

Questions for Ken Mayberry:

Was Ken wounded at Ripcord? Did he and Rayburn go back in a second Huey into the pick-up zone?

Come up no slack frequency - 1, 2, 3, 4, 5

Woodchucker

Woodcutter

Poopsie

Major Head/redhead, Rutledge told he can't have blade strikes anymore, then denied in LZ in fear of blade strike and Cunningham told him to go ahead and accept the LZ's and accept the blade strikes.

Kid named Mike Cunningham from Juno, Alaska, had a handful of medals ready to go home but not old enough to buy a drink. He won the soldiers medal for flying in 100 miles-an-hour winds, rescuing 20 and 30 Vietnamese civilians at a time during a typhoon.

Mears was a pilot on Ripcord with Doan, his co-pilot. Mears got on tail end of the Ghostriders circling and did not go into the landing pad. At that moment, Doan decided he'd never back off or refuse a hot LZ. It would cost Doan being shot down five times in the coming year. New Years was Baby Sanh's roommate in flight school. *Mears*

Doan took a rocket the day he left. He pulled Rutledge into the bunker with him. Then, when no others hit, he calmly walked out, dusted himself off and left. Rutledge believes there was a "D" model converted to an "H" model, number 496 or number 469. He said the *PITOT tube* was on the nose not on the top of the Huey fuselage. That was the difference.

When Rutledge came home, he watched on TV and saw the Phoenix hootches exploding as the ARVN's were attacked there in 1972. He said there was a Lt. Brea and a Lt. Fast Eddie Stafire there with him. Rutledge phone number is (805) 588-0861.

He said the Phoenix plaque was a large wooden plaque about 2 feet by 3 feet that hung over the stage in the officer's club. On the 28th or 29th, someone read a deal about the Phoenix renewing itself in flames. One of the last nights in Vietnam, a large number of them gathered in the club, a number of them were ROTC types with college backgrounds. They suggested burning it and returning it to the flames. Rutledge and others decided to include writing the names of those they could remember, as well as all the Phoenix call signs on the back of it. They toasted it as it burned.

July, 1971, a Phoenix Nighthawk was armed with 6 M-60 machineguns strapped together. The 7.62 mini-gun was inoperable, as was the night scope. It was a make-do thing with McKeane and Grau flying it. A medevac mission was called at night and it was a hot extraction. Because Cobras are not available, and there was bad weather, the medevac could not attempt the approach. General Berry had issued a general order that if medevacs attempted landing in hot LZ's without two Cobra gunships on hand, the pilot would lose his wings. This was because the pilots would have flown anywhere, anytime, under the auspices of medevac. They were simply losing too many aircraft. That became the general reason for the order. The grunt on the ground kept calling, "this man has a *sucking* chest wound." It meant he would die within an hour, or hour and thirty minutes if he was not taken to a hospital, only 20 minutes away by helicopter. Grau looked over at McKeane. McKeane with his proverbial smile said, "OK, let's do it." They commenced the mission, extracted the wounded GI and took him to the hospital. They would later receive a DFC for it.

Major Lloyd was shipped in from the States specifically to lead the largest airborne invasion since Normandy. The Phoenix company had been selected at general levels stateside to lead the airborne invasion. *Wards* that still *existed* adrenaline rush are clear left, fire, cleared hot, PZ, LZ, coming hot, redline and overspeed. *I need to* expand the concept of moral luck. *Expand* and Soyland. Soyland knew that they were extremely desperate to demand the hot extraction and have him shot down on top of them. The experience of Phoenix with gunships on either side, he accepted the call. The gunships can't help while at a hover.

The "word" of Soyland down believed killed was a kick in the gut. It was pain piled on top of Stewart, Doody, Nelson, Moreira, Baldwin and Finn. But, if it could happen to Nelson, I now believed anyone could get it.

Every disaster feared, happened.

The impact of age of combatants. The younger were more likely willing to do anything.

Nelson death, travesty of fate, Phoenix ascendent, ascension, ascendancy.

Sloniker served with 174th Assault Helicopter Company while it was standing down in June, 1971. It included the Dolphins and the Sharks.

Families were angry at Sloniker, assuming he was part of the bureaucracy, keeping them in the dark.

Many veterans wanted to move on.

Hell of an experience with no social value, compartmentalization of Army, military bureaucracy related to the need to know.

Need to get the information on Alcorn and Amos surviving both crashes. The two crashes Alcorn survived were Ascension? Ascension, survivor aspects of Huey, the nightmare, Amos and Alcorn, nobody left a trail like Mike King did. What keeps me there by Sloniker. Nelson not getting his feet wet in the monsoons.

A-Shau Valley, ICorps, tribulation, travesty, transgression, seeked out, hunted, found, engaged and killed. Da Nang diary by Colonel Tom Yarborough. Covey FAC. Has good style in LRPS by Dennis Foley.

Published in 1994. At the Hurricane's Eye, by Greg Walker, is another good one. Desert Storm Special Forces ~~are not~~, Chapter 5, is At the Hurricane's Eye by Greg Walker. ~~now~~ the NVA headhunter battalions trained by Chinese. Gary Wigle has an Airforce book, Cease Fire to Myaguez is a chapter in Search and Rescue.

Sloniker through Don Peterson's tapes helped resolve the exact locations of Stewart, Nelson, and Soyland. They had found all three locations but they were confused in thinking the North Vietnamese were lying to them about Soylands location. *an E-8 confirm to NVA were truthful regarding*

Glide path, imaginary becomes real and becomes one with the Huey.

Arlington, there was a sense of commonality with the families present there. Kids long hair, probably same music, college aspirations, missed family events for 20 years. In our political descent, we divided and conquered ourselves from within, forgetting the basic tenants of our resolution.

The Myaguez, Search and Rescue by Gary Wigle, Da Nang Diary by Tom Yarborough, LRPS by Dennis Foley, At the Hurricane's Eye by Greg Walker.

The most forgotten victims left behind in memory, left behind by the bureaucracy, with no recognition of their losses, and no attempt to reconcile their feelings. The families. Criticism for writers, where were you when the page was blank, what was your response when I asked you to help. Dealing with emotions 20 years later shakes up a lot of unwanted feelings and requires dealing with things that have been put aside for so long.

Probably half of all Sorties flown after 1967 were against the Ho Chi Minh Trail.

Expand the concept of moral luck. The word of Soyland, down, believed killed, another kick in the gut, pain piled on top of other deaths. But if it could happen to Nelson, then it could happen to anyone.

Phoenix ascendancy
Phoenix ascension
Phoenix tribulation
travesty of fate
Phoenix sanction
Phoenix apocryphon
Phoenix resolve
wages of war
temptation
tempest
transgression
travesty
Woodstock One-Three
Recon Six-One
Phoenix Five-One
Hummingbird 7

Both Ken Mayberry and Dean Grau want Clifford Baade's name out of the document. Grau wants any reference to Baade removed. He was intentionally listed as a non-combat casualty, ground related. It was assigned intentionally so that the Chaplain would have no idea how he died, even though it was suicide. Young 19 year olds had ostracized him as a REMF unintentionally. Rayburn's name needs to be out of the book, except when with Ken Mayberry. Davis and Mears, Mears agrees with the use of his name. Davis has not been contacted. Dean Grau said Major Lloyd, then 40 years old, was told to leave home in the States and lead the largest airborne invasion since Normandy. He told the Phoenix the night before, "I'll be in the lead aircraft, right seat, flying with you." He was a great American, according to Grau. Grau did not like him when he gave him his standards instructor pilot ride with the company.

Warrior spirits akin Carrie Dean, anti- and pro-war living together happily 20 years later. Grau and Doan had a near mid-air collision with a Loach, thought they had meshed blades. Close enough to see the cockpit lights as they passed. Doan considered that the closest to getting killed, even though he had been shot down five times.

The DFC flight with Grau and McKeane. A medevac could not land because of a lack of two Cobra gunships on station, since it was adjacent the A Shau Valley. A general order by General Berry would remove the wings of any medevac pilot who landed without gunship cover. Since they didn't have two Cobras, Grau and McKeane were flying the Phoenix Nighthawk. The GI on the ground called, "You're a Phoenix bird, I know you'll come get him, he's got a chest wound and is gonna die." The man had an hour to live and was only 20 minutes from the hospital. McKeane with his perverbal smile looked over at Grau, "Let's do it." They

sucking pro

would receive distinguished flying crosses for it. It occurred on July 29, 1971.

The war effort. Politicians were simply interested in getting re-elected. That included both Johnson and Nixon. They were fundamentally dishonest from Grau's view. Captain Holmes was white as a sheet when he found Baade. Doody's death was an unsettling experience. Grau had a close friend who was also a close friend of Doody's. Grau had put off the phone call to discuss the death of Doody for six months. The day he called his friend, he found out that his friend had died that very day in a traffic accident.

Need to mail a copy to Pat McKeane.

Keep the name, address and phone number of Phil Rutledge: Phillip L. Rutledge, 2116 Jewetta Avenue, Bakersfield, California, 93312, (805) 588-0861.

According to Grau, the Phoenix were best at Camp Evans. The Phoenix "were better". They demanded better skills. The toughness of the missions demanded the highest skills. They had the best safety record and the worst environment in Vietnam. There was never a mutiny or refusal to accept a mission. Most casualties and aircraft losses were suffered by the Phoenix.

Don Mears had incredible luck in his tour. Dean Grau (612) 645-1679. Bobo survived Mears' crash but died with Stewart. Alcorn survived two jumps that killed the pilots. Describe Nelson daintily jumping over mud puddles.

The younger the man, the more likely he is to accept the death dare.

Need to mail a copy to Mr. J. Pat McKeane, 1251 Regency Place, San Jose, California, 95129. Need to get a letter to Alcorn.

Rutledge - conegidor mentality in last month
Besieged
Northern wings of Evans