



# The VHPA Newsletter

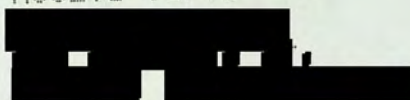
Vietnam Helicopter Pilots Association ®

August 1994 Vol. 12, No. 4



A Marine CH-46A is viewed from another "Sea Knight" near Da Nang. The aircraft belonged to HMM-164

M00296 02/95



## From the President

What an emotional night for me in Philadelphia when Phil Marshall presented me with The Cobra to mark the start of my presidency. As I said then, The Cobra belongs to all of you — I will merely be a caretaker.

Many of you made suggestions to me in Philly and I made a mountain of notes to myself. They all will be considered. Please feel free to contact me on any matter. The VHPA is your organization.

Along those lines, we soon will be sending you another survey questionnaire. Please take the time to fill it out and return it. In this way, we try to serve the needs and desires of all the membership. You then will have a voice even though you were unable to attend a reunion.

In the next year your Executive Council will be negoti-

ating a new management contract, looking for ways to entice new members, continuing to exercise fiscal responsibility, and hopefully expanding the list of chapters.

Let me take this opportunity to welcome the newest chapter to the VHPA, the Florida LZ Chapter. It is filled with enthusiasm and is a welcome addition. You guys from Florida have always been dedicated and now you could be the premier chapter in the VHPA.

Mardi Gras, the gauntlet is thrown. Where are you members from the "Heart of Dixie?"

Thanks to the North Carolina Chapter for the helicopters at Philly. I will not get over how many people really bought that line about flying the Loach into the lobby of the hotel.

Make your plans now for "Going to Kansas City." They got some crazy little women there, but I'm going to bring my own!

— **Kenny Bunn, 1994-95 President**

## VHPA chapters

### Arizona Chapter

Update requested.

### Ohio River LZ Chapter

Paul Cotter, President

[REDACTED]

### Great Lakes Chapter (Northeastern Illinois)

John Becker, President

[REDACTED]

Bruce Rodewald, Vice President

[REDACTED]

### North Carolina Chapter

Gary Kimbrell, President

[REDACTED]

### New England Chapter

Update requested.

### Mardi Gras Chapter

Don Hunt, President

Lee Overstreet, Vice President

New Orleans, LA

### Florida LZ Chapter

Barry Speare, President

[REDACTED]

## Seeking

I am seeking any members of the 4/77th ARA, 101st Airborne Division who might have been in country in April 1968 and knew James A. Brown II.

He was called Jimmie or "Brownie" by his friends, and was killed after only 33 days in Vietnam. He was based at Camp Eagle near Phu Bai.

He graduated from flight school in WORWAC Class 68-513 and may have transferred from another class.

**Greg Hemmings**

[REDACTED]

I'm trying to locate a former Vietnam buddy of mine named Maj. John H. Stanford, who served with the 56th Transportation Company, 756th Transportation Battalion, as company commander.

We were at Long Than together from January 1970 through July 1970. Our battalion headquarters was in Vung Tau.

When John DEROS'ed, he was assigned to the Pentagon, Transportation Corps assignments.

**Garrett "Gary" O. Lewis**

**Route 1, B63W**

**Fort White, FL 32038**

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## Boxing champs visit with pilots

Yes, you were right!

That was former heavyweight boxing champion of the world Smokin' Joe Frazier who came in late during our Thursday night cocktail party and sat in the back during the VHPA Reunion in Philadelphia.

After attending a benefit dinner for the Muhammad Ali Foundation at our headquarters hotel, Frazier happened to hear our band and wandered in for the music. He was kind enough to sit for the next two hours, signing autographs and telling boxing stories.

He also was full of praise for the VHPA and the role helicopter pilots played during the Vietnam War.

Earlier that night, the guest of honor at the foundation benefit dinner, former world heavyweight boxing champ Muhammad Ali, saw a group of VHPA members and their families as he was leaving the Wyndham Franklin Plaza Hotel.

Apparently focusing in on Cav hats worn by two of the pilots, Ali made a point of shaking the hands of every person in the group and visiting briefly.

— Kenny Bunn, Jack Swickard

## VHPA briefs

### VHPA Calendar to expand

The Executive Council has authorized production of the 1995 VHPA Calendar. Some 5,000 copies will be printed and mailed on or before Dec. 1.

Anyone can buy a copy for \$7 each, plus \$3 for postage and handling per order. The 1995 Calendar will retain the same format as the 1994 edition, but will have new photos and a different set of historical notes.

The Executive Council hopes that by reducing the price to \$10 (vs. \$17.50 last year), almost everyone will order at least one.

Only 500 copies of the 1994 Calendar were printed. This was the VHPA's first attempt to produce a calendar with very high quality, Vietnam-era photos. The 500 copies quickly sold out and generated many favorable comments.

If you know of a commercial establishment (e.g. a book or catalog store) that might be interested in vending the VHPA Calendar, please pass this information on to VHPA Headquarters. (Use the order form on Page 4.)

### Volume 2 directory planned

The Executive Council has authorized the continued production of the Historical Reference Directory. Volume 2 will be printed in March 1995 and mailed to those who order it in April.

Volume 2 will feature additional detailed unit histories, the second half of the Army Flight Class database, and the 1966-67 extract from the Incident database. Units can still submit unit histories to be included in Volume 2.

The 350-page Volume 1 features nine unit histories, the first half of the Army Flight Class database, the Radio Call Signs database, and the 1961-65 extract from the Incident database. Anyone can order a copy of Volume 1 or Volume 2 from VHPA Headquarters for \$15 plus \$5 postage and handling. (Use the order form on Page 4.)

### Directory cutoff Aug. 19

The VHPA Directory Committee reports this year's Directory cutoff date is Aug. 19. This means all updates to the VHPA Membership database made on or before the 19th will appear in the 1994 Membership Directory.

It also means anyone who joins the VHPA after this date *will not receive* the 1994 Directory as part of their dues.

The Membership Directory is scheduled to go to the post office in early October and should arrive in members' hand about mid-October. Only members who are current in their dues through August 1994 will receive the 1994 Membership Directory.

A Researcher's Edition also will be produced for individuals and organizations who cannot receive the Membership Directory. It does not include VHPA members' addresses. The Researcher's Edition can be purchased for \$14. (Use the order form on Page 4.)

# Pilot finds pals at first reunion

I have avoided attending VHPA reunions in the past — not because of any particularly bad memories or trauma suffered during two tours in Vietnam, but because I was afraid of spending a lot of money on a trip and not meeting anyone I knew. However, since this year's reunion was only a four-hour drive away, I overcame my reluctance and went to Philadelphia, but I told my wife if I didn't meet anyone I knew, I'd never attend another reunion.

After we arrived at the hotel and checked into our room, we went down to the public areas of the hotel and waited for someone to walk by that I could recognize. We waited and waited (must have been 10 minutes at least) before running into Harry Nelson and Bert Stainton (fellow IPs at Rucker during the 1970s). Then the floodgates opened. By the end of the reunion, I had met 15 guys from my past.

From Woodie McFarlin, whom I first met when we were second lieutenants at Fort Knox (and neither of us rated) to Angelo Spelios, whom I saw as recently as 14 years ago, guys kept stepping back into my life. There was Jim Wolfe and Dan Bresnahan from flight school, Vernon Stinson who took me under his wing in my first aviation assignment at Fort Bragg, Dave McAdams from my last tour in 'Nam, and 10 guys I flew with or knew during my 10 years as an IP at Fort Rucker.

During my first tour in Vietnam, I was in an armored cav troop in the 1/10th Cav of the 4th Infantry Division. After seven months as a platoon leader in the field, I became XO and moved into the division base camp at Camp Enari, near Pleiku. In the evenings I would go to the Officer's Club which was almost exclusively frequented by aviators of Delta Troop, 1/10th. Although I received a lot of abuse for being a "non-rated dawg," I was eventually accepted (read "tolerated") and enjoyed listening to the flying stories.

A Cobra pilot, Capt. Bill "Spider" Miller, took this wannabe young first lieutenant under his wing and we became fast friends. He would occasionally take me for flights in a Cobra and try to show me what all those little chocks were for. Bill left Vietnam in January 1970. I went back to the bush as an infantry platoon leader for three months and then left Vietnam in early April.

Having been inspired by Bill, I applied and was accepted to attend flight school. I never heard from him again. Even though I would occasionally run into pilots I had known with the 1/10th, no one had heard from Bill or knew where he was. After about 15 years of looking for him, I finally gave up. He was not even on my list of guys to look for at the reunion.

At the dance on Saturday night, I looked up and there he was. I would have known him anywhere — same laughing eyes, white hair just as thin as it was then, and a jauntiness in his walk that only Cobra pilots have. But my biggest thrill was that after I gave him my name, he remembered me and all the good times we had together. If I had met no one else that I had known before but Bill, the

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## VHPA Product Order Form

**MAIL FORM TO:** VHPA  
7 W. Seventh St.  
Suite 1990  
Cincinnati, OH 45202

**FAX NUMBER FOR  
CREDIT CARD ORDERS:** (513) 721-5315

|                                                |                                  |       |
|------------------------------------------------|----------------------------------|-------|
| VHPA bumper stickers                           | \$1/each                         | _____ |
| Back VHPA Newsletters<br>(Complete sets only.) | \$20/set                         | _____ |
| 1992 VHPA Directory.<br>(7/17 Cav history)     | \$10/each                        | _____ |
| 1993 VHPA Directory<br>(Dustoff history)       | \$10/each                        | _____ |
| Vol. 1 Historical Reference<br>Directory       | \$15/each<br>(\$5 P&H per order) | _____ |
| Vol. 2 Historical Reference<br>Directory*      | \$15/each<br>(\$5 P&H per order) | _____ |
| Researcher's Edition<br>1994 Directory**       | \$14/each                        | _____ |
| 1995 VHPA Calendar***                          | \$7/each<br>(\$3 P&H per order)  | _____ |

**GRAND TOTAL** \_\_\_\_\_

\*Available in April 1995  
\*\*Available in October 1994  
\*\*\*Available in December 1994

### TO ORDER

Send check/money order or charge to your  
VISA, MasterCard or Discover card.

Name \_\_\_\_\_

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City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Credit card No. \_\_\_\_\_

Expiration date \_\_\_\_\_

Signature \_\_\_\_\_

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reunion would have been a tremendous success for me.

For those of you who have been urging me to attend a reunion, I thank you. You can rest easy: I will attend every one I can from now on. I cannot remember when I've ever laughed and cried so much in one weekend.

The one thing I've missed most since my retirement from flying in 1982 is a camaraderie we shared as aviators, but I'm thrilled to say it's still there. If you've never attended a reunion, make every effort to go. I promise you'll never regret it.

I am proud to belong to such a wonderful organization which exists for the sole purpose of bringing old friends together. No politics, no social agenda, no goals other than finding and reuniting as many Vietnam helicopter pilots as possible.

The Rev. John A. Plummer

## Distinguished Flying Cross Society being organized

If you or any of your members wish to be a part of the Distinguished Flying Cross Society, contact me. I am starting something that I feel is long overdue.



To become a member, all that is required is to have been awarded the Distinguished Flying Cross (DFC).

Starting this society will require a lot of preflight, but I feel it can get off the ground and be a successful organization; one that all members can be proud of.

Hopefully, this organization will be recognized throughout the world.

Please drop me a line if you have the qualification and wish to participate, or pass this along to someone else who may be interested.

Alexander D. Ciurczak  
U.S.A.F. (Retired), DFC

## Battalion designated an aviation regiment

It is with great pleasure that I inform many of you that your former unit has been redesignated the 229th Aviation Regiment and activated at Fort Bragg, NC.

We are an attack helicopter regiment assigned to the 18th Aviation Brigade, an element of the XVIII Airborne Corps. Currently, we fly the most lethal attack helicopter in the world, the AH-64 Apache.

The regiment draws its lineage and honors from the 229th Assault Helicopter Battalion. Thirty campaign and decoration streamers fly from our regimental colors, streamers which you had a part in winning.

Veterans of the 229th will be proud to know that during Desert Storm, two battalions of the regiment were each awarded Valorous Unit Awards. These two awards, along with the 10 decorations won by Vietnam era warriors, makes the 229th Aviation the most decorated aviation regiment in the U.S. Army.

As former wartime members of this unit, VHPA members provide a living legacy to our honored past.

We invited you to share your experiences in this great organization with its current members. The regiment would be forever grateful for anything which you would care to loan or donate to the unit.

Photos, written material, articles of clothing and/or equipment would be displayed at the regimental headquarters. If you would like to provide items to the regiment, please contact my executive officer, Maj. Mark Ferrell, at [redacted] or 3161.

Even if you feel that you have nothing to give, we are very interested in talking with you about your times with the 229th.

Col. Donald E. Vinson  
Commander

## 'Outlaw' pilots compiling history of aviation unit

I am a UH-1H pilot currently assigned to the 175th Command Aviation Company ("Outlaws"), 6th Cavalry Brigade at Fort Hood, Texas.

As many of your members are probably aware, the Outlaws have had a long history of distinguished service, especially during the Vietnam War.

Several pilots in the company are attempting to compile mementoes commemorating the history of the 175th. We have written the Department of the Army and have received some assistance concerning the history of the unit, but we need help to complete a proper unit history display.

If any of your members would like to donate anything (pictures, patches, etc.), it would be greatly appreciated. We most desperately need a Vietnam era unit patch.

CW2 Dan McClinton "Outlaw 8"

## VHPA member wins Broken Wing Award

Those VHPA'ers who are no longer associated with military aviation probably miss out on the excellent safety material presented in the Army's monthly "Flightfax" magazine.

The March 1994 issue printed an article about one of our own, CW4 Lawrence Oakley. Mr. Oakley, class 71-21,

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received a Broken Wing Award for displaying skill and agility in landing his UH-1H safely after an in-flight emergency.

The Huey experienced an N2 spur gear failure shortly after takeoff, which caused an engine overspeed, while the gauges indicated engine failure.

Only through skills learned from combat flying was he able to instinctively increase the collective while chopping the throttle to save the rotor head from detaching.

It is good to know that even after 23 years, some of us can still react in lifesaving ways. Congratulations, Larry.

CW4 Robert D. Hohman

**EDITOR'S NOTE:** CW4 Lawrence Oakley is assigned to Company A, 1st Battalion, 158th Aviation Regiment at Grand Prairie, Texas.

## Newsletter e-mail address good news for member

With the coming of the latest issue of VHPA Newsletter I was very pleased to discover that you have an e-mail address!!! At my age it is the simple things like saving 29 cents on a stamp that now thrill me.

Anyway, I would like to say that I really enjoy the work and dedication that you people put forth to keep this thing going.

Also, I would like to get some info on bumper stickers, etc. and the cost of ordering the latest annual. Thanks so very much. I hope to hear from you soon. I also am looking forward to the convention in K.C. '95.

Alfred J. Clemens

**EDITOR'S NOTE:** Your request for additional information has been forwarded to VHPA Headquarters.

## Idea to use e-mail among pilots great

I think Mel has a great idea. I use e-mail for keeping up with several people around the world. My e-mail at work is Haworth@xenon.arc.nasa.gov.

Mel, welcome to the ranks of the VHPA.

Cheers,

Loran Haworth

187th AHC, Tay Ninh

## Mel Canon's article about e-mail excellent

Great April newsletter. I especially enjoyed the article by Mel Canon. Mel and I have been communicating for some months now. He was in my company, B/227 AHB 1st Air

Cav, a year before I got there.

I would appreciate any other on-line addresses of people who would be helpful on Vietnam Veterans issues.

My Internet address is [REDACTED]

Thanks,

Doug Russell

B/227 AHB, 1st Air Cav

## It's great to visit over information superhighway

Hello gang: I think it's great we can talk via the electronic "superhighway".

Please give my e-mail address to any who are interested:

[REDACTED]

Hope to hear from someone soon.

Thanks for the opportunity.

Richard Yood

## Ex-Marine helo pilot impressed with reunion

Back in April or May, I read in the local paper about the VHPA's upcoming reunion to be held in the Wyndham Franklin Plaza Hotel in Philadelphia.

As a former Marine helo pilot, I knew that this outfit was primarily Army helo drivers, but I had talked to some of my friends who had been to VHPA's gaggles before and had a great time. After all, helo jocks are crazies no matter what branch they're in. So I decide to do a "touch and go" at the Wyndham.

I was impressed with the turnout and the static displays. They were great and, even though I was a CH-46A driver, the LOH and Huey brought back fond memories.

My squadron, HMM-164, held a reunion in DC in '90. We had about 84 folks from the Vietnam days attend. We were able to get a '46 from a Reserve outfit to "drop" in on the front lawn of our hotel. Needless to say, it was as if not a year had passed and we were all 19 and 25 again. Crew chiefs and pilots were all over that bird like white on rice. One old salt was heard to say: "She still leaks in the same old places."

One of the crew chiefs put a large YT on the aft pylon in wide masking tape. Many HMM-164 helicopters in Vietnam retained their white lettering. A former Marine driving by the hotel, saw the white YT and came in to thank the squadron for extracting his unit in Vietnam. That made us all feel very good!!

We visited The Wall and paid tribute to our 21 fallen comrades, complete with an honor guard and firing squad from Headquarters Marine Corps. We called the reunion "Completing The Mission" and it was marvelous.

The song section in the VHPA Directory tells me that there are a few "singers" in the VHPA. I have a copy of PHANTOM PHLYERS SING, VIETNAM 1966-67 that contains great songs for Happy Hour get-togethers. The booklet has two sections. The first 10 pages are titled SONGS

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YOU'D SING TO MOM. The last 37 pages form the CONFIDENTIAL SUPPLEMENT — NOT FOR VIRGIN EARS OR WEAK STOMACHS. I'd be happy to share these ditties with anyone interested.

But songs weren't all that we did in Vietnam. I joined HMM-164 at Phu Bai in August 1967 and shortly thereafter flew my first Recon insert hop with Capt. Jim Mahoney (also known as "Precious Pup") as the HAC (helicopter aircraft commander). (NOTE: The reconnaissance element within a Marine Corps Division was known as Recon).

I was in the left seat as the H2P (helicopter 2nd pilot). This was on Aug. 20, 1967.

Recon was supposed to be "Swift, Silent and Deadly." The enemy wasn't supposed to know they were there. But in this case, we had an "escort" of a section of A4s out of Chu Lai and a VMO-3 section of UH-1E gunships from Phu Bai.

The A4s laid down a couple of 250-pound iron bombs and then the VMO "guns" checked out the zone prior to our insertion. The zone was up near the "Z" in a place called "Antenna Valley."

We got the OK to go in. Immediately upon landing, we took heavy and extremely accurate automatic weapons fire from our left side. Our gunner, S.Sgt. R.P. Kellon, manning the .50 on that side, was wounded instantly. One of the Recon team was hit badly in the stomach and fell between Jim and myself in the cockpit. Jim yanked the collective and we were "outta" there as fast as possible.

We RTBed to Khe Sanh. The Recon team had two KIAs beside our wounded gunner. We had lost our No. 1 hydraulic boost and we couldn't shut down the engines from the cockpit. Jim sent me aft to use the manual fuel shutoff valves to kill the engines.

We probably would have lost more people and maybe the aircraft if not for a rule of thumb we used for inserts. The procedure called for the Recon team to stay in the helo for 30 seconds after landing. That way, if we took fire in the zone, we'd be able to get everyone out without turning the whole affair into a "sandwich."

I also have very strong memories concerning a mission in the A Shau Valley during 1968. This time it was in support of a Special Forces team with "little people" in a 3,000-foot zone with 70-foot canopy.

We weren't the primary aviation support on this mission. There was a very brave Army pilot out there, alone, in a Huey trying to extract this force with a rope hanging down.

I can't image anything more dangerous than dangling a rope below your aircraft while people attach themselves to it so you can fly them out of harm's way.

We got the call to assist this extraction while we were at Phu Bai. I was flying H2P with our Squadron executive officer, Maj. R.H. "Bob" Nelson, as HAC.

On the way out to the "z," we heard the Huey pilot say the rope had snapped and had recoiled up into his main rotor system and the ship was vibrating so badly that he didn't know if he could stay airborne long enough to make Phu Bai, about 10-15 minutes away.

We arrived at the "z" and proceeded to go into a hover over the clearing where the ground force waited. We dropped the cable hoist and began pulling people up. I don't know how many there were because we had to moni-



## Huey being restored for Vietnam museum

The attached picture is of UH-1M 0-60630 that served in Vietnam in 1967-69. It is now located at the Santa Barbara, Calif., airport.

The mechanics of PHI and Mercury Aviation are attempting to restore it for the California Vietnam Museum.

I thought maybe some of the members may have flown it and this would bring back some memories.

John H.B. Pope

tor gauges constantly and what was happening around us.

We had a section of VMO-3 guns with us, I believe led by Maj. John Deibert, "Eagle Claw." They did a good job of suppressing the light small arms fire we were taking. It seemed like an eternity, hanging there, hoisting folks, but it probably lasted only about 10-15 minutes.

All the while we were involved in this, I kept listening to the most terrified voice I have ever heard as that Army Huey pilot nursed his plane back to Phu Bai. I will remember his voice as long as I live!

When we returned to Phu Bai, we found out that the Huey had made it to the end of the runway and slid on just as the main rotor stopped. I was happy to hear this. I guess it's a testimony to both the pilot's skill and the Huey's enormous capacity for sustaining damage and still keep going.

Both saved lives that day. I would love to know if that gent is a member of the VHPA 'cause if he is, I'd like to buy him a round.

I enjoyed stopping at the Reunion and am looking forward to being a member of the VHPA. You all did a great job!

Semper Fi,  
Bernie "Capt. Mac" McGinley,  
Former USMCR  
August 1967-August 1968  
I Corps, RVN

## Taps

### Stanley D. Arnold

Stanley D. Arnold of DeFuiak Springs, Fla., died Nov. 23, 1993.

He served with the 114th AHC in 1967-68, and graduated from flight school in class 61-8.

Arnold is survived by his wife Ann.

### Warren Bahlke

Warren Bahlke of Lincoln, Calif., died Oct. 29, 1993, in an accident while flying over the Gulf of Mexico.

### William C. Cantrell

William C. Cantrell of Nashville, Tenn., died March 10, according to the 114th Assault Helicopter Company Association.

He is survived by his wife Wanda.

Cantrell served with the 114th AHC.

### Jimmy V. Dobbs

Jimmy V. Dobbs of Destin, Fla., died Dec. 7, 1993, according to the 114th Assault Helicopter Company Association.

Besides serving with the 114th in 1969, Dobbs' Viet-

nam units included D Troop, 3/5th Cav and the 48th Assault Helicopter Company.

### Tom Johnson

Tom Johnson died of a massive heart attack on Dec. 7, 1993, while working in Togo, Africa.

Johnson was a member of class 69-47. He served with A Troop, 2/17th Cav, 101st Airborne Division in 1970.

### John Luedtke

John Luedtke, who resided near Fenton, Iowa, died recently of a heart attack.

Nicknamed "Friar Tuck," Luedtke flew two tours with the 205th Geronimos, a CH-47A unit based at Phu Loi.

He was honor graduate of his flight school class, vying for that position with a fictitious candidate known as WOC J.A. Purple, a donkey dyed purple and enrolled by nefarious means as a member of the class.

After active duty, Luedtke returned to the family farm in Iowa. He maintained his interest in flying throughout his farming career.

He is survived by his mother, Ruth Luedtke, and a sister.

A friend of Luedtke's, Ralph Chappell of Roseburg, Ore., said: "Tuck will be missed greatly by those who remained close friends and his reputation amongst the people of the Fenton area confirms the quality of the people who called themselves helicopter pilots."

## Air-space museum plans Vietnam exhibit

Gentlemen, we have a unique opportunity here.

The National Air and Space Museum in Washington is preparing to mount a major new exhibition on the air war in Vietnam. The gallery is scheduled to open in 1997 and will be up for a decade or more.

Helicopter operations will be featured prominently.

Among the artifacts displayed there will be a UH-1H unloading grunts in an LZ.

The Huey has not been delivered yet, but it will be an aircraft that was in country. As soon as it gives us the tail number, the VHPA will be supplying the museum with all the information we can about the aircraft.

The exhibition recreates a good deal of the Vietnam experience. For example, the new gallery will take us back in time; to enter the core "in-country" section, one will walk through the rear portion and down the

Among the artifacts displayed there will be a UH-1H unloading grunts in an LZ.

exit ramp of a C-130 and get hit by a blast of hot air (which may even include the smell of fish. Hey, wonder if they considered burning half-barrels of JP-4?).

That's the good news; now the bad news.

All of the money to recreate this important part of our lives will cost more than \$1 million, and it has to come from private and corporate donations.

The museum is not soliciting us for individual or association donations. We, as an organization, are simply offering our newsletter as a

means of getting the word out to you, so you might alert us to anyone who might have an interest in this bit of history.

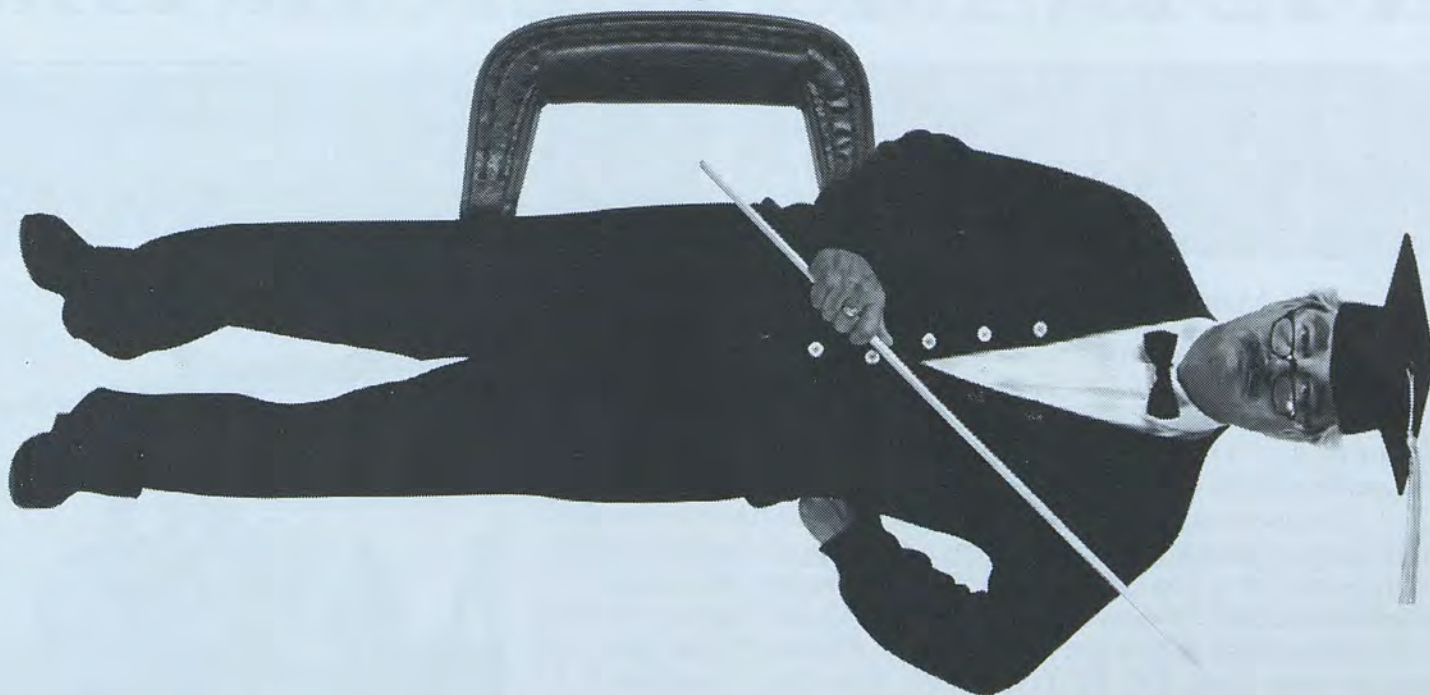
The VHPA will be able to offer some input into the display, but it is already pretty well set. It will simply be someplace we can take our friends and families and say, "This is the way it was . . ." or "This feels very familiar . . ."

As most of you know, the Air and Space Museum does not do things halfway.

Having seen drawings and photos of the model of the area, I can tell you that we will be well represented. I'm excited that we are being consulted and we will finally have some recognition from the museum.

Please forward your suggestions or ideas regarding donations to me at

— Phil Marshall, Past President



# Professors To Go.

If your schedule won't let you attend traditional college classes, Embry-Riddle Independent Study lets you take those same classes with you wherever you go ... on audio or video tape.

If you're willing to go to the effort of earning a college degree studying independently – and 3,000 of our students are – you deserve course materials that provide you with as much university flavor as possible ... in a format you can take anywhere. So our course materials are designed by our classroom professors to be the next best thing to having the instructor right there in the room with you.

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VHPA1 8/94

# VIETNAM HELICOPTER

## YOUR BIOGRAPHY IS NEEDED TO

Dear VHPA Members,

As I had previously reported, our VHPA history book has had a delay due to my decision to have a portion of the history re-written. This was necessary to insure accuracy and excellence of content. **The book is scheduled to be delivered in December, 1994.**

This schedule change allows those who have not sent in their biographies and photographs a **last opportunity** to do so. There is no charge to have your 150 word biography and photographs included. I know some of you guys have perhaps meant to do so, but just didn't get around to it. Please, if you have not sent in your stuff, **DO IT TODAY!!!** The final deadline is 15 August 1994.

Remember this is a *limited edition*, so if you have not reserved a copy of the book it would be smart to do so. The VHPA will receive a 5% royalty fee on all books that are pre-sold. Therefore, this is not only a way to get a great book, but it benefits the Association too.

Regards,

*Ken Fritz*

Ken Fritz, VHPA Executive Council



## LAST CHANCE DEADLINE: AUGUST 15, 1994

| VHPA History Book                                                        | Qty | Price   | Total |
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| Deluxe Edition                                                           |     | \$48.00 |       |
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# PILOTS HISTORY BOOK

## MAKE THIS PUBLICATION COMPLETE

VHPA

Name

Birth place and date

Date joined service

Branch of military, classification, division

Military locations, stations

Battles participated in

Memorable experiences

Awards/Medals

Date discharged

Rank or achieved

Family data

What you are doing today

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### Sample Biography

**FREDERICK W. BREUCHE**, was born 18 July 1939 in Wilkes-Barre, PA. After an early career as an insurance broker he enlisted in the Army in November 1966 for flight training. He completed Army Aviation training in class 67-19. After Cobra transition WO Breuche was assigned to Vietnam. He arrived in-country on 4 February 1968 at the start of the TET Offensive and assigned to C Troop, 7th Armored Squadron, 17th Cavalry in Pleiku and Chu Lai. As co-pilot in a C-Model gunship he was shot down on 16 March 1968 near My Lai and medevaced to the U.S. He was awarded the Air Medal, Purple Heart and the Distinguished Flying Cross. He spent 6 months at Walter Reed Army Hospital and returned to flight duty as Instrument Instructor Pilot then Flight Evaluator with Flight Standards Division at Hunter Army Airfield, Savannah, GA.

He is a VHPA life member and currently self employed in the vending and medical screening business in Eustis, FL. He and wife, Caroline, have 5 children and 5 grandchildren.



### VIETNAM HELICOPTER PILOTS ASSOCIATION



*proposed VHPA mock cover*

# Peach water tower set mood for trip

KENNY BUNN  
VHPA PRESIDENT

Ah! July and time for another reunion and, as always, my family and I had decided to make a vacation of it. This time it was to be a road trip to Philadelphia in our trusty van, Ole Blue.

I knew it was to be a different kind of trip when we spotted a water tower near Spartanburg, S.C., in the middle of a peach orchard, painted to look like a giant peach. Instead, in the waning sunlight, it looked like two giant pink butt cheeks, mooning me as I drove north.

After a brief stop in Fredericksburg, Va., we journeyed on to Mt. Vernon. The home of George Washington (not Jack and Bettie Lou Jordan of Mt. Vernon, Texas). Yes, Washington: First in war, first in peace, and last in the NFC.

Leaving Virginia, we wandered north until we finally crossed the Smith & Wesson line into Pennsylvania. My great-grandmother was wrong! Northerners do not have cloven hooves, they do love their mothers, they do use their turn signals! They are just like us, although

they do talk funny.

After checking in to the hotel, Kenny Fritz suggested a ball game. My family, Kenny, Dan and Rhonnie Ferguson, and Jack Glennon piled into one taxi for the trip to Veterans Stadium. It was like commandeering a taxi from Cam Le airfield into downtown Dalat.

The next day, the Bob Smiths, Fergusons and Bunns loaded Ole Blue for a trip to Gettysburg, first passing through Amish country. (What goes "clippity-clop, clippity-clop, BANG, clippity-clop, clippity-clop?" An Amish drive-by shooting.)

On the return trip we took a wrong turn and ended up in north Philly, in an economically challenged, zoned-for-combat neighborhood. Ole Blue's Alabama license plate, proudly proclaiming "Heart of Dixie," was like a beacon in the twilight.

One resident was very helpful. "Buy my watch!" he cried. "I know you ain't got one, cause this is nighttime, and nighttime ain't no place for YOU to be in this neighborhood." "Come on. Buy my watch." But, praise be to Our Lady of Blessed Acceleration, we returned unscathed to the hotel.

After the reunion we came through Sharpsburg, Md. (Yankees call it Antietam), the site of the bloodiest one-day battle in U.S. history. Then we went to Appomattox Courthouse where the country was united once again and Gen. Joshua Lawrence Chamberlain of the 20th Maine and the hero of Little Round Top at Gettysburg, spontaneously formed his command into a guard of honor for Robert E. Lee and the Army of Northern Virginia.

I knew I was back in the South when I saw the "Don't blame me, I voted for Jeff Davis" bumper sticker in Virginia. Hitting I-85 at Greensboro, N.C., I was mooned again near Spartanburg. All I could say was, "Thanks for noticin'."

My thanks to Ralph and Peg Harvey for a great reunion. Many do not fathom the amount of work that goes into a reunion, and Philadelphia was superb. Each reunion becomes an opportunity to visit and learn about the diverse people and areas that make up the VHPA and the country we love and have served. Let me urge each and every member to get to Kansas City in 1995 and build some memories as we have.

## VHPA can access 70 million addresses

Acting on the direction of the membership to locate new members, the VHPA has acquired a CD-ROM and software with access to 70 million names and addresses.

Past President Phil Marshall has volunteered his time to help members locate potential members.

The concept is to send a self-addressed, stamped No. 10 business-size envelope with the name(s) of potential members to: Phil Marshall,

[REDACTED]

You should send the pilot's full name — including middle initial if possible — or as much of the name as you can.

It is not necessary to include which

part of the country the potential member is from, but this information could be helpful.

We will then return to you the address and phone number of every person with that name listed in any telephone book in the United States. The most recent information available is from 1992 directories.

It is asked that you limit requests to potential VHPA members and not the guy who owes your \$200 and skipped town. Also, if you are seeking someone like "John Smith," one envelope probably will not be enough, so please include enough postage.

Other than the postage, this service is provided to you at no cost.

This program was "test run" at the Philadelphia reunion and many members got "hits."

If you find a buddy not listed in the Directory or if you find him at a more recent address than the one listed, please let us know so we can put him in the database. It will do no good to find these guys if we don't list them in the database for future Newsletter mailings.

It also will be appreciated if you let us know when you find someone by utilizing this software.

We would like to have some sort of measure of how effective this is. Good luck!

— Phil Marshall

# Officers, chairmen report to VHPA

President Phil Marshall opened the VHPA annual business meeting at 9:15 a.m. on July 3 at the Wyndham Franklin Plaza Hotel in Philadelphia.

## Administration

Secretary/Treasurer Dan Ferguson gave the administrative report, which was a listing of Executive Council conference calls since the last annual business meeting. Ferguson gave the financial reports, which included overhead foils showing income and expenses, assets and liabilities, and a pie chart depicting the general breakdown of how the \$30 membership dues are spent.

## Database Committee

Database Committee Chairman Gary Roush gave a report describing the number of current VHPA members, total friends (eligible, non-members), and total current or past members.

Roush said a crew members KIA list is now available, and gave an example of a crew chief who read an accident report that had been recently made available and learned, after 20 years, he was not responsible for the crash of his aircraft.

Roush asked members to send copies of orders, flight class lists, etc., to expand the VHPA database, and said the VHPA has the most complete database available.

He reported on the Historical Reference Directory, and said its purpose is to provide an accurate account of helicopter warfare in Vietnam.

## Historical Committee

Phil Marshall introduced Bob Davies, the new Historical Committee chairman. Davies asked for volunteers to work on the committee.

## 1995 Reunion

Phil Marshall introduced Bob Smith, chairman of the 1995 VHPA Reunion, which will be held in Kansas City.



David F. Clemmer photo

**A Loach adorns the lobby of the Wyndham Franklin Plaza Hotel during the 1994 VHPA Reunion in Philadelphia. The Wyndham was the reunion headquarters hotel.**

Smith gave a short talk and introduced a representative from the Kansas City Visitors Bureau, who promoted the 1995 reunion.

## Newsletter

Newsletter Editor Jack Swickard reported four pages have been added to each issue, increasing the number of pages from 16 to 20 pages per Newsletter this year.

Also, the number of Newsletters has been increased from four to six issues a year.

Swickard reported advertising has increased to an average of 2.25 pages per issue, which helps cover the extra issues and annual color cover.

He also commented on using e-mail to send articles and letters to the Newsletter.

There was a question from the floor about not putting the mail label on the picture on the cover of the Newsletter. Swickard answered he and VHPA will ask that the bulk mailer not place the label on the cover picture.

## Directory

Directory Editor Mike Law report-

ed on the Membership Directory process and commented on the shrink-wrap problems of the last directory. Law said a different type of mail wrapper will be used on the next issue and three full indices are to be included.

Law said the next directory will be centered around the Lam Son battle, and there will be a fold-out map section.

## Calendar

Mike Law reported 500 calendars were printed and sold at \$17.50 each, and the VHPA lost money on the project. Law said printers have been contacted and the next calendar printing will be 5,000, to be sold at \$10 each.

Law also gave a brief report on the Historical Reference Directory.

## Membership

Membership Chairman Jack Glennon reported on the operation and purpose of the Membership Committee. He said the VHPA has spent the past 11 years reuniting old friends, and try-

*Continued on Page 14*

# Association has reunited old friends

*Continued from Page 13*

ing to account for the missing — trying to find them all.

He reported that some 13,000 have been found, and 13,000 are still missing.

Glennon said the way to find the missing is through the Newsletter, mail campaigns and the members themselves.

There were several suggestions from the floor, including the use of public service spots, members contacting people from their own flight classes, etc. A blood drive was suggested for the next reunion.

## HAI, AAAA, Sun & Fun

Ken Fritz reported on the Helicopter Association International (HAI) function last February. He reported there were 200 attendees at The Gathering, held in conjunction with the convention.

Fritz said VHPA volunteers signed up 22 new members, one life member, and 25 or so renewals. They sold more calendars than we had left to sell.

Mike Law gave a short report on the Army Aviation Association of

America (AAAA) meeting, and said the VHPA will be represented at the next AAAA function, which is to be held in Georgia.

Barry Speare gave a brief report on the Sun & Fun function in Florida. He said the new Florida Chapter has signed new members, as well as renewals.

## Elections

Ken Fritz, senior member at large, was elected vice president and Jack Jordan was elected junior member at large.

(Vice President Kenny Bunn automatically became president after the business meeting for 1994-95, while Midterm Member Charles Rayl advanced to senior member at large and Junior Member Mike Hurley assumed the midterm member post.)

## 45-day rule

Phil Marshall reported on the recent Executive Council decision to require 45 days written notice for motions that are going to be introduced from the floor at the annual business meeting.

Former VHPA President Roger

Gould expressed concern the rule could inhibit new business or introduce censorship.

Gould made a motion the Executive Council cancel this policy.

Marshall called for a vote. The motion carried by a majority vote.

## New business

There was a question from the floor asking about a policy for possible reunion sites that explained our needs and requirements for rooms, hotels, etc.

Kenny Bunn responded a packet is being prepared with guidelines and requirements.

There was a question from the floor concerning forming new VHPA chapters. Phil Marshall answered there is a policy for forming new chapters, and Charles Rayl, midterm member at large/legal adviser, said he can be contacted for help.

Phil Marshall recognized Ralph Harvey and Bob Anderson for their work and contributions as 1994 Reunion chairman and assistant chairman, respectively.

The meeting was adjourned at noon.

## Proposals accepted

The VHPA is accepting bid proposals for the VHPA management contract.

Bid requirements may be obtained through Kenny Bunn, VHPA president, at [REDACTED]

## Classified

OF HEROES AND HELICOPTERS: An action-packed, 60-minute broadcast program on the life and times of the helicopter pilot in Vietnam.

Great footage and many interviews with pilots, including Congressional Medal of Honor winners.

Reviewed in the April VHPA Newsletter but had wrong "800" telephone number. Cost: \$29.95 plus \$4 s/h. Call: (800) 546-8871 or send check to DANE HANSEN PRODUCTIONS, [REDACTED]

## Marshall notes comments

One of the most popular attractions at the 1994 VHPA Reunion was the Loach parked in the Lobby of the Wyndham Franklin Plaza Hotel, the reunion headquarters.

Members, spouses and children took turns sitting in the cockpit and moving the controls.

Phil Marshall, 1993-94 VHPA president, spent a good deal of his time around the Loach.

During the Sunday night banquet, Marshall gave his "Top 10 List" of comments he heard from around the Loach:

10. "Yeh, I got 10,000 hours in one of these babies . . ."

9. "And the doughnut dolly asked me what this was for."

8. "Let's see . . . was it the stick in the middle that made it go up and down?"

7. "There I was, 5,000 feet, out of fuel, out of ammunition, out of ideas, and down to my last shot — so I drank it."

6. "This sucker wasn't in here last night when I had my eighth beer."

5. "No, no, no, no! This was the trim button."

4. "This is a scaled-down model. I used to be able to get in and out, no problem."

3. "How did they get that thing in here?"

2. "Huh? Say again?"

1. "This is no #\*\*@\$!!!"

# "RIDERS ON THE STORM"

*A tribute to the Huey and the men who flew her*

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# Night flying in Vietnam frightening

JIM SCHUECKLER  
VHPA MEMBER

Flying at night in Vietnam scared the hell out of me. Here in the good old U.S. of A., flying at night is not so scary.

In most places here, there are zillions of lights on the ground to give references of where the ground and horizon are. 'Nam wasn't like that. The high humidity caused a haze that totally obscured the horizon, and there were very few lights on the ground.

Flying at night was instrument flight, except when you were close to the ground. You can't hover on instruments, because to hover you need very fast information to the brain about the aircraft's attitude and position over the ground.

My Peter Pilot was a newby, about as "long" as the Mekong River. In Vietnam about a week, he had his "in-country check ride" just the day before.

As aircraft commander, I introduced him to supporting C Company of the 75th Rangers, using a Huey H-model slick.

We dropped a few LRRP teams off in the jungle, took supplies to some of them, brought one team back, and

***Close call*** did a few other ash-and-trash missions to firebases near Phan Thiet.

One team was to stay out in the boonies overnight, but got into a firefight with an undetermined number of VC at about 10 p.m.

Our gunships and one of our slicks, dropping flares, went out to

support them, and their platoon leader was in an Air Force FAC 0-1.

We were called to operations. Go pick up the team. Use McGuire rigs because they can't find a clearing. They are under trees that are 40-50 feet high. I had made McGuire rig pickups before. In daylight.

The Rangers on the ground would put on a body-harness with a locking hook at chest level. We would hover above the trees. A Ranger in the back of our Huey would drop long ropes with rings on the end.

Very simple: The guys on the ground would hook their hooks into the ring, tell us on the radio or with a thumbs-up they were ready, and we would go straight up. Fly back home or to a nearby firebase, remember to terminate at a very high hover, then go straight down very slowly.

*Continued on Page 17*



Greg & Stephanie Ross  
Greg is a life member of VHPA

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# McGuire rig a dangerous device

*Continued from Page 16*

Nobody was sure if McGuire was the guy who came up with the idea, or the guy who died the first time it was tried. When we got airborne, the FAC reported that all contact with the VC had stopped. The area was well illuminated by the flares our sister-ship was dropping, so the Peter Pilot flew the approach.

We were only a few hundred feet up, with our searchlight on, when tracers started coming up from a couple different places. I turned off the lights, grabbed the controls, turned real sharp, and did a didi-mau.

The guys on the ground were using their FM radio, folks in the air were on UHF, and only the FAC and we were trying to use both.

On the first pass, I was trying to listen to the guys on the ground, but the almost continuous air-to-air talk would frequently cover them.

I set switches on the intercom units and then told my Peter Pilot: "You talk to the guys in the air, I'll talk to the guys on the ground."

My almost fatal mistake was that I did NOT tell him I could not hear the air-to-air conversations. With me at the controls, we went back, just above the trees, with no lights except the navigation lights that can only be seen from above. The flares were swinging under their parachutes, making the treetops look like an eerie, rolling sea.

The LRRP on the ground directed me to him by the noise I was making. Finally, he said I was directly overhead. The LRRP in back of our Huey dropped the ropes. They tangled. He pulled them back up.

We couldn't see the LRRPs on the ground, but the one with the radio could see our silhouette, so he gave

**We were only a few hundred feet up, with our searchlight on, when tracers started coming up from a couple different places.**

us directions: "Back up, go to the left, no that's too much, go right . . ."

He had to scream into the radio to overcome the sound of our rotor. I was pouring with sweat.

Finally, the Rangers were connected and gave the signal. Because the ropes were over the skids, not at the center of gravity, I had to rise very slowly. Then the lights went out. Black. Very black. All around us. Outside, the Huey did not exist.

The slick dropping flares had called out by radio when they threw out the third last, then second last, then last, flare. My Peter Pilot didn't know I couldn't hear the warnings. There were no more flares.

From the feeble red glow of the dimmed instruments and the seat of my pants, I could tell we were spinning. Fast. Spinning like a top, around a bunch of ropes now tangled in the trees. Full opposite pedal did not stop the spinning.

I couldn't go up because we were tied to the trees, but I couldn't go down for fear of hitting a tree, losing the tail rotor, or otherwise destroying the aircraft. But I couldn't see a damn thing outside!

One of the gunship pilots saw my nav lights spinning. He raised the nose of his C-model Huey and

punched off a salvo of rockets high into the air.

From that few seconds of rocket-exhaust light, I was able to stop the spinning. I also found my landing light switch. Click. "I'd rather get shot than do that again."

The Ranger in the back cut us free of the tangled ropes as he was screaming in anguish because he did not know the fate of his buddies in the darkness below us.

I felt like hell, wondering how many men I had just killed. As soon as he said we were free, I pulled max power to low-level out of there. After building airspeed, I switched off the landing light and climbed like a bat out of hell.

Within a few minutes, we found out by radio the LRRPs did not fare that badly. They were just a few feet off the ground, and only one was cut from the trees. The Ranger platoon leader had seen it all from the back seat of the FAC plane, and he asked the Rangers on the ground if they would prefer to spend the night where they were. I thanked God when they said they wanted to stay on the ground.

The VC were either killed by our gunships or thought our mission was successful, that the LRRPs were picked up.

There was no more enemy contact, and they found a big clearing to be picked up the next morning. I imagine roller-coasters seem pretty mild to those guys today.

**EDITOR'S NOTE:** Jim Schueckler, who now lives in Leroy, N.Y., flew with the 192nd Assault Helicopter Company out of Phan Thiet in 1969.

## Items can be sent to Newsletter via e-mail

VHPA members now can communicate with the Newsletter editor using electronic mail — or e-mail.

Articles, notices and letters for publication can be sent to the

Newsletter directly via CompuServe Mail or over the Internet through other on-line services.

To send e-mail to the Newsletter editor over CompuServe, address it

to: "VHPA Newsletter editor at 74127,442."

If using another on-line service, the Internet address is: [REDACTED]."

# How Hornets' Corner got its name

We were standing around the VHPA booth at AAAA in St. Louis when someone asked if I was familiar with a significant bit of history concerning a pilot named Rolla Breed of the 116th AHC.

I answered that I certainly consider Rolla and several others to be great heroes and told him what happened as best I remember. I thought maybe the Newsletter would be interested in this as well.

I was the CO of the 116th in late 1966. On Oct. 22, we inserted least one infantry company from the 25th Division for a sweep operation in the Iron Triangle. We used about 15 Hornet (lift) ships, two teams of Stinger guns, plus our smoke ship on the morning insertion.

About 4 p.m., we returned for the planned extraction. The infantry had made contact during their sweep and even changed planned PZs because things were a little hot.

I liked to fly tail-end Charlie and have the platoon leaders lead their flights, so that day I was flying the last ship in the second flight. The first flight received a little fire but got in and out with their troop without difficulty.

The PZ had rather tall grass and deep water. As the infantry pulled in their perimeter, they bunched up rather poorly for the second flight. They still had a few outposts to protect the eastern side of the PZ and the tempo of the VC fire was increasing. There wasn't enough room for my ship in the north end of PZ, so I told the flight lead to take them out.

When they left, I hovered over to the last bunch, picked them up and started to leave. Even with good gun cover we were a great target. We took several hits and at about 150 feet AGL the engine quit. I put it down in the south end of the PZ. No one was hurt in the crash, but the Huey was like a VC bullet magnet and we soon had a few wounded.

I laid on the floor of the Huey to use the radios. I asked for one of the Hornet ships to come to the west side

Counting Bill, I'd guess we had eight wounded. We were low on ammo, it was raining very hard and getting darker by the second.

of my ship to medevac the wounded. This ship was hit and shot down a little northwest of us. It also had some wounded.

At this point I knew we needed some troops back on the ground with us, as the VC were trying to overrun the PZ. The infantry outposts had fallen back and what few people we had formed a line to the east of the Hueys and our wounded.

The next effort to reinforce us consisted of two ships from the second lift. They put some of the troops we'd just extracted back into the PZ. My XO, Capt. Bill Bournes, was flying one ship and it was shot down. Bill received a very serious wound and, fortunately, was later evacuated.

The other Huey was able to pick up several of the wounded before doing a peddle turn and exiting back over the river on the west side of the PZ.

Counting Bill, I'd guess we had eight wounded. We were low on ammo, it was raining very hard and getting darker by the second. Capt. Earl Hyers was the Stinger platoon leader and I really can't say enough about the support they provided from the beginning to late into the night. Earl and his Stingers flew a cap for us and answered every call we made to them.

I still felt we needed to medevac the wounded, so by radio I asked if any Hornet would volunteer. With three ships down and several others

shot up, the odds were not on our side. I personally don't know why the VC didn't overrun us — they certainly could have without too much trouble.

Capt. Rolla Breed responded to my call. He and his crew volunteered to perform the medevac.

That night, they returned three different times to fly the wounded back to Cu Chi. They took lots of fire even with the gun cover.

Bravery and guts plus, I'm convinced an American spirit of camaraderie and desire to help his buddies epitomized Rolla Breed. He and his crew saved several lives that night at great risk to their own — true heroes. Great warriors!!

Spooky, an Air Force gunship, arrived overhead and that helped out a lot. About 10 p.m., the VC fire let up. We pulled what little perimeter we had in tight and hunkered down for the night with one Stinger overhead all night.

In the morning, the VC were gone and we were all extracted without difficulty. During the next couple days all three of our ships were retrieved, but two were a total loss. I still have a clear picture in my mind of Rolla's ship. I don't see how it flew at all, it was so riddled with holes!!

No one died from the 116th, though several, including Bill, were evacuated back to the States. That bend in the river became known as the Hornets' Corner from that time on. Rolla Breed received a Distinguished Service Cross, the rest of the crew Silver Stars.

I'm so proud to have been a part of a unit that had so many Rollas, Bills, Earls and others who just did what had to be done. God Bless them! Thanks for the privilege of letting me tell you their story!

James Patterson  
1966-67 Hornet 6

**EDITOR'S NOTE: The VHPA's new CD copy of USA Phone was used to locate Rolla Breed in California. He knew nothing about the VHPA — but he does now!!**

# Two CH-47 missions controversial

JOHN KONEK  
VHPA MEMBER

Two missions became storm centers of controversy for the CH-47 Chinooks — defoliation, and the bombing of enemy positions with napalm and “tear gas.”

The defoliation missions, part of the broad use of chemicals to remove the thick cover that concealed enemy parties, were flown by Chinooks to support the defense of a local base by clearing its perimeters to maintain previously cleared areas and to uncover known potential ambush sites along lines of communications.

The Chinooks carried a 400-gallon metal tank for the defoliation agent internally.

The tank could be refilled during flight from a battery of pressurized bottles. This enabled the CH-47s to

deliver between 700 and 800 gallons during each mission.

On other missions, a single Chinook could drop up to 2.5 tons of napalm on enemy installations.

Possibly because of potential inter-service rivalry, the Army was circumspect about this mission, and claimed it was flown only by Chinook bombers against targets where tactical air could not be effective.

Riot-control agents CS1 or CS2 were used in large quantities to restrict or deny the enemy use of terrain that was either not easily accessible to friendly forces or was too large an area to be controlled conveniently or conventionally.

The CS was dropped from Chinooks in standard 55-gallon drums containing 80 pounds of gas. Up to 30 drums could be dropped from a single Chinook.

The major targets were known or suspected enemy base camps, rest areas and infiltration routes.

During the 1st Cavalry Division's “Operation Pershing,” the Chinook bombers dropped 29,600 pounds of CS agents, drum after drum rolling out the rear, their fuses armed by trailing static lines so the drum cleared the aircraft before the fuse was activated.

Statistically, the CH-47's Vietnam record remains impressive.

For example, on Feb. 28, 1970, the 147th Assault Support Helicopter Company completed its second accident-free year in Vietnam.

During those years, the “Hill-climbers” logged 27,900 hours of combat flying. The company carried 335,496 passengers, 112,605 tons of cargo and recovered 495 aircraft in the Mekong Delta.



DEAR ASSOCIATION MEMBERS,

It is with great pride that I write to you of my affiliation with the finest safari company operating today in South Africa and Zimbabwe. **Hunters & Guides Africa**

Seven of the best professional hunters in the business have come together to establish an organization that is totally dedicated to provide their clients with an unparalleled hunting experience.

Our classic tented safaris are strictly catered to meet our customer's highest standards. We offer exclusive hunting for the “African Big Five” plus a complete bag of plains game. Rifle or bow hunting is available.

If you or any of your associates are considering an African Hunt, I would certainly appreciate the opportunity to present to you our programs. When one is contemplating a journey halfway around the world to fulfill a life long dream of Safari; who can risk accepting second best or booking with an outfitter who is not 110% professional.

Travel arrangements, passport/visa, gun permits and even recommended taxidermists will be handled.

I will close by saying thank you for extending the courtesy of reading this letter. I hope I can be of service in the near future.

Cordially yours,

Michael P. Chase  
United States  
Regional Agent

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CHICKENMAN

P.O. Box 40310, Cincinnati, Ohio 45240  
Phone: (513) 874-8589 Fax: (513) 874-7604

## Calendar

### Sept. 29-Oct. 2

The fourth USMC/Vietnam Helicopter Pilots & Aircrew Reunion will be held in Pensacola, FL.

Attending the group's reunion are pilots, crew chiefs, gunners, maintenance personnel, chaplains, corpsmen and flight surgeons.

Contact: Harvey Bell, [REDACTED]

[REDACTED], or call [REDACTED]

### Nov. 10

Northern Virginia Chapter 227 of Vietnam Veterans of America Inc. plans its annual “DMZ to Delta Dance” at the Sheraton National Hotel, Washington Boulevard and Columbia Pike in Arlington, VA.

Music begins at 8 p.m. and wraps up at 1 a.m. the following morning.

For additional information, call the DMZ to Delta Action Line — (703) 912-1601.

### June 9, 1995

The 11th T.C./328th T.C. Helicopter Company will hold its bi-annual reunion at the Enterprise Holiday Inn.

Contact: Retired Col. Stan [REDACTED]

# VIETNAM HELICOPTER PILOTS ASSOCIATION

7 W. Seventh St., Suite 1990 Cincinnati, OH 45202 (513) 721-VHPA

## Membership application/change of address

- |                                               |                                                                  |
|-----------------------------------------------|------------------------------------------------------------------|
| <input type="checkbox"/> Application          | <input type="checkbox"/> Annual dues: \$30                       |
| <input type="checkbox"/> Address change       | <input type="checkbox"/> Life membership: \$450*                 |
| <input type="checkbox"/> Directory correction | <input type="checkbox"/> Newsletter subscription only: \$16      |
| <input type="checkbox"/> Information only     | <input type="checkbox"/> Researcher's Edition of Directory: \$14 |

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_  
HOME PHONE: (     ) \_\_\_\_\_ WORK PHONE: (     ) \_\_\_\_\_  
OCCUPATION: \_\_\_\_\_

- ☐ Please charge my MasterCard/Visa/Discover  
☐ Enclosed is a check/money order payable to VHPA

Credit card No.: \_\_\_\_\_ Expiration date: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

FLIGHT SCHOOL CLASS: \_\_\_\_\_ SERVICE BRANCH: \_\_\_\_\_  
COMBAT FLIGHT HOURS: \_\_\_\_\_ SOCIAL SECURITY NO.: \_\_\_\_\_

Information about each Vietnam tour:

| Date of tour |       |     | Unit | Location | Call sign |
|--------------|-------|-----|------|----------|-----------|
|              | From: | To: |      |          |           |
| 1st          |       |     |      |          |           |
| 2nd          |       |     |      |          |           |
| 3rd          |       |     |      |          |           |
| 4th          |       |     |      |          |           |

Information about you: Helicopters flown, medals/awards, talents, hobbies, and anything else:

How did you learn about the Vietnam Helicopter Pilots Association?

*\*NOTE: Life memberships may be purchased with three \$150 payments.*