



The VHPA Newsletter

Vietnam Helicopter Pilots Association ®

January/February 2000 Vol. 18, No. 1



Jack Swickard photo

M-60 machine guns "drawn," a UH-1D Huey slick from the 118th Assault Helicopter Company "Thunderbirds" approaches an LZ marked by yellow smoke during a combat assault in the III Corps of South Vietnam in 1967.

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From the President

Happy New Year! The year 2000!

Where have all the years gone?

Can you remember the 1960s and 1970s?

All the brave young men and their flying machines, what a time!

I don't know about you, but I am not that old! Oh, well! There is not much we can do about it except pull out the old slides and remember when. We can still remember . . . most of us.

Most of you are well into the New Year. How many still have all their 2000 resolutions intact?

My New Year's resolution is to lose weight and to get into shape. I have been told by a higher power I need to be able to get into my Army dress blues.

I have been given the "Warning Order" to report to West Point in May and pin the second lieutenant bars on my son Chris.

Anyone have a size 43 plus coat and 36 plus pants? There is no way I will ever make that size 39 coat and 29-inch waist pants work again, not to mention the moth holes.

My higher power suggested exercise to get there; I suggested larger clothes. This is serious . . . anyone?

Guest speaker belongs to VHPA

I ran into one of our own over the holidays. Each year for the past four years, we have attended the Service Academies and Military Colleges Holiday Banquet and Ball sponsored by the West Point Parents' Club of Greater Kansas City.

Upon arriving at the ball, I was introduced to our guest speaker. I took one look and thought: He is old enough; he looks smart enough; he has wings; he must be one of ours, a VHPA member.

Right, I was, about Brig. Gen. Stan Cherrie standing there in front of me.

"Good evening, Sir," I said, sticking my hand out to greet him. "Are you a member of the VHPA?"

"Sure am, it is a great group," he replied.

He then went on to tell me his Vietnam story. Well, this made my night; now over the years and span of time, I meet another of our own.

The night was wonderful . . . Gen. Cherrie spoke and I listened. Memories — there are more to be made.

Memories to be made: That is the subject I now want to go to.

As you read this newsletter, you have the opportunity to sign up for the Washington, DC, reunion — if you have not already done so.

Why should you take the time and money to go thousands of miles to our nations' capital?

You should go there to make memories and have the opportunity to rekindle friendships from last year or from many years ago.

Share best reunion memories

I would like to challenge those reading this who have attended a reunion to send a short e-mail, fax or letter to the newsletter editor, Jack Swickard, and share with him your best reunion memories.

His e-mail address is: swickard@vhpa.org

Those who have never made a reunion need to know what the experience can mean.

We need your memories to encourage others to come to DC for an experience they will never forget: Memories.

For those out of the military loop, you probably missed the retirement of one of our own.

In the Dec. 31, 1999, publication of the Army Aviation magazine was an article on the retirement from the active Army of the AH-1 Cobra.

In September 1967, the Cobra started its service in Vietnam and, on March 15, 1999, it flew its last flight as an aircraft in the active Army inventory.

I flew the Cobra, as many of you did. I raise a salute to one of the best. On the front of the magazine was our newest: The Boeing Sikorsky RAH-66 Comanche. Anyone want to take a lesson or give one?

I am happy to report to you we are still growing.

For the month ending Dec. 31, we added 39 new members and had 5 of our members convert to life members. We have 10,135 total members, with 915 being life members.

A new feature of our newsletter, that we added a couple of issues back, is the "New Members Corner."

If you see a name on the list you recognize make sure you give them a call and welcome them home.

— **Bob Smith, President**
"Mavericks Rule"

Classified ads

POSITION WANTED: Experienced helicopter pilot looking for a position in the areas of EMS, natural resources or public service. Experience: Regular Army, Indiana National Guard. Class 68-27. Call Bill Resor at [REDACTED].

CALORAD: All natural wellness product. Would you like to lose inches/weight while you sleep? Build lean muscle mass? No diet or exercise necessary. Too good to be true? An 86% long-term success rate speaks for itself. Available retail or wholesale in an excellent business opportunity. Call VHPA member Paul Uster (L200) at [REDACTED]. Extension/PIN 8936, or [REDACTED]. Or visit www.eyicom.com Use code word: paul

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Contributing writer	Mike Law

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Webmaster	webmaster@vhpa.org

BOB SMITH VHPA PRESIDENT

Don Joyce, the junior member at large of the VHPA is going for another record.

For the past few years, Don has been the No. 1 recruiter of new VHPA members.

He recruited 116 last year in between reunions and is well on his way to beating that record this year. Don is 10 ahead of his pace last year.

Don has developed a foolproof way to turn a prospect into a new VHPA member.

In the July/August 1999 *VHPA Newsletter*, Don wrote an article on recruiting new members.

If you don't have the time to do the recruiting, I know Don would help.

Give Don a call or e-mail him at:

VHPA chapters

Arizona Chapter

Albert Rodriguez, President

California Chapter North

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Carl Cortez, President

VHPA points of contact for chapters are Vice President Charles Holley and Jodi Allison at Headquarters.

Their e-mail addresses are:

- Holley — [redacted]
- Allison — hq@vhpa.org

New Chapter Kits available

If you're forming or considering forming a VHPA chapter, go to www.vhpa.org to download a "New Chapter Kit." You should find everything you need.

'Hillclimbers' got name in transit to South Vietnam

Earlier this month several of us got together in Branson, MO, during Branson's Veterans Day/Week celebration. In a conversation, Tom Payne asked me how the 147th got the unusual call sign of "Hillclimbers." After I told him, he suggested I put it in writing to you.

The 147th Aviation Company went over as a unit in November 1965, and was the first Chinook company in country after the 1st Cav.

We left from Fort Benning, GA, and after our ships were flown to the West Coast and our equipment shipped from the East Coast, we remained at Benning on alert for what seemed like a long period of time. There were a lot of card games, dice games and chess played to pass the time.

We went over together on a troop ship. Other than reading, there was not much for the pilots to do except play card games, dice games, or chess. The games were always very competitive.



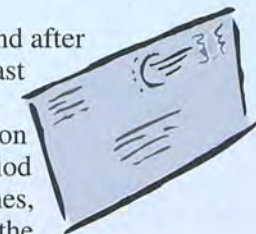
I had grown up in the Ozarks of Missouri, where there was generally a "can do" attitude. That attitude was often expressed with the phrase "That is no hill for a climber."

On the trip over, I frequently used that phrase, as did CWO Raleigh Harden, who was from either North or South Carolina. The phrase got picked up by the rest of the pilots and then became our call sign.

"Pachyderms" was a close second for a call sign, but many of us country boys were not certain that "pachyderms" and "elephants" were one and the same. We also definitely could not spell "pachyderms." As sort of a compromise or concession, the Chinook did appear as an elephant on our first unit patch.

Enclosed herewith you will find a copier copy of a picture of the 147th's first unit patch. We had it made on the local economy and it did not turn out exactly as we wanted. The elephant is going up a hill, but it is not very steep. This patch was one of the first ordered and you will note that "climber" is misspelled.

They do not show up too well on this copy, but there are three objects on the lower half of the patch. On the left, the circular object is a flower, the center object was a tree, and



VHPA Products

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VHPA bumper stickers	\$1/each	_____
Round VHPA window stickers	\$1/each	_____
Back VHPA Newsletters (Limited availability)	\$2/issue (\$5 P&H each set)	_____
1994 VHPA Directory	\$10/each (\$5 P&H each)	_____
1995 VHPA Directory	\$10/each (\$5 P&H each)	_____
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1999 VHPA Directory	\$15/each (\$5 P&H each)	_____
Vol. I Historical Reference Directory — 352 pages	\$10/each (\$5 P&H each)	_____
Vol. II Historical Reference Directory — 832 pages	\$15/each (\$5 P&H each set)	_____
1995 VHPA Calendar	\$5/each (\$5 P&H each)	_____
1996 VHPA Calendar	\$5/each (\$5 P&H each)	_____
1998 VHPA Calendar	\$5/each (\$5 P&H each)	_____
1999 VHPA Calendar	\$8/each (\$5 P&H each)	_____

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the object on the right was a cow's skull with horns.

All of those objects had some meaning at the time, but I have long ago forgotten what it was. I have a vague feeling that the meaning of those objects would not be suitable for prime time explanation. I wonder if there are any of the original Hillclimbers who remember?

L. Thomas Elliston
P.O. Box 453
Webb City, MO 64870

Inscribed lighter found at an Arizona mountain

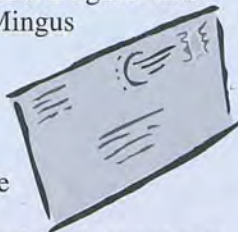
Below you will find a short story about a lighter that was found in the national forest atop Mingus Mountain in Arizona.

Mingus is between Prescott and Flagstaff for those not familiar with Arizona.

Brandon and I would like to find the owner. Most of what is printed on the lighter is self-explanatory for us in aviation. I am not sure, though, what unit "Revolution Outlaw" was.

I am familiar with the Ca Mau area because that is where I got my Purple Heart, but don't remember VC Lake. So we can see who the aircraft commander, pilot, crew chief and gunner were, but did all get out, and where are they now? You can e-mail or snail mail me at the address at the end.

Walter J. Ellis, CW4 retired
P.O. Box 6052
Apache Junction, AZ 85278-6052
(480) 671-3525



Walt, Brandon Hill here again. As I was scrolling down your e-mail and reading the part about your e-mail address being associated with your Vietnam flying days, it made me remember the inscription on a Zippo lighter I found a while back at the Mingus gate.

This may be a long shot, but perhaps you can help me find the rightful owner.

On one side the lighter has the following inscribed on it:

CA MAU
VC LAKE

Crashed & burned: 23 APR 71

Below the wording is the inscription of a helicopter and airplane.

On the other side it has the following inscription:

Revolution Outlaw 15

AC Baccari
P Howard
CE Engel
G Rast

Photographer adds information about photo in VHPA calendar

I want to add a little additional information, and some corrections, on the 2000 VHPA calendar.

UH-1H No. 17130 belongs to the 92nd Assault Helicopter Company "Stallions" out of Dong Ba Thin, just west of Cam Ranh. That explains the stallion on the door.

The ship is one of a two-ship formation flying from Dong Ba Thin to Nha Trang, which is the city in the background. The date of the photo is May 1968 — not May 1967 — and the photo was taken by Bill Robie, flying right seat in the other aircraft.

Thanks for the opportunity to set the record straight.

Bill Robie
92nd Assault Helicopter Company, 1968-69

Family contacts group releases list of names

The Family Contacts Committee of the Vietnam Helicopter Flight Crew Network (VHFCN) helps connect family members and buddies of the person who never came back.

Some family members have been searching for years; others just started. Some are looking for details about the casualty incident.

Parents who lost a son, brothers and sisters who lost a sibling, sons and daughters without a father, they are all seeking information, knowledge, and healing.

We seek not only buddies of those whose family members have contacted us, but all memories and stories about anyone and anything that happened during the tours of Vietnam helicopter veterans.

If you can provide information or share memories on any of the following persons, please contact Gary Thewlis,

([redacted]), phone [redacted] or e-mail: [redacted]

The committee's website is:

<http://www.VirtualWall.org/contacts>

The KIA/MIA list is in unit and casualty date order, with names we have no unit for listed first. The names are last name first, followed by first and middle name, information directly from the VN wall database.

Our case "types" are shown last in both listings, with the first consisting of KIA/MIAs and the second being DAT (died after tours), Info (seeking information) and Find (trying to find individuals).

Gary Thewlis

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All are KIA unless otherwise noted.

Date	Name	Info
10/24/97	Todd Wilcox — information on father	Find
11/24/97	Charles Robert Beatty — looking for him	Find
11/28/97	Col. James H. Hoag Jr. — trying to find	Find
12/3/97	Henry "Chip" France — trying to locate	Find
12/4/97	John R. Todd — trying to locate	Find
12/17/97	Gregory Steven Ciccarella DAT — information	DAT
1/5/98	Medevac crew — Looking for	Find
1/17/98	Walt Gardner — looking for	Find
1/19/98	Ron Peabbles — needs veterans who served w/him	Find
1/21/98	Cobra crew shot down — identify	Find
1/25/98	Glenn E. Cox DAT — information	DAT
3/14/98	I.W. Sanders — trying to find	Find
4/2/98	Robert Joseph Chipman DAT — information about	DAT
4/3/98	James Christopher Smith — looking for	Find
5/20/98	Chris Wagner — help locating	Find
7/13/98	Ron Clarke	Find
7/20/98	CH-53 crash, Easter 1969	Find
10/18/98	Mike Greiner	DAT
3/17/99	Donald E. Hampton	DAT
2/16/66	Paterson, Ross James	KIA
4/19/68	Robinson, Timothy George	KIA
5/26/68	Smith, David William	KIA
2/15/69	Fields, James Thomas	KIA
7/15/69	Hansen, John Currie	KIA
7/25/69	Sabatinelli, Vincent F.	KIA
11/17/69	Brown, William Joseph	KIA

Unit	Date	Name	Info
1 CAV	1/16/98	Capt. Jeff Young — looking for him	Find
1/9 CAV	11/10/97	Thomas "Tom" Sylvester — locate	Find
118 AHC	9/27/98	Charles Shipley Foster	Info
119 AHC	4/11/98	James E. Winston — looking for	Find
128 AHC	12/6/98	David A. Walton	DAT
135 AHC	3/25/98	Robert Eckhart — looking for	Find
145 CAB	7/13/98	Barry W. Robinson	DAT
164 AVN	1/4/98	Richard Calvin Smith DAT — information	DAT
170 AHC	6/25/98	Gene Wentworth	DAT
173 AHC	11/4/97	Clyde Randall Driskell DAT	DAT
173 AHC	4/7/98	Jim Willoughby DAT — information	DAT
173 AHC	7/13/98	Randall Burt Castle(s)	Find
174 AHC	1/1/98	174th Aviation — looking for pilots	Find
178 AVN	2/21/98	William J. Francis — want VN information	DAT
187 AHC	6/18/98	Sgt. Robert "Bob" Walters — looking for	Find
192 AHC	12/20/98	Tom McNeff	DAT
196 LIB	12/7/98	James L. Yoho	DAT
213 ASHC	9/28/97	Michael Dougherty Sister seeking info	DAT
227 AHB	8/26/97	Chris Lockwood looking for buddies	Find
235 AHC	6/17/98	WO James E. Brown — looking for	Find
27 Rm Pls	4/17/98	Donald Davidson — trying to locate	Find
3/17 CAV	7/13/98	Charles Jaquins	Info
326 MED	7/28/97	Terrance Ken Woolever — information	DAT
326 MED	7/13/98	George Stapp	DAT
334 AHC	6/17/98	Jerry Finney — looking for	Find
339 TC CO	10/28/97	Aircraft maint. — looking for alumni	Find
37 ARRS	10/8/97	BRAVO Chopper Crew — locate	Find
37 ARRS	6/9/98	R. Cubberly searching for Jolly Green crew	Find
498 MED	1/30/98	498th 55th Dustoff Pilots — looking for	Find
498 MED CO	3/23/98	Connie Hibbs — looking for	Find
92 AHC	9/13/98	Thomas A. Leitz	DAT
AF	10/ 8/97	Vinson Macy seeks vets at Khe Sanh	Find
C/158 AVN	9/16/97	Cliff Baade — information on suicide	DAT
H/17 CAV	7/26/97	Alfred Gutierrez — Seeks buddy's families	Find
HMM-165	1/21/99	Searching for Dustoff crew	Find
MARINES	3/17/99	Sgt. Bruce T. Gossar	DAT
NAVY	10/17/97	Joseph James Zeranti DAT — information	DAT
1 AVN BDE	2/1/68	Conway, Raymond Lester	KIA
	6/1/71	Wayt, Scott William	KIA
1 CAV DIV	8/17/67	Livermore, Keith Warren F.	KIA
101 ABN	6/5/70	Trimm, Archie Edward	KIA
116 AHC	6/5/69	Baker, Ronald Ray	KIA
117 AHC	10/3/68	Smith, Roger Lee	KIA
118 AHC	5/28/65	Piper, Edward Roger	KIA
	11/24/69	Perkins, Allen Dean	KIA
119 AHC	10/20/65	Racine, Franklin Douglas	KIA
121 AHC	7/11/66	Aydlett, James Quinel	KIA
129 AHC	4/27/72	Shaw, Thomas Francis	KIA

VHPA member could share letters written from Vietnam

A few years ago, one of my uncles returned to me the letters I had written him when I was in Nam. He was a former GI from World War II.

The letters I wrote to him were probably more specific in the details of war than the ones I wrote to other family members.

I was surprised he had kept them for so long. I also was grateful to get to read them and reflect on the times at hand when I wrote them.

I suspect there are others who have still have letters from those times. Maybe you could devote a space in each newsletter and publish some of these letters, along with letters received from the world.

Just a suggestion.

Dale Broberg
Rattler 24

135 AHC	2/8/68	Moore, Glenn Douglas	KIA
	8/21/68	Fennell, William Ervin	KIA
	5/19/70	Sprewell, John Spurgeon	KIA
155 AHC	4/19/68	Larson, Paul Noble	KIA
16 CAG	7/15/69	Venditti, Nicholas Louis	KIA
162 AHC	11/15/66	Bruhn, James William	KIA
	8/8/67	Jones, Charles A.	KIA
	12/19/67	Kline, Robert Daniel	KIA
	8/26/70	Laurence, William H. Jr.	KIA
	1/11/72	Tawney, Gary Wayne	KIA
17 AHC	8/13/74	Jamerson, Larry Carl	KIA
17 AVN	5/22/78	Link, Robert Charles	KIA
170 AHC	12/16/67	King, Thomas Ray	KIA
	9/10/69	Pepe, George William	KIA
173 Abn Bde	7/27/66	Hunt, Joseph Francis	KIA
	3/4/68	Kidd, Donny Ramon	KIA
175 AHC	3/15/69	Whynaught, Jeffrey Lyle	KIA
176 AHC	3/22/71	Cleve, Reginald David	KIA
	10/18/71	Shelton, Wesley Stewart	KIA
178 ASHC	6/27/66	Seeley, John Stuart	KIA
189 AHC	4/25/70	Mc Kibben, William Russell	KIA
192 AHC	10/28/69	Campbell, Thomas Eugene	KIA
	10/28/69	Wright, John Paul	KIA
	11/4/69	Anderson, John Steven	KIA
	3/22/70	Hatfield, Michael James	KIA
195 AHC	10/9/69	Brennan, John Patrick	KIA
	5/5/70	Dougan, Charles Garvin	KIA
	5/5/70	Rabb, Robert Ira	KIA
196 Bde 23 Inf	5/13/72	Wiley, Thomas J.	KIA
2/14 25 INF	6/6/70	Branch, William Anderson	KIA
20 SOS	3/14/70	Dilley, Dana Allen	KIA
201 AVN	6/9/72	Doughtie, Ronald Edward	KIA
205 ASHC	8/30/69	Gray, Robert Vernon	KIA
21 SOS	1/24/75	Hall, Gary C.	KIA
228 ASHB	3/5/67	Wise, Robert Evans	KIA
237 Med Det	9/27/70	Hill, Robert Oren Jr.	KIA
	2/18/71	Brown, Joseph Gordon	KIA
25 AVN	7/9/65	Hall, James Albert	KIA
254 Med Det	3/26/69	Stover, Douglas Earl	KIA
282 AHC	9/3/66	Bultman, Roy James	KIA
	9/3/66	Freda, Arthur Anthony Jr.	KIA
	8/14/67	Easley, Leonard Eugene	KIA
3/17 CAV	9/22/71	Jaquins, Charles Egbert	KIA
335 AHC	12/19/66	Andrews, Coley L.	KIA
	3/31/70	Sheldon, Kimball Hayes	KIA
358 Avn Det	12/16/70	Williams, Fred Albert	KIA
	4/8/71	Sonderman, Thomas Lee	KIA
361 AVN	6/16/69	Clotfelter, Mark Dennis	KIA

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37 ARRS	11/25/71	Thomas, James Richard	MIA
38 ARRS	2/6/67	Wood, Patrick Hardy	KIA
4 INF	5/18/69	Beck, Gregory George	KIA
45 MED	5/27/68	Rucker, Kenneth Ray	KIA
5 MECH	2/11/71	Carroll, Raymond Frank	KIA
525 MI GRP	7/26/69	Goldberg, Stewart B.	KIA
57 AHC	9/27/69	Huntley, John Norman	KIA
	12/6/69	Ferrell, Charles Elton	KIA
57 Med Det	10/13/71	Darrah, Michael Lee	KIA
62 AHC	2/25/72	Clarke, David Errol	KIA
	10/5/78	Wilson, Mickey Allen	KIA
68 AVN	7/20/66	Dillon, David Andrew	KIA
	7/20/66	Lambdin, Daniel Alvey	KIA
	6/19/69	Baca, Richard David	KIA
9 INF	3/30/68	Poteat, Dennis Michael	MIA
9 INF DIV	3/6/78	Lancaster, Kenneth Ray	KIA
92 AHC	12/24/68	Devore, Kenneth Roy	KIA
A/1/9 1 CAV	4/18/67	Bruce, Ronald Dwight	KIA
	5/3/68	McKain, Bobby Lyn	KIA
	6/29/69	Mefford, Harrell Samuel	KIA
A/1/9 CAV	6/11/72	Mcquade, James Russell	KIA
A/101 AVN	2/18/71	Woods, Gerald Ernest	KIA
A/2/20 ARA	1/24/67	Hingston, William E. Jr.	KIA
A/25 AVN	8/14/69	Hiemenz, James Borland	KIA
A/377 ART	1/9/71	Sysak, Craig Alan	KIA
A/4/77 ARA	2/16/77	McDonnell, John Terence	KIA
A/7/1 CAV	7/17/71	Noble, Allen Earl	KIA
A/82 AVN	6/10/65	Galbraith, Raymond Clarence	KIA
	7/27/66	Collins, James Wilford	KIA
B/1/9 CAV	3/14/69	Popp, David Fred	KIA
B/1/9 CAV	6/2/71	King, Danny Raymond	KIA
B/101 AVN	3/9/69	O'Neill, Daniel John	KIA
B/229 1 CAV	7/22/70	Johnson, Larry Du Wayne	KIA
B/25 AVN	5/10/69	Thomas, Roy Stephen	KIA
B/7/1 CAV	1/4/69	Falk, Gary David	KIA
B/7/17 CAV	2/19/68	Cohan, Stephen	KIA
B/9 AVN	2/5/69	Burkhart, Willard Harley	KIA
C/1/9 1 CAV	8/8/66	Nordman, Eric Reinhard	KIA
	7/21/69	Anderson, John Ernest	KIA
	8/3/69	Kink, David Robert	KIA
C/158 AHB	5/18/70	Stone, Harry James	KIA
C/158 AVN	12/7/70	Baade, Clifford Keith	KIA
C/159 ASHB	8/2/69	Stacey, James Shelton	KIA
C/16 CAV	4/7/72	Stern, Robert Alan	KIA
C/2/17 CAV	5/31/73	Cramer, Donald Martin	KIA
C/2/20 ARA	9/6/67	Clark, Paul Leslie	KIA
	12/19/69	Frank, Richard Wagner	KIA
C/227 AHB	5/23/70	Greene, Ellis David	KIA
	6/5/73	Clinton, Dean Eddie	KIA
C/228 ASHB	11/18/66	Leach, James Willis	KIA
	4/25/68	Eiler, Linden Dale Jr.	KIA
C/229 AHB	6/24/66	Lebrun, Lawrence P.	KIA
C/3/17 CAV	11/16/68	Brown, Eddie Wayne	KIA
	11/30/71	Ziel, Joseph Bernard	KIA
D/1/4 CAV	11/6/69	Vad, Henry Joseph	KIA
D/101 AWC	3/18/71	Brandt, Keith Allan	KIA
D/158 AVN	6/1/71	Magers, Paul Gerald	KIA
D/17 CAV	10/29/72	Florence, Dexter Bush	KIA
D/3/5 CAV	9/4/71	Gronborg, Martin Wayne Jr.	KIA
DIV Art 4 Inf	5/18/69	Huffstutler, Steven Riley	KIA
F/79 ARA	6/24/72	Dilallo, John Lawrence	KIA
	5/15/78	Strobridge, Rodney Lynn	KIA
F/8 CAV	7/13/69	Howison, Graham Henry	KIA
H&S/1/4 MC	6/6/68	Harper, Ralph Lewis	KIA
HHC 2 BDE	1/10/68	Lemaire, Douglas James	KIA
	12/1/69	Camp, Jack	KIA
HHC/9 INF	8/19/68	Trujillo, Victor David	KIA
HMH-463	2/19/68	Ehnis, Kenneth Paul	KIA
HMM-161	6/6/65	Wilson, Frank Willard	KIA
HMM-165	6/3/67	Gardner, John Garrett	KIA
	10/4/74	Hanson, Stephen Paul	MIA
HMM-262	8/31/67	Moyer, Lawrence Richard	KIA
HMM-263	11/18/70	Rogers, Orville Curtis Jr.	KIA
HMM-265	6/11/67	Bohlscheid, Curtis Richard	KIA
HMM-361	10/8/63	Ritchey, Luther Edmond Jr.	KIA
HMM-362	2/4/69	Haglage, Andrew Martin	KIA
HMM-364	12/3/65	Riley, Kirk Irwin	KIA
	2/7/69	Young, Gary Norman	KIA
MACV	8/1/67	Gudleske, Gustave Franklin	KIA

MC	4/10/68	Padgett, Samuel Joseph	KIA
	1/17/64	Hasper, Charles Martin	KIA
	2/22/68	Smith, Cary Carson	KIA
	2/28/68	Coles, Kyle J.	KIA
	12/7/68	Crawford, Richard	KIA
	6/4/70	Wilson, Harry Truman	KIA
USAF	12/31/65	Moore, Thomas	MIA
	6/9/68	Holden, Elmer Larry	KIA
USARV	4/22/71	Jenkins, Dennis Alan	KIA
VMFA-315	7/23/75	Pitt, Albert	MIA
VMO-2	4/20/68	Walker, William John	KIA
VMO-3	11/14/67	Kelsey, Milton George	KIA

World War II veteran tells of being shot down

I like to go to the library at lunchtime sometimes, and today was one of those times.

While walking amongst the books, I saw a small, bent-over, old man hobbling along with a cane, earpiece and assorted other body appendages visible beneath his shirt.

He had on a "World War II Veteran" baseball cap, so I asked him which branch he was in.

"Army Air Force," was the reply. "Were you ever in the service?" he asked.

"Yes, I was a helicopter pilot in Vietnam," I replied.

"Where were you stationed?" I asked.

"Europe."

"What did you do?"

He points to the tie-tack he was wearing. "Recognize this?" It was a B-24 Liberator.

"Sure, my dad was in the Pacific. Who were you with?"

He pulls a business card out of his decrepit, old wallet. It has a picture of a B-24 on it and says:

John F. Barnacle
450th "COTTONTAILS" Bomb Group, 15th A.F
Air Forces Escape and Evasion Society
Air Forces Gunners Association
D.A.V. - AM. LEG. - V.F.W.

Continued on Page 8

Retired physician seeking Vietnam dustoff patches

I am a retired physician living in Washington State. I served in the U.S. Army Medical Corps in 1958-66 and am a member of the Dustoff Association.

I collect U.S. Army medical pocket patches. There are a number of Vietnam dustoff pocket patches I would like to obtain for my collection.

It has been suggested by several members of the Dustoff Association that I contact the VHPA to see if your organization might be able to help me locate some of these patches. Are you aware of any collectors I might contact in your group?

Howard Danforth

Continued from Page 7

I asked John, "So, what did you do?"

He replied, "Ball turret gunner. I don't want to bore you, but would you like to hear my story?"

"I sure would."

He then regaled me with his story, of how he enlisted in the National Guard in '38, and got called to active duty in October '40. He started out in B-25s as a waist gunner. He was still in the States, out drinking with a bunch of guys one night, and one of them got drunk and told him about this special unit Col. Jimmy Doolittle was forming down at Eglin.

John bummed a flight down to Eglin. He reported to the operations major and told him he wanted to volunteer for the special unit he had heard about.

The major told him he had to wait for the colonel to come back. Later that afternoon, Doolittle landed in the personal P-40 he flew. John reported to Doolittle and told him he wanted to join his outfit.

Doolittle told him to get the hell out of his office; he already had more guys wanting to commit suicide than he needed. That's how John missed the Tokyo raid.

So John returned back to his base, only to get disciplined with 120 days of KP and guard duty for running off to Jimmy.

He then volunteered to train as part of the first two heavy bomber crews for the 450th. He was the small guy, so he got the ball turret.

John then told me of the day — one his many flying days — in which he personally shot down five German fighters, a mixture of Me-109s and FW-190s; of how he was wounded three times; of the day his B-24 got shot down over Yugoslavia and he spent 30 days in E&E with Tito's partisans before he was repatriated to the Allies; of how they refused to let him return to combat because of the rule that shot down and returned airmen might reveal information about the resistance; of about how he went back to the States and trained new crewmen for the B-29; and how they refused to let him volunteer to be B-29 crewman in the Pacific — they said he had done too much already.

He then showed me his beat-up old "Caterpillar Club" card, that he received for having his life saved by a parachute in March 1944.

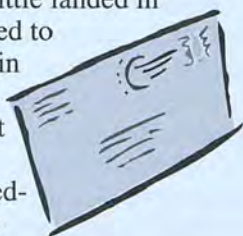
He had a gleam in his eyes and that faraway look warriors get when remembering. I know the look.

I was silent, a little dumbstruck.

He then hooked his cane on his arm and took my hand in both of his. He started shaking my hand vigorously and, with tears in his eyes said, "Thank you for listening to my story."

I was getting a little misty-eyed, too. I thanked him profusely for sharing it.

This just happened within the past hour. I wrote this as a memorial to this great and aged warrior. They are dying off fast.



C&O Canal Bike Trail leads to VHPA reunion

I'd like to get a group of VHPA members to ride the C&O Canal Bike Trail with me into the reunion in Washington, DC.

The total ride would be 120 miles (two days, 60 miles each). The first day (June 29) we would start in Hancock MD, we'd tour Antietam and RON in Harpers Ferry. The second day (June 30) we would arrive in DC.

Search the Internet for "C&O Canal" for route details, there are a number of informative sites.

Logistics to/from Hancock would be the riders responsibility, but I'm sure if we get a few other riders we can car pool and figure out a plan.

If you are interested, please contact me at [REDACTED]

Pat Leary

I also wrote it because I saw myself — all of us — a few years down the road, as old men, forgotten by everybody. I hope somebody wants to hear my story someday. I hope somebody will stop and care.

I'm a little misty-eyed again.

Rob Glasier

240th Assault Helicopter Company

Pilot makes Y2K flight into the new millennium

Since I had to work New Year's Eve, I was determined I was going to fly into the millennium even if it was to start the helicopter up and take it once around the pattern at the stroke of midnight.

However, things turned out much better than expected. I got a mission about 10:30 p.m. to take a 10-year-old with leukemia to Children's Mercy Hospital in Kansas City (one hour flight). We left Joplin at 11:10 p.m. and landed in KC at 6 minutes into the next 1,000 years.

The fireworks started going off just as I got into the city and what a light show it was. Fireworks were going off all over the city. It looked like Baghdad on the first night of the Gulf War.

The main show with the best fireworks was only a block from the hospital and they were doing the grand finale while I was on approach.

Truly a night to remember

By the way, at midnight I was the only aircraft approach was talking to and we wished each other "Happy New Year."

John Hargleroad

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Hilltop Singers provide information about group

We really appreciated the terrific article in the September/October 1999 issue about The Hilltop Singers. Here is some more information that you and your readers may be interested in having:

Our mailing address:

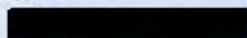
The Hilltop Singers
P.O. Box 330101
Nashville, TN 37203



Our website:

<http://hometown.aol.com/hiltopsngr>

Our e-mail address:



Linda and Jeanie Carpenter and Trish Starkey had a dream to be of service to their country during the Vietnam War. Their dream came true as The Hilltop Singers sang their way into the hearts of the servicemen in Southeast Asia.

We are grateful to you who were such loyal supporters of us and our dream.

The spirit of the group lives on in our quest for self actualization and yet the excitement of that time is still very real in our hearts. Thank you for believing in us — The Hilltop Singers — Linda, Jeanie and Trish. Continue to believe in us, because dreams still come true. I hope you enjoy our website and seeing the pictures from our shows.

The Hilltop Singers
Linda, Jeanie and Trish

P.S.: If there is anyone out there who heard The Hilltop Singers during the 1969-72 era, we would love to hear from you.

Year began as typical, then the telephone rang

The year 1988 started out as your typical, average year. Family life doing well, work going well.

Then one day, out of the blue, the phone rang and it was a gentleman named Hayden "Pappy" Jones. If only my intuition was up to full speed that day, we would have known how much this man would change our lives.

Pappy called and was looking for Jack Jordan. That is my husband, I explained.

Since Pappy was so elated at finding Jack, he started talking about old times and serving in Germany with him. We halted real quickly — right name, both military, both helicopter pilots, but sorry this was not my husband.

However, in the nature of being friendly and never meeting a stranger, I invited him to lunch, especially since he

was standing in Mt. Vernon at a pay phone.

Well, I called my husband at the office and told him of the conversation and that we were going to meet Pappy for lunch.

As it turned out, Pappy was a wonderful man with a heart the size of Texas.

Over lunch, he told us about the VHPA.

After lunch, we went to Jack's office. Pappy was overwhelmed with the Valentine's Day gifts I gave Jack that year: An 8-by-10-foot wall of pictures, medals, and awards telling how he spent his youth in a hot, steamy, tropical paradise with his friends.

In our conversation that fateful day, Pappy asked if the "Me Wall" could travel?

"Oh yes," was the reply.

If Pappy had only known what kind of doors that question would open during the next 11 years.

The wall ended up becoming something we need a moving truck to haul. Actually, we had a Suburban that could easily be filled.

You should see the look on Jack's face when he comes home from work and sees I am packed and ready to go. I tell him, don't worry, you have a little room for your stuff — one pair underwear and an extra pair of tennis shoes.

So, with a little help, we shift the load around and empty the other seat so he can ride along.

In 1994, we talked our daughter into driving with us. Ah, the essence of youth, how gullible can someone be? We made her drive most of the way — from Texas to Philadelphia.

Me, in the backseat crammed in with the "stuff," Jack in the passenger side seat, laid back and snoring. For almost the whole way, I did not say a word. I worked on the slide show that year while we were on the road.

Jack and Jennifer felt a lot of pity for me as we stopped at every roadside park. I think they thought they were traveling with the faithful family dog.

It has been wonderful carrying all of our stuff to the reunions for everyone to enjoy. All of the old pictures I have copied and put on slides; adding music to them has been a joy to all.

After seeing the old pictures, Jack wondered where his old roommates — Al Melvin and Bob Garthwaite — were. I began to search for them.

I went through the 201 files, orders, and awards; anything and everything I could find for the 361st.

A friend of ours has a book with the names of the officers, their RA and Social Security numbers. This was to be a surprise for Jack. Along with this information and using (800) FIND-PEOPLE, the ability to track down long lost friends as there.

In 1988, I walked up to this guy and said: "You are Bob Whitford." The look on his face was worth millions. He did not remember me and I was more than willing to refresh his memory.

We began talking about the Pink Panthers in 1968-69. Bob gave me the unit History of 1968-69. I started out with

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10 names and sent six newsletters. To date, we have found more than 203 names and sent 101 newsletters, along with addresses in them.

About seven years ago, at the VHPA reunion, I gave Jack a list of names and telephone numbers. I decided he and a few partners needed to "reach out and touch" those who were not at the reunion.

After quite a few phone calls, more and more Panthers showed up.

One of our friends, Mike Sheuerman, received cash for his birthday and he decided to spend it on (800) FIND-PEOPLE. One of the Panthers had an unlisted phone number, but Mike found an address and sent flowers.

Another fellow lived in a very small town. Mike had the address, but no phone number. Mike called the local police and got their help locating a long lost friend. Luckily the police officer he spoke with was also a veteran and was more than willing to deliver a message from Mike to the friend.

Mike and I did a great job of tracking people down and were very good at persuading them to start attending reunions.

Mike has reserved a hospitality room for our mini-reunions: Named the Stickitt Inn. You may have a key to the room, so you can look at the memorabilia. There is also the slide show, videos, tapes, photo albums and plenty of refreshments.

We are always looking for new and interesting things to add to reunions. All we want is for everyone to enjoy their time at the reunions.

We also are lucky to be one of the first to have a mascot. Jennifer has been the mascot for the Panthers.

Having a complete history of the Panthers was the goal and I am grateful I have had a major part in making this happen. Being able to see these men find lost friends and enjoy their friendship for the years to come is very fulfilling to me.

The goals set forth for the history of the Panthers is almost reached, they are as follows:

- Home page on the VHPA website: www.vhpa.org
- Stickitt Inn room and memorabilia.
- Mail out of newsletters and addresses.
- Pink Panther mascot.
- Slide show.
- Total history 1967-72.
- Awards and records of all Panthers on file.

In digging up all this information and doing extensive research, we have found family members who need help with long ago questions no one has been able to answer for them.

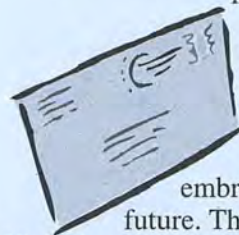
We found Susan Clottfelder Blaker, the sister of a KIA who wanted to know more about her brother. There are other others out there who also need our help.

I was presented with the Precious Panther Award. I am very grateful for the acknowledgement.

My venture has paid me in the most wonderful words

spoken: I am so glad you found me.

As in our youth, you all have made these great memories and fun times when we get together every year. You are the reason we have the reunion every year. Each of you has lost touch with friends from this time.



If you are able to get together at least once a year to enjoy your old friends — and new ones, you have gained tremendous wealth.

Look back to your past and embrace it as you go forward into the future. This is what the Vietnam Helicopter Pilots Association is all about: Finding lost friends and making new ones.

Bettie Lou Jordan
Precious Pink Panther 36/A

Member helps friend of pilot killed in mid-air

The following item appeared in my November/December issue of *The VHPA Newsletter*, which I received yesterday:

Pilot's Friend Seeks Information on Death

The purpose in writing this e-mail to you (VHPA) is to find out if you might be able to put me in touch with other pilots who were in Vietnam about the time a very close and dear friend of mine was killed in a helicopter mid-air collision. His name is WO Jerry H. Johnson, 174th Aviation Company, Vietnam, Feb. 16, 1947-June 13, 1968.

Mike Buttles

Dear Mike:

I'm the webmaster for a site that is dedicated to the 174th, Jerry's unit.

We do have an accounting on the website of the accident. We also have a lot of former members of the 174th on an e-mail listserver (almost 200 now), and there are a number of them who were there when this mid-air occurred. I was there about that time, and in fact I had finished my tour and had departed the company less than one week before the accident.

I knew Jim Carter well and Jerry less well (I was flying guns and Jerry was in slicks), and I was not even aware of the accident for several years.

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Website has WOC photographs

Take a look at this site:

<http://leav-www.army.mil/wocc/History/classpics.htm>

There isn't much left of the old WOC Hall of Fame, but the new guys are trying.

George Miller

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What a coincidence your notice showed up when it did. I was actually at Arlington National Cemetery today for the funeral of two pilots from the 48th Assault Helicopter Company, who have only recently been recovered and identified, and after the ceremony I went to the graveside of Jerry and the other soldiers buried with him to pay my respects. I took a photo of their marker and have added it to our website.

To view the write-up, go to:

<http://www.americal.org/174/>

Then click on the "NEW OR UPDATED ITEMS" button. Then click on the first new entry and it'll take you to our "Losses Page" and directly to the entry for Jerry and the others. Scroll down for the writeup. I do not have a photo of Jerry to include. If you have one, send it to me and I'll include it on the page.

To you Dolphins and Sharks, if any of you knew Jerry or know additional details of the crash and would like to talk with Mike, please respond to him at his address.

There, but for the grace of God, go us all . . .

James I. McDaniel

Pilot describes supporting SOG mission at Khe Sanh

I enjoyed reading the article in the March/April 1999 issue concerning the activities in support of SOG (Air Force Spads supported SOG mission).

My involvement in support of SOG began late in the evening in September 1966.

After an eight-hour day flying gunships of the Stinger Platoon of the 116th Assault Helicopter Company, located on the airstrip at Phu Lai, I had kicked back in my hooch enjoying a nice cold beer when a member of the operations section came by and told me to go to operations for a briefing for a mission the next day.

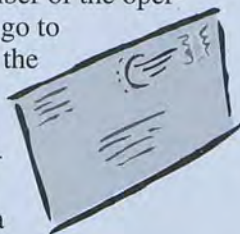
I told them I could get the briefing along with the other crews at the regular briefing time. I was told to go to operations now, that my mission was a complicated one.

I walked into the operations office and the operations officer informed me that I was to take four gunships to Khe Sanh in support of the Special Forces.

Since I had never heard of Khe Sanh, I asked the operations officer in what part of our sector was Khe Sanh located. He walked over to a small-scale map of Vietnam and pointed to a village just south of the DMZ and in the mountains next to Laos.

Since we were good friends, I thought he was pulling my leg. He said, I am serious, here are the crews and tail numbers, now start getting your stuff together.

First, we had no maps and had to rely on units up the coast in supplying us with current maps and charts.



Green Hornets didn't fly E-models

I haven't seen the 2000 VHPA Calendar, but concerning November and USAF UH-1E: I spent a lot of time at Dak To in August 1967 (we always went back to FOB II SF camp at night) in our UH-1F helicopters.

Don't know who flew the "E" model, but it wasn't us, the "Green Hornets."

G.T. Garcia

At that time we were still flying the UH-1Bs and with the additional loads we could only get 1 hour, 45 minutes of flying time. Some legs, after passing the fail safe point, we had to hope we would not run into bad weather.

Since the airstrip at Khe Sanh was not secure, we had to operate out of the SOG headquarters at Phu Bai. SOG had an A Team in underground bunkers located approximately 30 meters south of the PSP airstrip.

We would fly to Khe Sanh at dawn and return to Phu Bai after dark. We did this for two months.

SOG was supported by VNAF H-34s for one month and U.S. Marine H-46s for the last month.

The SOG teams consisted of three Americans (usually senior NCOs) and eight Nungs. In one or two cases, we lost most of the team and other times we would lose two or three.

In one case, we apparently dropped the team into the middle of an NVA regiment. We recovered one person from that team, the interpreter.

On another mission we were tasked to kidnap a local tribesman who worked his fields in the mountains of Laos. They wanted to talk to him about what he observed concerning the movement of NVA forces.

The man we picked up had only a small loincloth and nothing else on. They told us they took him to Danang for questioning. We put him back in a few days later. I have often wondered what he said to his wife. "Honey, a big bird picked me up and took me to a city with strange machines and thousands of people. The city sat next to a pond that did not have another side."

The wife probably did not believe him and informed him to lay off the rice wine.

We were very fortunate during my two months there. We were hit a few times by small arms fire, but suffered no losses. I can confirm that Cowboy and Mustachio were indeed the pilots of the VNAF H-34s. I was rated in the H-34 at the time and I observed some incredible flying skills by these two pilots. They were very courageous and were never afraid to undertake the most hazardous missions. Sadly, I was informed both had been killed in action.

The Special Forces team members and the Nungs were the bravest soldiers I observed during my three tours as a helicopter pilot in Vietnam. Fortunately for us, the NVA had not moved in the heavy guns yet, or if they had they chose not to use them on us.

Our helicopters did not operate very well at those alti-

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tudes. When making gun runs, especially in the valleys, our airspeeds made us sitting ducks.

I was very happy when our two months were up. For takeoffs at Khe Sanh, we had to make running takeoffs because of the loads and altitude. We were always afraid of snagging a skid and flipping over. Luckily, we escaped that fate also.

I flew the sickest ship and after an insertion one day we went back to the airstrip to shut down.

Just before the rotor stopped, the transmission froze up. Cheated death by two minutes.

The Marines came in with a CH-46 to slingload the Huey out. They had a great deal of difficulty picking up the load and had to burn off a lot of fuel before they were successful. We were hoping they would drop the sick one. They took it to Danang, put a new transmission in it and gave it back to us.

When I landed back at the company parking area at Chu Chi, (the 116th had moved since we left), I was met at the parking ramp and told a gunship, with four of my friends aboard had a transmission freeze-up in flight the day before and killed the entire crew.

Keep up the good work with the magazine. I always look forward to its arrival.

Ron Miller
Stinger 16

Finney a fine crew chief with 334th AWC platoon

Just a quick note about a couple of things.

First, about Jerry Finney and the helmet. In late 1969 and early 1970, I was in the Raider Platoon of the 334th Aerial Weapons Company and Jerry was one of our fine crew chiefs.

If I ever get to a reunion and he is nearby, I would like to regurgitate some old drinking stories with him.

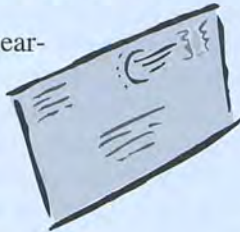
Most of the pilots and some of the crew chiefs had some very elaborate helmets. Unfortunately, mine was removed from my "hold baggage" as government property when I shipped home for ETS.

I'm also trying to find a painting I did in Fort Wolters in 1967. Our TAC officer for 67-23-B3 was CW2 Geishauser and a returnee from the 1st Aviation Brigade, if I remember correctly.

He wanted a painting of two Cobras attacking a village, from the cover of an Aviation Digest in 1966 or 1967.

He and I made a deal that I would have each weekend off to work on the painting off post.

I promised to complete it before I went to Fort Rucker, and when he was transferred out of his TAC job, the painting was to go to the Aviation Museum.



Flying Crane in calendar crashed

While attaching my labels to the new VHPA Calendar, I ran across something that I need to pass on to you.

In May is a Flying Crane whose photo was taken in October 1965.

Doing some cross-checking, I found out that particular CH-54 (No. 4204) crashed on Jan. 5, 1966, killing the crew, to include my classmate — Robert C Lane. (ref.: VHPA Directory).

Just thought you'd like to know. Plus, I needed to tell someone.

Tom Barnes

I have never had any contact with him since, and have never been able to visit the museum, so don't know what happened to the painting.

I have checked our VHPA roster and the deceased roster, and have never found him listed.

If anyone has knowledge of Mr. Geishauser or of the painting (a 3-by-5-foot black velvet of Cobras attacking a village), I would appreciate any information.

One other thing, about the missing members. Chuck McGee from Class 68-24 is here in Alaska and in occasional contact with me.

Although I have nothing current on him, I will mention the VHPA to him and get a current address the next time I see him.

Joe Riley
HCO1 Box 540
Gakona, AK 99586

What is unit of helicopter on Vietnam postage stamp?

I have an newspaper article and picture of the new Vietnam-era U.S. postage stamp that has been approved; the issue date was Sept. 13, 1999, but is not at the post offices as of Dec. 13.

The picture is of UH-1 off-loading a squad of 1st Cav troops. All of the troops off-loading are identified, but I'm trying to find out the unit flying the bird and the pilots.

Wesley Moore
Warlord Skeeter

**VHPA Newsletter letters
can be sent by e-mail to:
*swickard@vhpa.org***

Taps

Thomas C. Agnew

Thomas C. Agnew of Marlboro, NY, Director of Veterans Affairs in Orange County, died Nov. 11. He was 53.

The son of John C. and Alma C. Taylor Agnew, he was born June 8, 1946, in Newburgh, NY.

A veteran of the Army, having served two tours as a helicopter pilot in Vietnam, he earned the Distinguished Flying Cross and the Air Medal.

He attended Penn State University and graduated from State University at New Paltz. Later in life, he served as a volunteer for Literacy of America.

Agnew is survived by his wife, Deborah Dowling Agnew; his parents, John C. and Alma C. Taylor Agnew; three sons, Brian Agnew of Baltimore, and Andrew and James Agnew of Marlboro; and three daughters, Jane Agnew of New York City, Emily Agnew of Philadelphia, and Abby Agnew of Marlboro.

George Walter Baker Jr.

Retired Army CW4 George Walter Baker Jr., 64, of Dothan died the evening of Jan. 8 after a brief illness.

Baker was born Sept. 2, 1935, in Boyle, MS, to the late

George Walter Baker Sr. and Mamie Baker. At an early age, his family moved from Mississippi to Chicago.

In 1953, he entered the Army and served in the military for 27 years.

He served two tours of duty in Vietnam and logged more than 1,500 hours of combat flight time in various helicopters.

His awards and decorations included the Distinguished Flying Cross, Air Medal with clusters, Army Commendation Medal, Vietnamese Cross of Gallantry and five Vietnam Service Medals.

In 1973, he was selected to join a group of pilots whose mission was to provide helicopter transportation for the president.

He received several certifications, including his commercial pilot's license and a degree in business administration from Troy State University (magna cum laude). He retired from the military in 1980 and was employed by Northrop Worldwide Aviation Services Inc. as labor relations supervisor.

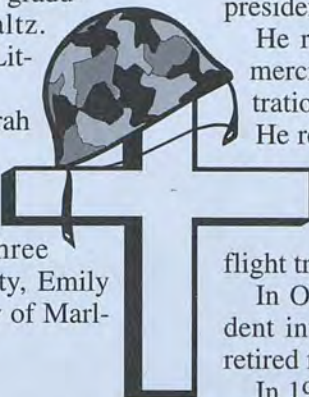
In 1983, he returned to teaching primary flight training for a civilian contractor at Fort Rucker.

In October 1987, he entered public service as an accident investigator and safety specialist for the Army. He retired from this position in March 1997.

In 1996, Gov. Fob James appointed Baker a member of the Alabama Job Coordinating Committee. It was a position he held for four years.

He also was president of the U.S. Army Black Aviation

See TAPS, Page 14



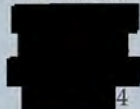
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Phil Marshall



The National Vietnam War Museum

A Challenge to all Aviation Companies and Associations



For the past two years, the National Vietnam War Museum has been selling memorial bricks, and many of you have purchased one to commemorate your Vietnam tour or Flight School Class. But you may not be aware that we are also offering larger memorial tablets to honor entire units.

Your Aviation Company has the opportunity to demonstrate its unit pride and join with other units who have already purchased one of these large tablets to be displayed throughout the Museum grounds. The 71st AHC, 119th AHC, and 174th AHC have already "pulled pitch," and are challenging the other units to follow suit.

If you are interested in purchasing a unit memorial, or would like more information, contact the National Vietnam War Museum, P. O. Box 146, Mineral Wells, TX 76068, or on line @ www.nationalmuseumvnwar.org



ETL 4/99

Taps

Continued from Page 13

Association, a member of the Professional Bowlers Association and the Fort Rucker Retired Men's Golf League.

Survivors include his wife of 39 years, Margo Baker of Dothan; five daughters, Valery Marshall and Gina Robinson, both of Atlanta; Lori Amerson (Anthony) and Holli Baker, both of Washington, DC; and Dionne Baker of Winston Salem, NC.

Timothy P. Forte

Timothy P. Forte of Palm Coast, FL, was killed in a car accident the evening of Jan. 12.

Forte was Embry-Riddle Aeronautical University's aviation safety officer and previously served as director of the Center for Aerospace Safety Education (CASE) at Embry-Riddle's Prescott, AZ, campus.

He had a distinguished career with the FAA and the NTSB before joining Embry-Riddle.

Forte also was an Army aviator with numerous ratings and an A&P license, who had been awarded several civilian and military awards for his service as a pilot.

He is survived by his wife, Karen, who also works for university; their children, Michael, Jason, Christopher and George; his mother, Mildred; his sister, Joann; and his brother, Tony.

At the request of the family, donations in lieu of flowers may be made to the Timothy P. Forte Scholarship Fund c/o Laura Porter, Office of Development, Embry-Riddle Aeronautical University, 600 S. Clyde Morris Boulevard, Daytona Beach, FL 32114-3900.

Philip Lee Goodman

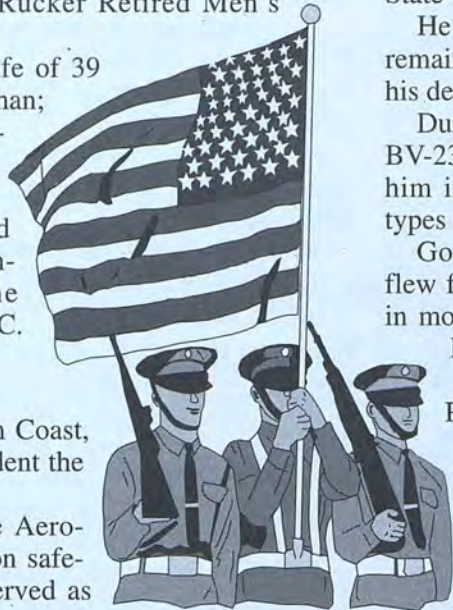
Philip Lee Goodman, 48, of Boise died unexpectedly of natural causes in Quito, Ecuador, on Oct. 28.

He was born on Feb. 23, 1951, in Laramie, WY. He grew up in Denver, where he graduated from East High School. After high school, Goodman served in the Army.

He was especially proud he served in Vietnam as a helicopter pilot. He was shot down over Cambodia in 1971, and received a medical discharge from the Army due to his injuries.

Goodman was awarded the Air Medal and a Purple Heart Medal. He was a member of the Disabled American Veterans and the Vietnam Helicopter Pilots Association.

In addition to his family, flying was his life. He flew



fixed-wing airplanes, as well as various types of helicopters. Goodman had commercial and instrument ratings, and recently acquired a seaplane rating.

He had more than 17,000 hours of flying time.

Upon release from the service, Goodman received a bachelor's degree in biology and chemistry from Oregon State University.

He began working for Columbia Helicopters in 1978, remaining employed with the company until the time of his death.

During his 21 years with Columbia, he flew a Chinook BV-234 and a BV-107 heavy lift helicopter. His job took him into many areas of the world and involved many types of flying.

Goodman fought fires, flew heavy-lift construction, flew famine relief in Africa, and oil exploration. He flew in most of the Northwestern United States, Africa, Peru, Papua New Guinea, Canada, and Ecuador.

He flew a helicopter in the movie, "Jurassic Park."

Goodman is survived by his wife, Marti; their children, Michael, Jenny, and Alexandra, all of Boise; his mother and stepfather, Margaret and Asa Battles of Denver; his father, James E. Goodman of Denver; two brothers, James of Michigan and John of Evergreen, CO; and a sister, Kathy of Massachusetts.

Howard Knight

Retired CW4 Howard Knight died Jan. 10 of cancer.

He was a member of ACHPC 55-O, and served in Vietnam with the 11th General Support, 1st Cavalry Division in 1966-67, and again on the Corpus Christi Bay in 1970-71.

He spent many years flying with the Presidential Flight Detachment.

Louis F. Litt

Former "Muleskinner" Louis F. Litt of WORWAC Class 63-3W died Dec. 7.

He lived in Garland, TX, at the time of his death.

Litt's second tour was with the 242th Assault Support Helicopter Company at Cu Chi in 1968.

Billy Hampton
Class 63-3W

Alan L. Love

Retired Col. Alan L. Love died April 14 at the age of 51.

During his tour of duty in Vietnam, he served as an aircraft commander with the 164th Assault Helicopter Company at Can Tho.

He was recipient of the Legion of Merit, the Bronze Star Medal and the Air Medal with 17 clusters and a "V" device.

Love, a New York City native, graduated from the

See TAPS, Page 15

Taps

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Infantry Officers Basic Course at Fort Benning in 1970.

He retired from the Army in 1996 and accepted a position with the Texas Center for Applied Technology, a division of the Texas A&M University System.

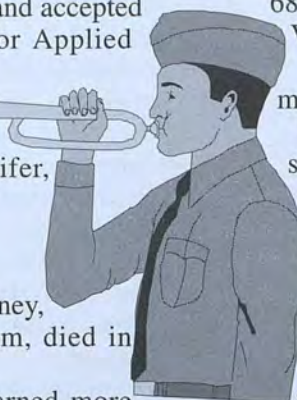
Love is survived by his wife, Roberta; and three daughters, Jennifer, Melissa and Jessica.

Wilbur "Sid" Sidney

Retired Lt. Col. Wilbur "Sid" Sidney, an Army helicopter pilot in Vietnam, died in Orlando, FL, Jan. 18. He was 73.

Sidney, a master army aviator, earned more than 70 decorations for heroism, valor and extraordinary service in three wars during his 34-year career, including the CIB with two stars, the Purple Heart Medal and the Distinguished Flying Cross.

He joined the Army at 17 in 1944 and fought in Germany during World War II. Continuing his service in the



Korean War, he participated in night raids against the Chinese Army.

As an Army helicopter pilot, Sidney was shot down twice in Vietnam.

In Vietnam, he served with Headquarters and Headquarters Company, 12th Combat Aviation Group, in 1967-68 and with the Aviation Safety Division of U.S. Army Vietnam in 1969.

He retired in 1977 to California, where he earned two master's degrees, taught school and sold real estate.

Sidney is survived by a son, Bruce Sidney of Ocean-side, CA; daughters, Marsha Johansen of Junction City, KS; Debora Stephens of Spirit Lake, ID; and Debi Grunow of Oviedo, FL; 10 grandchildren and five great-grandchildren.

Loren Carl Strange

Retired Col. Loren Carl Strange, 71, died Dec. 7 at the family home in Maryville, TN.

He was a longtime Army aviator and served two tours in Vietnam: In 1968 with the 520th Transportation Battalion, in 1971-72 with the 34th General Support Group, and in 1972 with Headquarters and Headquarters Company, 1st Aviation Brigade.

See TAPS, Page 16

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Taps

Continued from Page 15

Strange had served several tours at Fort Rucker in various positions and commanded the 4th Transport Helicopter Company (Medium Helicopter CH-37) in Germany.

He was known throughout Army aviation and was a pioneer in the Safety Board that is now part Army Aviation.

Strange was corporate president of Tennessee INOVA Corp.

Interment was in the Grandview Cemetery in Maryville.

Forrest Myers

William E. Volk

Retired Army Maj. William E. "Bill" Volk, 71, died Jan. 11 at Webb City, MO, his hometown. He was born and raised in Elk City, OK.

He was commissioned a second lieutenant of infantry at Fort Benning, GA, on June 26, 1952, after completing the officer candidate course.

Volk attended Army flight school at San Marcos, TX, and Fort Sill, OK, and was awarded the Army pilot wings on March 20, 1954, with Class 54-B.

He served two tours in Vietnam, the first being with the 120th Aviation Company as the maintenance officer on 1964-65. His second tour, in 1966-67, was as a flight platoon leader with the 128th Assault Helicopter Company.

After retiring from the Army, Volk served as the commander of the American Legion post in Webb City. He also served as commander of the VFW Post there.

He was preceded in death by his wife Barbara. Survivors include a daughter and three sons.

— Rex Payne

James M. Brown Jr.

Robert L. George

The deaths of James M. Brown Jr., 52, and Robert L. "Bob" George, 50, are being reported together. They shared a great deal in life and, in the end, death.

Bob was a warrant officer from East Stroudsburg, PA, and graduated in class 68-523. Jim was a captain who resided in Satellite Beach, FL.

Both flew gunships with the 281st Assault Helicopter Company in 1969-70. Jim was the gunship ("Wolfpack") platoon leader.

On Thanksgiving Day 1969, Jim and Bob were on a two-ship mission in the Central Highlands of western II

Corps. The ship in which Jim was flying went down due to small arms fire. The crew escaped injury, but was immediately attacked by enemy ground troops.

Bob was the aircraft commander of the trail ship and laid down suppressive fire until he was out of rockets and ammunition. He then continued circling to burn fuel and dump his weapons.

As Jim and the crew on the ground were about to be overrun, Bob landed and rescued them. He got out with eight people on his UH-1C. His ship received 21 holes during the action, but no one was hit.

Bob later received the Silver Star for his actions, and he and Jim remained lifelong friends.

Jim and Bob both left the Army after Vietnam, but they kept in contact over the years.

In June 1997, Jim was diagnosed with cancer. Six months later, in December, Bob also was diagnosed with cancer.

They fought a different battle together this time and supported each other through long phone conversations.

Jim Brown died on Feb. 1; two weeks later on Feb. 17, Bob George died. Both men were buried at Arlington National Cemetery.

Several years ago, Duane "Tubby" Brudvig, the doorgunner of the crew rescued along with Jim Brown that day, wrote the following poem about Bob George and the incident. The poem was presented to Bob at a mini-reunion in Washington, DC.

— Jim Baker

He Saved Us

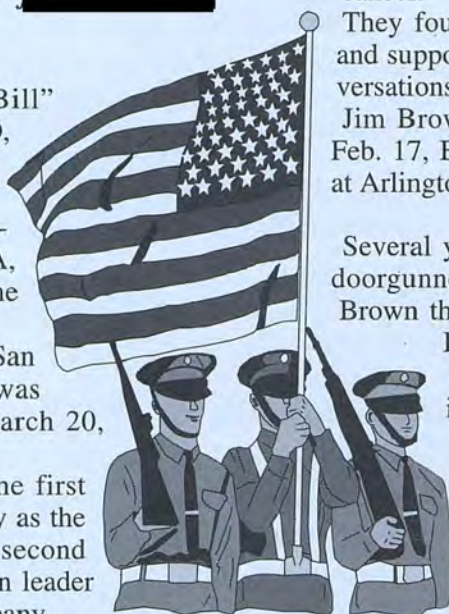
*He loved to fly
And he was very good
He would always try
To do the best he could*

*When things got tough
And it looked bad
He would play it rough
And give it all he had*

*I know because I saw
The results of his bravery
He pulled us from the jaw
Of the tiger of war's slavery*

*We were trapped on the ground
After they knocked us out of the sky
Our perimeter they began to surround
And soon we were going to die*

*It didn't look good
There wasn't a way out
We fought the best we could
But we were tired from the bout*



Taps

Continued from Page 16

*With time running short
We were in great need
To God we gave our report
With the utmost of speed*

*The answer came fast
The answer was there
From this hell we would be cast
Back up in the air*

*He had landed to save
His buddies in trouble
He kept us from the grave
By bursting the enemy's bubble*

*They thought they had us
We were in their death grip
It was a real circus
Until we saw Bob's ship*

*We all jumped aboard
To escape the attacks
And we left the horde
Dead in their tracks*

*Up, up, and away from harm
Bob took his ship and men
It felt so good and warm
Up in the air again*

*We all made it back
To families and wives
Because of a pilot from Wolf Pack
We were all spared our lives*

Jon E. Reid David M. May

The remains of two U.S. Army helicopter pilots previously unaccounted-for from the Vietnam War have been identified and returned to their families for burial in the United States.

They are CW3 Jon E. Reid of Phoenix and Capt. David M. May of Hyattsville, MD.

Reid was buried Jan. 14 at Arlington National Cemetery.

Both were members of the 48th Assault Helicopter Company "Blue Stars."

Reid and May were flying their UH-1C Huey helicopter on an emergency resupply mission over Laos when they were hit by enemy ground fire and crashed. A search-and-rescue mission was repulsed by hostile fire.

In 1994, 1996 and 1998, U.S. and Lao investigators interviewed villagers in the area of the crash, then initiated an excavation which recovered human remains, as well as portions of an identification tag with the name "May, David M."

Analysis of the remains and other evidence by the U.S. Army Central Identification Laboratory confirmed the identification of each of these two servicemen.



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VHPA briefs

Calendar needs more photos

The 2001 VHPA Calendar needs at least eight more photos.

Please contact Mike Law, [REDACTED], or law@VHPA.org if you can suggest or provide candidate photos.

VHPA President Bob Smith has promised at least one prize for the winning photo, which will be used as the cover photo.

In order for Turner Publishing to ship the 2001 calendars in October, the photos must be selected no later than May.

The plan is to have 2001 calendar order forms plus prints of the 14 selected photos available at the Calendar Table during the Washington Reunion.

Age of members important

If you have not sent your completed membership survey that appeared in the November/December *VHPA Newsletter*, please add your age at the end of it.

This information is for statistical purposes only and will help the VHPA Executive Council with future

reunion, event, benefit and membership planning.

If you have already sent your survey to VHPA, please send another copy, with your age at the end of the second page. No need to state your name. Write "additional info" on the copy.

— Don Joyce

Chapter plans Mexico cruise

The VHPA California Chapter North is booking a three-day cruise to Mexico May 12-14 on Royal Caribbean Cruise Lines' Viking Serenade.

Cruise-only rates are per person/double occupancy: Inside cabin — \$393 per person; outside cabin (ocean view) — \$463 per person.

Arrangements may be made through Ayasha Greene of Patterson Travel at [REDACTED] or [REDACTED] (voice mail). Call Ken Kinne at [REDACTED] for further information.

Southern California chapter to meet

The Southern California Chapter of the VHPA will hold its first meeting March 18 at 1 p.m. at VFW Post 2070, 825 S. Magnolia St., Monrovia, CA.

For additional information, contact Carl Cortez at [REDACTED] (home), [REDACTED] (work), [REDACTED]

Pilot receives N.J. Distinguished Service Medal

John J. McGowan of Middletown, NJ, has been awarded the New Jersey Distinguished Service Medal for service in Vietnam as an Army medical helicopter pilot.

The award was presented to him Nov. 17 in Somerset, NJ.

McGowan qualified for the honor based on awards for heroism he

received in Vietnam.

His awards include the Distinguished Flying Cross with Oak Leaf Cluster, the Bronze Star Medal, and the Air Medal with "V" device twice.

He was an ROTC Distinguished Graduate from the University of Vermont and accepted a regular Army commission in the Medical Service

Corps.

McGowan has been employed by the Port Authority of New York and New Jersey as a helicopter pilot for the past 29 years.

He currently is manager of Helicopter Operations and The Downtown Manhattan Heliport, as well as chief pilot.

Advertising rates

Display advertising rates for the VHPA Newsletter are:

- Full page, \$500.
- One-half page, \$250.
- One-quarter page, \$125.
- Business card size, \$45.

Classified advertising is \$1 per line or \$7 per inch, whichever is highest.

Advertising revenue is used to help produce the Newsletter and limit the publication's dependence on membership dues.

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Helicopter pilots return with honor

RICK LESTER
JOKER 94

In mid-January 1971, the 48th Assault Helicopter Company was moved from Ninh Hoa in the central highlands area of II Corps to Dong Ha in the northern part of I Corps and attached to the 223rd Combat Aviation Battalion.

This move was part of the buildup of aviation forces to support Lamson 719, a large-scale offensive against the North Vietnamese lines of communication along the Ho Chi Minh Trail.

The operation would be conducted in that part of Laos adjacent to the two northern provinces of South Vietnam. The South Vietnamese were to provide and command the ground forces, while U.S. forces would furnish airlift and supporting fire.

The 48th Assault Helicopter Company played a key role in Lamson 719 and not only earned formal honors for their accomplishments, but won the respect of other aviation units for their tenacity and valor during some of the operation's most intense and dangerous missions.

The performance of the gun platoon, call sign "Joker," from the 48th Assault Helicopter Company, was specifically noteworthy and won tremendous praise from everyone involved.

They were admired for their total dedication to protecting all troop lift assets they supported, especially giving consideration to the fact they were flying outdated UH-1C gunships against some of the most formidable North Vietnamese air defense assets encountered to that point in the war.

On Feb. 20, 1971, the unit was directed to fly an emergency resupply



CWO Jon E. Reid (left) and Capt. David M. May are shown in photo taken before their gunship caught fire and crashed on Feb. 20, 1971.

mission in support of South Vietnamese forces in an area some 25 kilometers southeast of Tchepone, Laos.

As the mission was being completed and the aircraft were clearing the area, the "Joker" gunships encountered a crew-served ZSU-23-2 anti-aircraft gun. They immediately established themselves in a tactical pattern and initiated their attack on the gun emplacement.

Although they began receiving heavy fire from other anti-aircraft

weapons and small arms positioned to protect the ZSU-23-2, they continued their attack, making numerous passes in an attempt to destroy the gun.

As they were executing their last pass at the gun and expending their remaining ordnance, the trail aircraft was hit and immediately burst into flames.

The pilot, CWO Jon Reid, continued his attack inbound toward the gun emplacement, but as the flames grew, he attempted to land the aircraft in a nearby clearing.

With the flames now almost engulfing the aircraft, it crashed into the trees and rolled into a clearing, coming to rest inverted.

The team leader made several attempts to land next to the downed aircraft to determine the status of the crew and extract any survivors, but finally was forced to depart the area due to low fuel, extensive damage to his aircraft and a severely wounded crewmember.

Even though he had two of his three onboard radios destroyed by enemy fire, he continued to coordinate with other aviation assets in the area to support the rescue effort, but due to the intense enemy fire and the withdrawal of friendly ground forces from the area, all attempts proved unsuccessful.

The crew of that aircraft — CWO Jon E. Reid, the pilot; Capt. David M. May, copilot; Sgt. 1st Class Randolph L. Johnson, the crew chief; and Staff Sgt. Robert J. Acalotto, doorgunner — were all listed as missing in action.

In 1994, 1996 and 1998, U.S. and Lao investigators interviewed villagers who had been in the area at the time of the crash.

See RECOVERY, Page 21

Recovery team finds May's ID tag

Continued from Page 20

The recovery team initiated an excavation that recovered human remains, as well as portions of an identification tag with the name "May, David M."

Analysis of the remains and other evidence, enabled the Army Central Identification Laboratory in Hawaii to confirm the identification of Capt. May and CWO Reid.

The remains of Jon Reid and David May were interred at Arlington National Cemetery on Jan. 14 after being classified as missing in action for almost 29 years. The funeral service honored the memory of both men.

Separate services were scheduled later to honor them individually, David May's service was conducted at 1:30 p.m. on Jan. 14 and Jon Reid's will be held in Arizona several months from now.

The services on the 14th were emotional and inspirational. The chapel was filled with family members, friends, the deputy assistant secretary of defense for security affairs, several active duty and retired general officers, Army Aviation Association representatives, local and national Vietnam Helicopter Pilots Association representatives and the former commander of the 48th Assault Helicopter Company, along with more than 40 former members of the 48th who came from Alaska, California and across the nation to honor two of their own.

The service in the chapel was conducted with dignity, respect and honor by Army chaplain Lt. Col. Gil Richardson, Father John Michael Beers and members of the Army's Old Guard. The young soldiers participating throughout the ceremony, both in the chapel and at graveside, executed their duties in a crisp and very respectful manner.

As the ceremony allowed and, in an emotional way, several members of the honor guard commented they were very honored to be able to par-

*The graveside service
in the morning
began with a fly-by
of four UH-1s from the
12th Aviation Battalion
at Davison
Army Airfield.*

ticipate in such a meaningful ceremony.

The graveside service in the morning began with a fly-by of four UH-1s from the 12th Aviation Battalion at Davison Army Airfield.

As we all stood quietly by the caisson bearing the flag draped casket of our friends, the distinctly familiar, reverberating slap of Huey rotor blades could be heard in the cold morning air.

As we looked to see the aircraft flying toward us from the Potomac River, up the rolling slopes of Arlington National Cemetery, the sight and sound briefly carried us, in thought, back to earlier times and places where we last stood together as younger men, who were proud, strong, confident, daring . . . and "invincible."

The aircraft glistened in the bright morning sun as they flew just above the trees in a diamond formation and, in a salute of respect to their fellow aviators . . . who were only now returning from their last mission . . . broke one of their flight away and formed the missing man formation.

The afternoon ceremony for David May was conducted with the same respect and was attended by most who were at the morning service, as well as many additional family members and friends from his hometown of Hyattsville, MD.

I believe the show of support by former members of Jon and Dave's

unit, as well as that from other members of the Army aviation community, allowed the families to see the special bond we all share and gave them a look at an "extended" family who shared their grief.

The 48th Assault Helicopter company has progressively "reinstated" through the years at the VHPA reunions and, since the reunion in Nashville, has established a "Bluestar" e-mail reflector list to help everyone keep in contact and assist us as we try to locate former members of the unit.

It was this list which was key to helping us communicate the details surrounding the recovery of Jon and Dave's remains, as well as coordinate the support for the families.

The enthusiastic efforts on everyone's part to coordinate facilities for the reception at Fort Meyer, initiate the request for the fly-by, gather a collection of photographs to make an album for each of the families, design and order special flower arrangements and fabricate two engraved flag cases, showed a great level of pride, love and respect as we attempted to ease the pain for the families of two of our friends.

As we worked together over the weeks leading up to the events of Jan. 13 and 14, one of our members forwarded a quote from Michael Norman's book "These Good Men," which seemed very appropriate.

He said, "I know now why men who have been to war yearn to reunite. Not to tell stories or to look at old pictures. Not to laugh or weep on one another's knee. Comrades gather because they long to be with men who once acted their best."

It is truly great to be back among . . . these good men . . . from the 48th Assault Helicopter Company and the Vietnam Helicopter Pilots Association.

We all knew we could count on the chaplains from Fort Meyer, as well as the members of The Old Guard, to do

See EULOGY, Page 22

Eulogy read at services for two pilots

Continued from Page 21

a professional job of honoring our friends, but we thought Jon and Dave's families needed to know how all of us felt about them.

I tried to express all our feelings in the following eulogy which I read at both services on the 14th:

I served with Jon and Dave in the 48th Assault Helicopter Company. The 48th was a very close organization and we seem to have grown even closer through the years.

Our commander and many members of the unit are here today . . . others were unable to be here, but share our sorrow . . . and asked me to read this verse from a poem titled "The Fallen" by Laurence Binyon.

*They went with songs to battle,
they were young,
straight of limb, true of eye, steady
and aglow.*

*They were staunch to the end
against odds uncounted,*

*They fell with their faces to the foe.
They shall not grow old, as we
grow old;*

*Age shall not weary them, nor the
years condemn,*

*At the going down of the sun and
in the morning*

We will remember them.

I maintained a personal journal while in Vietnam and I have spent the past few weeks reviewing that journal in an effort to draw from it . . . words which might express our feelings . . . then and now.

On behalf of the 48th Assault Helicopter Company and all those who flew "with us," I would like to present those words which I hope all will understand . . .

Through the fog of controversy which surrounded our country's involvement in Vietnam, some may ask "Why?" but let no one question the intentions of these honorable men. There are so many good things we can say about them.

In the finest traditions of our great country, they answered their call and

"In the violence of that war, we also shared our fear and frustration, endured physical pain and the bitter pain of losing friends. We came to know indefinable fatigue from seemingly endless hours of flying in the most demanding conditions, yet if we weren't flying, we were not happy . . ."

went forth with only the best intentions. They did all they were asked and, with their lives, showed their commitment. What more could our country or anyone ask?

There has never been a "good" war and there never will be. The cost of war is great, it robs nations of their most precious resource, their youth. It also has a way of bringing out the best in men. War strips men to their most basic moral standards, facades are quickly torn away and you are judged as your true self, good or bad. Those of us who knew these men saw them in that light and can tell you they were truly dedicated, strong and courageous.

Those of us who served with them also came to know their heart. In the quiet times, we heard of their love for their families, shared their laughs and listened to the stories of life before Vietnam.

We found pleasure in simple things such as music, mail from home, hot food, cold beer, a periodic hot shower and time shared in the "club." We grew close.

In the violence of that war, we also shared our fear and frustration, endured physical pain and the bitter pain of losing friends. We came to know indefinable fatigue from seemingly endless hours of flying in the most demanding conditions, yet if we

weren't flying, we were not happy.

Though, for the most part, we dealt with the confusion, complexity, and violence of battle in our own way, it was understood there was no shame in showing your emotion, we were only human. We endured and became stronger for it.

We were sometimes hard on each other, but it was with purpose, and we knew we could turn to each other for anything. We grew closer.

We may have been sent in harm's way with a broken sword, but we stood as one. Our shield was our pride and the respect we had for each other and our duty was to carry out the mission. We were in this thing together and our strength would become our commitment to each other and to our unit.

We learned a special trust common only to those who have learned to hide their fear and willingly place their lives at risk, not just for "the cause," but for those with whom they served.

The common theme was a bond of mutual respect and unspoken love and friendship forged and tempered through the trials of battle. You realized, once you had fought for them that freedom and life are indeed very special. You no longer took things for granted, you noticed for the first time how really intense and beautiful a sunrise can be and how nice it is to once again feel the warmth of the sun on your face after the monsoons had passed.

You no longer "said prayers," you spoke with God. You now knew the fragility of life and, therefore, it became more intense. Through all this, we quickly realized what an honor it was to know and serve with men like these and how truly blessed we are to have had them in our lives.

We will remember them always and to our absent companions now say, "catch the wind good friends, take the lead and soar to the warm light of God, and on your wing . . . keep watch for us."

Evening event to kick off reunion

JIM GOLDTHORPE
REUNION CHAIRMAN

Your reunion committee has been busy gathering all the loose ends in preparation for the "Capital Gathering."

Registration and vendors will start Friday, June 30, at 8 a.m. This day may be a travel day, but the evening has been planned.

A FNG Reception will start things off at 5 p.m. The Executive Council and chapter presidents will greet "First Timers."

The Early Bird Reception will follow.

As the night lingers, Mrs. Foggy Bottom & Friends will stop by, spouting political satire. VHPA DJ Mike Roulier will fill the twilight hours with those same "old" songs.

Most of you will still be in bed, but those diehards of "male bonding" will get up to play golf at Bristow Manor outside Manassas, VA. The buses leave the hotels around 7 a.m.

Captain Choice/Best Ball is the format. Buffet dining at the turn and \$400 goes to the winning foursome, with \$300 for second and \$200 for third.

Have you ever had a specialty event planned for every Par 3? A hole-in-one can get you a Cadillac, Mercedes or a Ford Explorer. Try your luck! There are plenty of exciting door prizes.

Y'all come! Testosterone and alcohol levels to soar!

Those staying behind will be seeing the sights of Washington.

If you would like to visit the White House, I suggest you go to <http://www.white-house.gov> to check the schedule and the procedures.

The Corcoran Gallery will be having a Norman Rockwell Exhibit. The Museums of the Smithsonian offer a variety, but Gil Ferry [REDACTED]

Ladies to cruise Potomac on July 3

The Ladies Function is a two-hour cruise of the Potomac River on July 3.

Buses leave the hotels about 11 a.m. for a 11:30 a.m. departure, with a 1:30 p.m. arrival.

[REDACTED] is in negotiations with the Paul Garber Facility for a private tour. It is an extension of the Air and Space Museum. First-come, first-served. Details to follow.

Mike Sloniker is working on a Guide to Arlington Cemetery, which depicts the location of our fallen members.

Meanwhile, back at the hotel, the membership is getting anxious for the evening's event. A buffet is planned, followed by "The USO Revue."

The Hilltops Singers will be highlighted. Expect several guest appearances.

Dress is combat or casual. If you did not get enough noise, Mike Roulier will take up the slack.

I can't believe it's Sunday already! Church services are at your discretion.

Buses will be leaving for the wreath-laying ceremony at 8:30 a.m.

A visit to The Wall is next. A flyby of vintage aircraft will mark the end. The aircraft will be provided by the Army Aviation Heritage Association and the local National Guard and active duty units.

A picnic at Fort McNair is to follow. For late sleepers who did not make it to The Wall, buses will be

made available.

Memphis-style barbecue is the fare provided by Red Hot & Blue. You will get a chance to see flyby aircraft. Got your interest yet?

Another buffet have been added by the Executive Council for Sunday evening. A correction to the registration form is forthcoming. Price and menu to be announced.

The Fabulous Hubcaps will provide Sunday's evening entertainment, simply the best '50s and '60s band today. Let the good times roll!

Monday, Monday! How I love that day!

For the athletic types, there is a 5K Run at 7 a.m. It's a scenic jog along the Potomac River at Haines Point.

Flack jackets and steel pots may be the uniform of the day at the business meeting, which will commence at 9 a.m.

I encourage all chapter presidents to hold a caucus before. Make sure you get your issues and your nomination for the vice president and junior member-at-large to the Executive Council on time.

The ladies are scheduled for a scenic cruise along the Potomac provided by the "Spirit of Washington." This cruise ship offers a buffet and entertainment.

The Executive Council recently changed the venue for the banquet from the Renaissance Hotel to the Washington Convention Center. The Renaissance has three separate ballrooms, whereas the convention center offers 105,000 square feet of space and seating for 4,500.

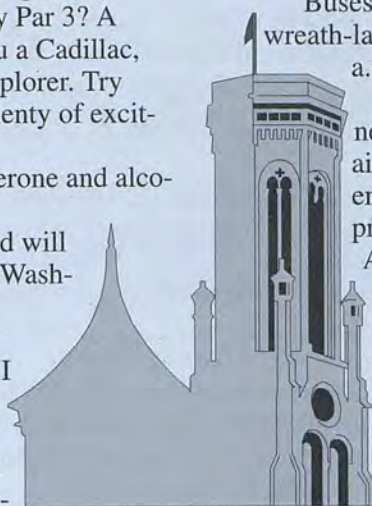
The registration form reflects the menu offered by the Renaissance Hotel. A menu correction is forthcoming.

Dave Clemmer is taking banquet-seating requests at [REDACTED]. A guest speaker has yet to be determined. You can dance to Tiffany Till Midnight.

The Fourth of July, Washington, DC, 2000 provides all the excitement needed. The reunion committee has requested a slot in the Independence Day Parade. Updates to follow.

Don't forget the Concerts on the Mall, ending with a spectacular fire-

See MINI-REUNION, Page 24



Mini-reunion time slots filling fast

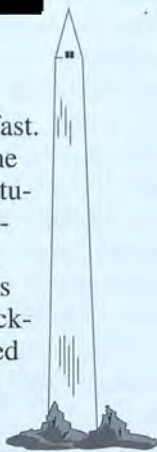
Continued from Page 23

works display.

Mini-reunion/chapter meeting requests are being taken by Jim McDaniel [REDACTED]

Ten units and one chapter have replied. Time slots are going fast.

DC has provided the VHPA with the opportunity of holding a fundraising raffle. But the reunion committee has added a new twist. Ticket price will be reduced to \$50, but prizes and odds have doubled. Prizes are as follows:



- | | |
|---------------------|--|
| Grand Prize | \$22,000 or a Ford Explorer |
| Second Prize | \$20,000 or a Harley |
| Third Prize | 2 round-trip tickets to Hong Kong |

Fourth Prize

- | | |
|-----------------------|--|
| 5-14th Ticket | 2 round-trip tickets on a KAL route |
| 15-17th Ticket | TV/VCR combo |
| 18-20th Ticket | TBD |
| 21-100 Ticket | Life membership \$100 |

Those who don't plan to attend the reunion, support your association. Take a chance!

The reunion committee has entertained every issue possible to make this a smooth and memorable reunion by adding presold drink tickets to planning banquet seating.

A member requested information on the Marine Corps Silent Drill Team.

The Marine Corps offers an evening parade starting at 8:45-10, Friday, June 30. The Marine Corps Band, the Drum and Bugle Corps, Silent Drill Team and Color Guard will pass in review.

This is a ticketed event. Requests can be sent to the following:

Marine Corp Barracks

Attn.: S-3 Operation

Eighth & I St. SE

Washington, DC 20390

Call (202) 433-4073 for further information. The reunion committee can make arrangements for a maximum of 300 tickets to be made available if there is enough interest. You can e-mail me at [REDACTED]

Rooms still available

So far, 1,500 hotel rooms have been reserved for the reunion.

Though the headquarters hotel, the Washington Renaissance, has been booked solid, rooms were available at press time at the Grand Hyatt and the J.W. Marriott hotels.

For reservations, call:

• **Grand Hyatt — (800) 228-1234**

• **J.W. Marriott — (800) 228-9290**

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VIETNAM HELICOPTER PILOTS ASSOCIATION

17th Annual Reunion Washington, DC June 30-July 5, 2000

REUNION REGISTRATION FORM

Mail to: VHPA, 5530 Birdcage St., Suite 200, Citrus Heights, CA 95610-7621

FAX signed credit card registration to: (916) 966-8743

Name:	Member No.:	Arrival date:	Departure date:
Wife/Guest name:	No. of children*:	Ages of children:	
Names of additional guests:	How many reunions have you attended?		
Address:	Check here if notifying VHPA of an address change []		
City:	State:	ZIP:	Phone: ()

REGISTRATION FEES

	No. of people	Price	Total
Registration before 4/30/2000*		@ \$ 35.00	
Registration after 5/1/2000*		@ \$ 45.00	
Total from sidebars	XXXXXXXXXX	XXXXXXX	
Early Bird Reception (June 30)		@ \$15.00	
Buffet (July 1)		@ \$ 25.00	
Outdoor Barbecue (July 2)		@ \$ 25.00	
Dinner Buffet/Dance (July 2)		@ \$ 20.00	
Ladies Function (July 3)		@ \$ 30.00	
Banquet/Dance (July 3)		@ \$ 40.00	
Drink tickets			
Raffle ticket		@ \$ 50.00	
Dues (if not dues current)	1 year	@ \$ 30.00	
You can make 3 payments over 6-month Installment period if you wish	Life installment No. 1	@ \$150.00	
Complete Life Membership		@ \$450.00	
GRAND TOTAL			

INDICATE IF YOU WANT TO PARTICIPATE IN THESE			
Golf Tournament:			
(July 1 — 7 a.m.)			
Cost: \$85. Limit: 144 players.			
5k Run:			
(July 3)			
Cost: \$5			
T-shirts:			
Qty.	Size	Price	Amount
	S	@ \$15.00	
	M	@ \$15.00	
	L	@ \$15.00	
	XL	@ \$16.00	
	XXL	@ \$17.00	
	XXXL	@ \$18.00	
	Sidebar total		

Banquet menu	Amount
Beef & salmon combo	
Vegetable paella	
Drink tickets	
Domestic beer	\$2.25@
Imported beer	\$2.75@
Wine/house cocktails	\$3.25@
Call brands	\$3.75@
Premium brands	\$4.95@
Sidebar total	

Please check the hotel where you will be staying:

- ☐ Renaissance ☐ Grand Hyatt ☐ J.W. Hyatt
☐ Marriott Metro ☐ Other:

* Each adult 18 and older must pay the registration fee.

- ☐ Enclosed is my check or money order payable to "VHPA Reunion 2000"
☐ Please charge my MasterCard or VISA card (circle one)

Credit card No.: _____ Expiration date: _____

Signature: _____

REUNION NAME TAG INFORMATION

Name you want on name tag: _____ Chapter: _____

Name of wife/guest: _____ Flight school class: _____
(Number or year for Army; branch and year for other services.)

1st combat unit: _____ Call sign: _____ Year(s): _____

2nd combat unit: _____ Call sign: _____ Year(s): _____

3rd combat unit: _____ Call sign: _____ Year(s): _____

Hometown or current residence: _____

Refund policy: No refund will be given for any dinner, event, registration fee, or other activity unless the member cancels the reservation by faxing, e-mailing or calling VHPA Headquarters no later than June 23, 2000. Requests by U.S. Mail must arrive at VHPA Headquarters no later than June 23, 2000. There will be a \$10 cancellation fee charged for each refund request, regardless of the number of items (dinners, events, registration fee, etc.) included in the request. Each refund request will be assigned a REFUND REQUEST CONFIRMATION NUMBER on the day the request is received by VHPA Headquarters. Reasons for requests received after June 23, 2000, such as hospital admission, medical emergencies, death in the family, etc., will be considered on an individual basis.

More space set up for mini-reunions

JIM McDANIEL
MINI-REUNION CHAIRMAN

We'll be providing more mini-reunion rooms at the VHPA 2000 reunion in Washington, DC, than in years past.

Because of this, we'll have longer periods for each mini-reunion.

However, this reunion almost certainly will be the biggest ever and available rooms are limited.

If you plan to get your unit together for a mini-reunion, please get in touch with me and reserve your room early.

Below are some of the points for this year's mini-reunions:

- Each mini-reunion will be scheduled for four hours minimum. Rooms will be available all morning (8 a.m.-noon) or all afternoon (1-5 p.m.) from Friday, June 30, to Monday, July 3. Mini-reunions may begin before 8 a.m. or extend past 5 p.m., if desired,

- A schedule of other activities each day is on the VHPA website at <http://www.sibretown.net/vhpa/agenda.htm>.

- There is no charge for mini-reunion rooms. VHPA furnishes them free of charge.

- VHPA also will furnish a TV/VCR combination for use during each mini. Although they have not yet been purchased, we expect these TV/VCRs to be large units. They will be part of the raffle ticket prizes awarded at the end of the reunion.

- Other audiovisual equipment will be the responsibility of each unit. The hotel will rent equipment for a fee or you may bring your own. The hotel will have 35 mm projectors and screens. If you want a Super-8 mm projector, you may have to dig your own out of the attic.

- Drinks will be available for sale throughout the hallways near the mini-reunion rooms. Additional

refreshments also can be purchased from the hotel.

Requests for mini-reunion rooms should be made to me and should contain the following information:

- Unit designation and unit call sign(s).
- Point-of-contact name, telephone number and e-mail address, if available.
- Primary time slot requested (specify day and whether morning or afternoon).
- Secondary time slot requested (in case primary is full).
- Number of people expected (important, as rooms are different sizes).
- Any special requirements/requests.

Please send requests to me, Jim McDaniel. E-mail is preferred at [REDACTED]. If unable, please call at [REDACTED].

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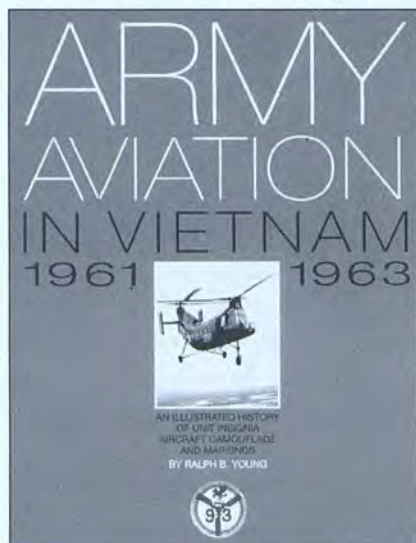
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Date of tour			Unit	Location	Call sign
	From:	To:			
1st					
2nd					
3rd					
4th					

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

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VHPA 3

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