was near the river and QL 9, a main supply route running east/west into Laos to Tchepone. Our intelligence briefing mentioned the normal air defense (AD) threat. We had gotten used to the normal threat briefings of .51 caliber, 23-MM, and 57-MM radar enhanced air defense weapons that were waiting for us across the border in Laos. The gun platoon was more concerned about the .51 caliber machine gun because we had had experience with them in Vietnam, and thought they posed our greatest threat. We had changed our flying tactics since we had moved north from II Corps (Military Region 2) and instead of flying high to reduce the small arms fire threat, we elected to take that risk and fly at tree-top level once we had been targeted by the radar equipped 57-MM weapons. We were absolutely

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U.S. Army Flight Training Class Index

This is important to remember - if you were trained by the U.S. Army but your VHPA record does not contain a valid flight class code, you will not appear in this index. It is also important to remember that each VHPAer can have up to two flight class codes. For the majority, two are enough - one for the Primary Training (e.g. Ft. Wolters) or initial fixed wing training and one for the Advanced Training (e.g. Ft. Rucker or Hunter - Stewart) or a helicopter qualification course. For those who were in more than two flight classes, we use the two representing completion of basic and advanced training. Please report any corrections to VHPA Headquarters or Gary Roush at [REDACTED]

The order for Army trained pilots is flight class number and then alphabetical by last name and first initial. This index was built by extracting information from the VHPA Membership database for all living Vietnam Era pilots (without regard to membership status), all pilots in the VHPA KIA database, and all pilots in the VHPA DAT/DDT database (pilots who died training to go to Southeast Asia or who died after returning from service in Southeast Asia) and known to the VHPA as of this year's Directory cutoff date. Also DNV for those pilots who never went to Vietnam because of assignments elsewhere and have died. Naturally, the names in this index must be used with the full Members & Potential Members Roster section to retrieve the full address for a living Vietnam Era pilot.

Special provisions have been made for officers from other services (e.g. Marine Corps and Air Force) who were members of Army flight classes; they are listed in this index as well as the Branch of Service index to follow. A special note is added to each record to make this possible.

To make flight class lists as complete as possible, this index now contains over 31,000 entries including National Guard and foreign pilots trained by the Army but who never went to Vietnam. Please send additions or corrections to us. The following status codes are used in this index:

BNR - Body Not Recovered
KIA - Killed In Action
PRO - Potential VHPA Member

DAT - Died After Tour
LIF - Life Member of the VHPA
REG - General Member of the VHPA

DDT - Died During Training
DNV - Died, Not Vietnam
NOT - National Guard or Not Vietnam
FOR - Foreign pilot

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REG Williams, R R
42-J
PRO Bauer, K J

42-K
DAT Novosel, M J
43
DAT Bergeron, L E

REG Stuyvesant, W R
43-K
LIF Games, B R
43-PC

DAT Robison, P B
44-I
DAT Drummond, C H
45

DAT Maddox, W J
46
REG Silver, B S
REG Smith, J C

47-1
DAT Cranford, J
49
DAT Bergeron, L E

REG O'Hara, D
DAT Wright, B R
49-1
PRO Lester, L G

PRO Thiesse, J	KIA Trigalet, R	PRO Vangrowski, V	DAT Walsh, J	PRO Weir, G	PRO Willard, R	KIA Wright, D
REG Thiry, G	PRO Trinnud, W	PRO Vanhouten, F	PRO Walsh, S	PRO Weisel, R	REG Willeumier, R	PRO Wright, H
PRO Thomas, A	KIA Tripp, A	DAT Vanklooster, J	PRO Walsh, T	PRO Weiss, E	REG Williams, B	DAT Wright, J
DAT Thomas, E	PRO Trivett, M	PRO Vanleeuwen, N	PRO Wall, L	PRO Weiss, J	PRO Williams, D	PRO Wright, P
PRO Thomas, J	LIF Trope, J	PRO Vann, L	PRO Walter, W	PRO Weiss, M	REG Williams, D	REG Wright, R
PRO Thomas, L	PRO Trotter, C	PRO Vanous, F	PRO Walters, J	PRO Weiss, T	DAT Williams, F	DAT Wright, R
PRO Thomas, N	PRO Troutman, I	PRO Vanover, P	PRO Walters, T	PRO Weist, E	PRO Williams, G	PRO Wright, T
PRO Thomas, R	PRO Troyer, D	PRO Vanvoorhis, T	PRO Walton, P	PRO Welborn, C	PRO Williams, J	PRO Wright, W
PRO Thomason, J	PRO Troyer, P	PRO Vanwagenen, L	PRO Waltrip, S	PRO Welch, W	DAT Williams, J	PRO Wuethrich, J
PRO Thomason, T	PRO Trumpe, D	PRO Vanwinckel, K	PRO Walz, N	PRO Weldon, F	PRO Williams, L	PRO Wutkiewicz, S
PRO Thompson, C	DAT Trundy, R	PRO Vanzwaluwenbur	PRO Waniata, R	REG Wells, A	PRO Williams, M	KIA Wyatt, C
PRO Thompson, D	PRO Trzesniowski, P	PRO Vasdas, R	PRO Ward, J	DAT Wells, J	REG Williams, P	PRO Wyatt, D
REG Thompson, J	PRO Tubbs, C	DAT Vasterling, A	DAT Ward, R	PRO Welsh, J	PRO Williams, R	DAT Wydner, C
PRO Thompson, J	REG Tubesing, G	DAT Vaughan, J	PRO Ward, S	PRO Welsh, P	PRO Williams, T	PRO Wyser, W
PRO Thompson, L	MEM Tucker, G	PRO Vaughan, S	PRO Ware, S	PRO Welsh, T	KIA Williams, T	PRO Wzorek, J
PRO Thompson, M	PRO Tucker, J	REG Veazey, D	PRO Warfield, W	PRO Welsh, R	PRO Williamson, D	PRO Yanke, R
PRO Thompson, R	PRO Tucker, S	PRO Vecchitto, W	PRO Warman, D	PRO Wert, R	PRO Willich, N	PRO Yanness, J
DAT Thompson, R	PRO Tuelli, H	PRO Venable, D	PRO Warner, J	DAT Wessell, J	PRO Willis, B	PRO Yaskovic, R
PRO Thompson, T	PRO Tuleya, R	DAT Verbanic, F	PRO Warner, R	PRO West, A	PRO Willis, C	PRO Yates, C
DAT Thome, D	PRO Tuner, J	PRO Verbaendse, M	PRO Warner, S	DAT West, F	PRO Wilman, R	PRO Yates, M
PRO Thrasher, L	PRO Tunnell, J	PRO Verbeck, A	PRO Warren, G	PRO West, R	DAT Willis, R	PRO Yeager, R
DAT Thuesen, R	KIA Tunney, M	REG Vergara, E	DAT Warren, G	PRO Westergren, G	PRO Wilman, R	PRO Yeend, R
REG Thuber, T	REG Turano, J	PRO Vermilyea, C	PRO Warren, R	PRO Westfall, R	PRO Wilson, D	PRO Yocom, D
PRO Tibbitts, J	PRO Turek, F	REG Vernier, D	DAT Warren, R	PRO Westling, W	DAT Wilson, D	PRO Yoder, R
PRO Tickle, D	PRO Turner, J	PRO Versaggi, J	PRO Warring, M	DAT Westmiller, P	REG Wilson, F	PRO Yohe, F
PRO Tierney, M	REG Turner, J	PRO Viano, P	PRO Warrington, W	PRO Wheeler, C	DAT Wilson, H	PRO Yon, D
PRO Tierney, T	PRO Turner, M	LIF Vickers, J	PRO Washam, F	PRO Wheeler, J	PRO Wilson, J	PRO York, D
PRO Tift, T	PRO Turner, P	PRO Vickery, W	PRO Washburn, J	PRO Whelan, W	PRO Wilson, P	PRO Yoshioka, B
DAT Tilly, R	PRO Turner, S	PRO Vielhauer, C	PRO Wasko, M	PRO Whigham, N	PRO Wilson, R	PRO Young, E
REG Timmerman, L	PRO Turner, T	PRO Viglione, J	PRO Wasson, L	PRO Whipple, C	PRO Wilson, S	PRO Young, G
PRO Timmons, H	PRO Turrel, R	REG Vignere, J	DAT Waterman, B	PRO Whipple, H	DAT Wilson, T	PRO Young, J
PRO Timmons, M	PRO Tweed, M	PRO Vilano, G	KIA Waterman, C	PRO Whitbeck, N	MEM Wimmier, C	PRO Young, K
PRO Tinsley, H	PRO Twigger, R	BNR Visconti, F	PRO Waters, R	PRO Whitcomb, J	PRO Winslow, W	REG Young, W
PRO Tippelt, J	DAT Tyc, J	PRO Vitosky, J	REG Waters, W	DAT White, B	PRO Winterheimer, J	PRO Youngquist, M
PRO Tisdale, D	PRO Tyler, R	DAT Vobora, G	PRO Watkins, D	PRO White, D	PRO Wirkus, F	PRO Yule, G
PRO Titterud, W	DAT Tyler, T	PRO Vogel, P	PRO Watkins, R	DAT White, B	PRO Wise, B	PRO Yung, C
PRO Tivnan, J	PRO Tynan, W	PRO Vogelsang, C	REG Watkins, T	LIF White, J	REG Wise, W	PRO Zabinski, D
REG Toben, T	PRO Tyndall, J	DAT Voneida, J	PRO Watry, D	PRO White, J	PRO Wisniewski, W	PRO Zales, W
PRO Todd, P	PRO Uhlenhake, D	KIA Voss, W	PRO Watson, C	PRO White, K	PRO Wistand, S	PRO Zaleski, A
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PRO Totcher, R	PRO Ulrich, G	PRO Waddell, B	PRO Watson, J	KIA Whitehead, C	PRO Wnek, R	LIF Zamora, H
PRO Toler, T	PRO Underwood, D	PRO Wade, K	DAT Watson, J	PRO Whitehouse, F	REG Woodyla, B	KIA Zamorski, G
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PRO Tomasko, A	PRO Underwood, P	PRO Wagner, J	PRO Watts, C	PRO Whitfield, H	PRO Wolter, M	PRO Zehms, R
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PRO Tompkins, R	KIA Uplinger, B	PRO Walden, R	DAT Waymire, L	PRO Whitlow, W	PRO Wood, M	REG Zeller, D
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PRO Touchlon, E	PRO Upshaw, R	PRO Walker, F	PRO Weaver, J	PRO Wiant, G	PRO Woodhead, J	PRO Ziborski, T
PRO Touzin, J	PRO Uphogrove, J	LIF Walker, H	PRO Webb, D	REG Wickersham, F	PRO Woodin, T	DAT Zilka, L
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PRO Traasdaht, E	DAT Usher, J	PRO Walker, W	REG Weber, J	PRO Wilcox, T	PRO Woody, L	PRO Zobenica, P
REG Trager, E	PRO Vacca, D	BNR Walker, W	DAT Weber, J	PRO Wiles, E	PRO Woolcott, T	PRO Zuch, H
REG Trainer, J	PRO Valdez, E	PRO Wall, T	PRO Webster, D	PRO Wiley, D	PRO Woolley, N	PRO Zuck, W
REG Traube, P	PRO Valentino, F	DAT Wallace, C	KIA Webster, D	PRO Wiley, J	DAT Woolzley, T	KIA Zuhlsdorf, J
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PRO Trefny, W	PRO Vandaveer, L	DAT Wallis, G	PRO Weeks, H	PRO Wilkins, R	DAT Worsack, M	
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PRO Trent, A	PRO Vanek, K	PRO Walsh, H	PRO Weigold, T	PRO Wilkinson, J	PRO Wray, R	
PRO Trescott, E	PRO Vangorder, J	PRO Walsh, J	PRO Weinberg, R	DAT Wilkison, B	PRO Wright, C	
PRO Treumiet, T			PRO Weinerth, S		DAT Wright, D	

shocked the first time those little black puffs of smoke from the 57s blossomed around our aircraft in flight, and memories of movies and books about bomber flights during World War II immediately came to mind. We realized then that we were up against a formidable and well-equipped foe.

The Joker gun platoon mission, this day, was to escort the 48th's troop carrying platoons of UH-1D and H model helicopters (called "slicks" because they were unarmed except for their M60 machine gun suppression weapons.) Normally the Joker teams would fly along side

of the slick formation and then try to sprint ahead approaching the vicinity of the landing zone. Then we would "prep" the landing zone (LZ) by reconnoitering, trying to draw fire from the area to locate any hostiles, and fire 2.75 inch rockets into it to dislodge any "bouncing Betty" mines. If the briefed LZ proved to be too "hot," we would recommend an alternate LZ to have the slicks discharge their load of troops or supplies.

What I remember about this particular resupply mission, in which Jon Reid, David May, Randy Johnson, and Robert Acalotto were lost, was....

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