



The VHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association

DEDICATED TO THE MEMORY OF DAVID ADAMS



CW4 Clarence David Adams III
Publisher, VHPA Aviator
1946-2015

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INTERESTING LINKS ON THE WEB

The Fort Worth Aviation Museum lists their activities and updates them at the following:

<http://www.fortworthaviationmuseum.com/>

The CHPA has a monthly newsletter with many items of interest to our group. Use this link to have a look:

http://issuu.com/chpa/docs/swash_plate_1507

ID cards for Veterans bill only needs the President's signature. Read more at:

www.military.com/military-report/new-id-cards-for-veterans.html

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From the President
of the VHPA

CLYDE ROMERO



I am honored to serve as the 32nd president of the VHPA, the premier aviation-focused Vietnam veterans' organization in this great country of ours. Created to enhance and accredit the cohesiveness, esprit de corps, and traditions of valor, the VHPA remains strong.

The 2015 Annual Reunion held in Washington, DC was a tremendous success. I wish to thank the volunteers who organized and served the membership during this excellent event. The many months of planning, begun in 2012 and "tweaked" along the way, paid off with great venues, experiences and memories. We welcomed newcomers to our ranks and saluted those who completed their life journey.

In the coming months the VHPA will move forward on several important missions: Information Technology (IT), the Legacy Project, and staff planning.

The Executive Council recognized the need to upgrade the Information Technology (IT) used to manage the VHPA HQ and website. We currently operate with obsolete 1990's technology that hampers HQ staff efficiency and member services. As well, the current website should be modernized to allow quick access to self-service technology such as online membership renewals, an interactive *AVIATOR* Magazine, expanded image libraries, etc.

The legacy effort to emplace the Vietnam Helicopter Pilot and Crewmember Memorial within Arlington National Cemetery (ANC) will continue under the leadership of VHPA Past President Bob

Hesselbein. Although we believed an approval seemed like a "no brainer," we came up against a military bureaucracy committed to placing no additional monuments within ANC. It is clear the bureaucrats have no idea how persistent aviators are by their very nature. The Executive Council has approved the plan to seek legislation directing the Secretary of the Army to place this appropriate monument within ANC.

The VHPA will continue the effort to liaise with fellow Vietnam veteran associations. At the present our organization remains strong with over 9,000 active members, but mortality is taking its share of our friends each year. We must anticipate the gentle deconstruction of our organization as it shrinks over time, and determine optimal ways of sustaining services up to the final moment. Other organizations face the same challenge, and it is mutually beneficial to share ideas as we move ahead.

I value the opportunity to work with a visionary Executive Council that shares frequent, robust discussions, and a fine HQ staff that provides excellent service to our members. I thank you for supporting the VHPA and look forward to serving you in the coming year.

CLYDE ROMERO

~ From the Editor ~

This issue is somewhat different than most. That is apparent from the cover page. Before that was designed, however, the other change from the norm was the inclusion of several reprints. Our late Editor was not fond of too many reprints, so I feel it necessary to explain.

Over the past several months, I was sent or came across, several articles describing the 'rescue' of a number of airframes for use in displays. I also received a story about a "High Time Huey". The clincher was an article from the civilian side about the 'B' model written by Barry Schiff – a noted aviation author. He describes the experience of flying a totally renovated aircraft and his delight with its characteristics. I added this as a salute to those of our brothers who flew this Huey model under vastly different circumstances in the earlier years of the Vietnam War. There are thousands of pilots who spent their tour in an 'H' model. Their missions and tours were as complex and dangerous as any before, but the tools were better suited to the task.

Seen together, these articles celebrate the continuing appeal and fascination with the UH-1 series.

Tom Kirk

FROM THE VHPA STAFF AT HQ!

Well, another reunion has come and gone. We hope everyone that attended had a great time! If you didn't attend this year, we hope to see you in Reno next year!

Don't Forget...if you move, be sure to call HQ with an update to your contact information! This assures that you do not miss any issues of your newsletter.

Also, you can go on line to <https://directory.vhpa.org> and log in with your member number, then set up a password or use your social security number. Then on the left side will be a box with red lettering that says "Other Services". Under "Other Services" will be a box that says "Update My Information". Click on this button and you can make updates directly to your information.

Call HQ to pre-order the 2016 CD Directory for \$10 and the 2016 Paper Directory for \$15.

If you know of anyone that served as a helicopter pilot in Vietnam and they are not a member of VHPA, give us a call and we will check to see if they are in our database. We would love to send them membership information and a copy of the newsletter for their review. And of course, we would love for them to become a member!

As always, our goal is to make VHPA the best it can be for you, the members! If there is anything that we can do to make that happen, PLEASE LET US KNOW!

Sherry Rodgers
VHPA Office Manager

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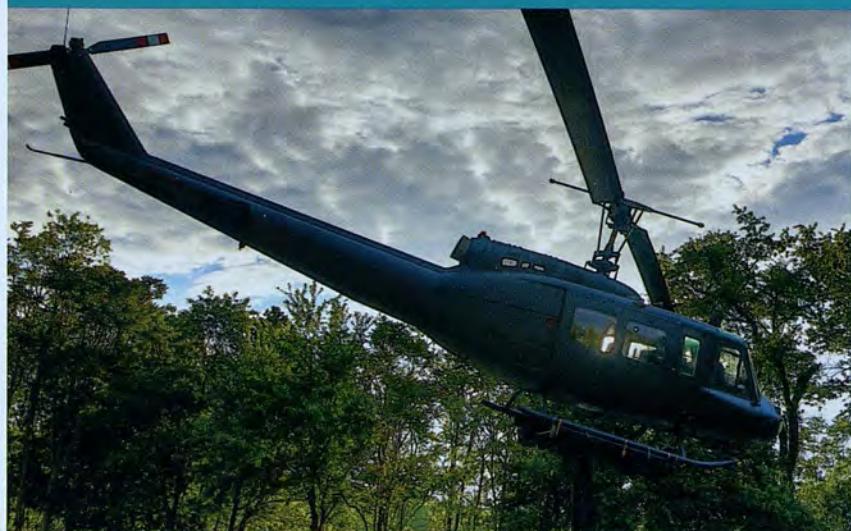
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The New Jersey Vietnam Veterans' Memorial Foundation invites all to honor friends, family, colleagues, veterans of all wars, and active military with personal messages of support. Messages will be engraved on the pavers that line the Huey Plaza at the entrance of the Vietnam Era Museum located at 1 Memorial Lane in Holmdel, NJ (on the grounds of the PNC Arts Center).

A group of New Jersey veteran volunteers, many of them Vietnam Era helicopter pilots and maintenance technicians, recently restored a 1964 Bell UH-1D Huey helicopter.

Called the Hangar Crew, the volunteers' dedication and passion reflect the significance of the project. Many flew and maintained Hueys during their tours of duty, and every crew member has a Huey story to share.

"It was the most amazing experience of a group of guys getting together. It was more than bonding, more than a brotherhood. It was a camaraderie," said Carl Burns, Volunteer and Vietnam Veteran.

The New Jersey Vietnam Veterans' Memorial Foundation's restored Huey was dedicated on May 7, 2014, on the Huey's 50th birthday, at a Plaza at the entrance of the Vietnam Era Museum & Educational Center in Holmdel, NJ. The Huey serves as a fitting tribute to all who have served our country as well as a unique and historically important teaching tool for the thousands of students and visitors who experience the New Jersey Vietnam Veterans' Memorial and Museum each year.



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Hangar Crew *By Carl Burns*



Dedication Day

We waited anxiously. We were the beginning of the Hangar Crew. Where is she? The N.J. National Guard called. "We are turning on to Hurley Pond Road." We raced out to meet her, UH-1D 64-13732.

We Vietnam vets gathered around in quiet awe. Ken and I, Huey pilots in Nam, hugged and cried.

Our job? We would turn this rusted hunk of metal, broken windshields, and missing parts into a restored icon. She was flown by the Hornets at Cu Chi. Appropriately, after twenty years in a Fort Dix field she was delivered with dozens of hornet nests. She would be proudly mounted at the New Jersey Vietnam Memorial.

Something was happening to us; a deep feeling, beyond brotherhood and bonding. What was it? There must be a word.

We gathered every Monday morning for fourteen months. Our leaders emerged. Guys seemed to know how to get involved. Bob, Bill, and Gary became the chief mechanics. Ken, nicknamed our Head Rusty Nut, made coffee and efficiently supervised. Frank became the scheduler. Cappy enlisted his daughter Kelly (Picassa) to be our head painter. Eli, Mike and Mike, Jim and Jim, John, Tom, Dan, Ralph, Pat, and Dick all chipped in. I with my clipboard and camera and Doc with his broom went about doing our thing. Iraqi vet Craig and Afghan vet Billy the Kid joined up.

We ordered "Huey Restoration Crew" t-shirts. We all signed the inside of the tail cone. Lunch at Mulligan's became a routine, with laughs, hugs, insults, and pats on the back.

Needed parts magically showed up. No contractor or supplier said no to our requests. Strangers stopped at the hangar. Our project was almost finished. We shared mixed emotions of pride in a job well done and some sorrow that the job was done.

On May 7, 2014 our Huey was dedicated at the New Jersey Vietnam Memorial. She was awesome on her mounting before more than a thousand people. And then, the surprise: whirr, whirr, whop, whop, whop, whine, whop, whop, whop. Yup, it was our Huey with recorded sound. Cheers, tears, hugs, and joy among vets, families, and friends.

Oh yeah, the word, it's CAMARADERIE: trust, solidarity, love, close friendship, amity, peaceful harmony. We had one another and for three hours every Monday nothing else seems to matter.

*Peace my Brothers,
Captain Clipboard February 5, 2015*

Note: Carl Burns won first place in the New Jersey Veterans Administration local phase of the National Veterans Creative Arts Competition for his essay, "Hangar Crew." Ed



Signatures in the tailcone



Starting Out



Author: Carl Burns

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The Cub Inn

Huey Kit: Some Assembly Required



Diamond in the rough



Assembly completed - on display



Cabin floor



Modules loaded on carts

UH-1 #66-01008 is currently owned by the Minnesota Historical Society (MNHS) and is part of The 1968 Exhibit. That exhibit is one that travels across the nation and focuses on many of the historical events of 1968. These include: the assassinations of Martin Luther King and Robert F. Kennedy, riots in Chicago during the Democratic National Convention, and Apollo 8 circling the moon. The aircraft represents an icon of the Vietnam war; and is used as a background in relating the events of the Tet offensive in January and February of 1968. The exhibit opened in October, 2011 at the History Center in St. Paul, Minnesota and will close at the final venue in Santa Ana, California in September, 2015.

The Department of Defense obtained this Huey in December, 1966 and it was assigned to the 520th Transportation Battalion, 20th Transportation Company in Vietnam. Some research suggests that this Huey was in Vietnam from 1967 through 1972. We don't have a complete history of this aircraft but it was fortuitous for the exhibit to be in Vietnam for the 1968 exhibit time frame.

This UH-1D/H was purchased from Northwest Helicopters, Inc. of Olympia, Washington and was delivered to the MNHS exhibit shop in October, 2010. It was considered as salvage and included a fuselage, doors, skids, seats, instrument panel, mast, blades, cowlings, and a short length of tailboom. This was the start of a year-long project to make it ready to travel with the 1968 Exhibit.

Several years before the Huey project, the exhibit shop had used volunteers with some aviation experience for the modification of a C-47 fuselage for The Greatest Generation Exhibit. The volunteer staff included a WWII veteran with extensive C-47 experience, a number of Korean War veterans, a couple of Vietnam veterans, and other aviation enthusiasts. This core of volunteers was expanded with a group of Vietnam era veterans with significant Huey experience. The volunteer team that modified the Huey included three pilots, six crew chiefs, and representatives of all the service branches. The team worked every Wednesday for a year. The work, during some weeks, utilized over twenty volunteers.

Modifying the Huey for assembly and disassembly was a significant challenge. Among the specifications to be met were being able to fit all the components through a four foot by eight foot doorway, and be carried on five large wheeled carts that could travel side-by-side in a semi trailer. The entire exhibit travels in four semi trailers and the Huey takes up about one half of a trailer load. An assembled Huey is over eight feet wide and over thirteen feet tall and won't fit through most doors into a museum gallery. The team had to strategize about where the fuselage could be cut apart to fit through doorways and be reassembled without revealing the attachment hardware. It needed to look like the Huey just appeared in the museum gallery as a complete aircraft.

The fuselage was stripped of fuel bladders, plumbing, and wiring. Presentation in museum galleries demands very thorough cleaning and there was probably still some Vietnam dirt, which was removed from hidden recesses. Then, it was time for the saws! The first cut removed the aft section at the back wall of the cabin and included the engine deck and utility compartments. Next, the nose was cut at the frame just aft of the greenhouses, front lower door posts, and at the foot pedals. The chin bubbles travel separately, in a crate to protect them.

The roof was removed at the transmission tower, crew door posts, and the upper portion of the rear cabin wall. It was then split lengthwise into two sections. Reinforcing brackets were added to the cut components to maintain shapes and provide assembly flanges.

The roof was removed at the transmission tower, crew door posts, and the upper portion of the rear cabin wall. It was then split lengthwise into two sections. Reinforcing brackets were added to the cut components to maintain shapes and provide assembly flanges.

The floor was a major challenge. It needed to be cut to meet specifications, yet maintain its structural integrity. It was cut in three lengthwise pieces—a center section including the transmission tower and radio console and two outer floors that include pilot seat tracks and pedals. The center section didn't need additional structure, but a supplemental spar was added to each floor side to maintain stiffness.

A hub was built to replace the transmission to hold the mast. It has a mechanism similar to an automotive engine hoist to allow the mast to be inserted horizontally and raised to vertical with hydraulic assistance. A manual hoist has a saddle attachment that can raise the blades for insertion into the mast.

Much of the engineering discussion concentrated on the types of apparatus that would be required to assemble, disassemble, and hold components in place for travelling on carts. Parts of the Huey are heavy and need to be handled mechanically rather than manually; so there are many lifting and assembly fixtures.

The assembled Huey has a commanding presence in the front of The 1968 Exhibit. The Huey is placed in a furnished living room setting that suggests how much the Vietnam war was televised. The cargo door is closed on one side. The other side is open and a video display of eight veteran stories are projected on the interior. A display case is mounted in the doorway and includes artifacts like "C" rations, tape recorder, P38, dog tags, and "33" beer.

The 1968 Exhibit has been very successful in its ten venue national tour. Host cities were St. Paul, Oakland, Pittsburgh, Philadelphia, St. Louis, Omaha, Austin, Chicago, Denver, and Santa Ana. Most of the museums recruited local veterans to participate in the assembly and disassembly of the Huey.

The Huey volunteer team working with the Minnesota Historical Society is proud to have participated in the restoration and modification of this important artifact and icon of history.

By Jerry Chapman, VHPA member and Jay Erickson, Exhibit Technician, MNHS

Links to the local Public Television special about the Huey:

<https://www.youtube.com/watch?v=KUjqNj12tGk>

Link to a slide show of the fabrication process by Mike Guard:

<https://www.youtube.com/watch?v=BplRi0D9dSw>

Short time lapse assembly in the museum:

<https://www.youtube.com/watch?v=RG6LpPyzrqk>

UPCOMING REUNIONS

26th Annual Reunion of the OV-1 Mohawk Association

Oct. 1st – 3rd, Crowne Plaza Hotel

2270 Circle Dr. N, San Diego, CA, 92108

(619) 297-1101

POC: John Bosch,

25302 Northrup Drive, Laguna Hills CA 92653

H [REDACTED]

Combat Helicopter Pilots Association

Sep. 24th – 27th

Indianapolis, IN

To register: log on to www.chpa-us.org and follow links

Contact for questions/details Jay Brown

132nd 'Hercules' and 178th 'Boxcars' reunion

Sep. 9th – 13th Wyndam Garden Riverwalk

103 9th Street

San Antonio, TX (210) 515-4555

Address questions to Bill McCrae (Hercules 18 70-71)

www.132ASHC.org

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Group website: <http://airrescueassn.org>

POC: Al Gailey ARA Dir. Public Relations

1591 Pine Lakes Ranch Drive

Cascade, Idaho 83611

Tel. [REDACTED]

Email: [REDACTED]

Addnl. Contacts: Ken Pribyla, ARA Pres, [REDACTED]

Want to see your Reunion listed here?
Send details to: Aviator@VHPA.org

Only Helicopter of its Kind Leaves Fort Rucker for Restoration

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Written by Chelsi Howman

The XH-40 aircraft is significant as the first of modern day aviation. And now it's on its way to be restored back to its original glory.

"This happens to be the only one of these left in the world. If I'm not mistaken there were four prototypes built. All of those are gone and this is the only one," said Army Aviation Museum curator, Robert Mitchell.

2015 marks the 60th anniversary of the UH-1 Huey helicopter. Its prototype, the XH-40, can't be found anywhere else.

With this milestone comes a big plan for restoration. "They're going to take this aircraft in. They're going to strip all of the paint off of it, basically take the aircraft apart and through meticulous drawings and photographs and archival material will begin to assemble the aircraft in its original configuration," Mitchell said. The aircraft was developed in 1955 and even the military was surprised at its capabilities.

Once the Army started to test the aircraft for medical evacuation purposes, they realized, wow, we can use this aircraft for all kinds of things in the Army. "It started as a prototype, but was later rolled into the fleet and used". Some



xH-40 Awaiting Shipment
Photo by Chelsi Howman

may describe it as a jack of all trades and a master of all of them.

"The Army was able to choose when they wanted to fight, who they wanted to fight, where they wanted to fight and how they wanted to get there and on the battlefield," said Mitchell, "That's a pretty big deal." The UH-1 Huey Helicopters played a pivotal role in shaping modern day aviation."

"This is a pretty big deal. It represents a paradigm shift in transportation, in warfare, in medical evacuation. This is the helicopter that changed the world," Mitchell said. After a yearlong restoration process, the helicopter will go on display in the Army Aviation Museum at Fort Rucker. Blastoff Inc. of Atmore, Alabama will be restoring the aircraft.



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By Airman 1st Class Nicolo J. Daniello 92nd Air Refueling Wing Public Affairs

FAIRCHILD AIR FORCE BASE, Wash. -- The 36th Rescue Flight's helicopter, UH-1N Iroquois 69-6648, passed the 17,000 flight hour milestone Feb. 24 achieving the most for that airframe in the Air Force's inventory.

Not only does the 36th RQF hold the record for the most flight hours for that airframe, but they also hold the record for the highest average flight hours of any fleet unit using the UH-1N airframe.

"It's really incredible when you think about it," said Maj. R. Tyler Rennell, a 36th RQF standardization and evaluation pilot and aircraft commander for the record flight. "An aircraft designed in the 1960s and maintained for nearly half a century is still being flown today with the highest mission capable rate of any other platform in the Air Force."

The UH-1N, also known as the "Huey," was designed in the late 1960s and put into military use in the early 1970s. It is primarily used as a search and rescue asset, light utility transport helicopter, command and control platform, medevac ambulance and close air support gunship.

"They were originally designed for 2,500 flight hours," said Jake Burwell, productions supervisor for Akima Technical Solutions who are contracted through the 36th RQF. "They were only meant to last between two and three years."

The UH-1N helicopters at Fairchild are flown evenly, following what is known as fleet time management, Burwell said. By spreading out the flight hours you also spread out the maintenance needed for the helicopters.

During the milestone flight, Rennell said it didn't feel like the helicopter was an hour past 10,000 flight hours.

"To know that we have the highest flight hours in the Air Force and for the helicopter to still perform so well is a testament to our maintainers at Fairchild," Rennell said.

The 36th RQF was activated in 1971 and is a tenant unit of the 58th Special Operations Wing at Kirtland Air Force Base, New Mexico. Their mission is to support the training purposes of the Survival, Evasion, Resistance and Escape technical school here.



First Lt. Jeff Nixon, co-pilot, Maj. R. Tyler Rennell, aircraft commander, and Tech. Sgt. Andres Ponce, special mission aviator, all from the 36th Rescue Flight, pose with the UH-1N Iroquois helicopter, 69-6648, April 9, 2015, at Fairchild Air Force Base, Wash. This helicopter piloted by this flight crew flew the 17,000 flight hour milestone mission marking this helicopter as having the most flight hours in the Air Force inventory for that airframe.

(U.S. Air Force photo/Airman 1st Class Nicolo J. Daniello)

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The unknown helicopter

BY SUSAN STRAIGHT

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Jeff Houlihan first noticed the helicopter in 1977, perched on top of a 40-foot steel tower at Rialto Municipal Airport. He could tell it was a Huey, used in Vietnam, but no one could explain how it got to the top of the tower. He could tell it

had received enemy gunfire - it was spattered with bullet holes - but no one could find the flight records for its years of service.

"This is a forgotten Vietnam veteran," said Houlihan, curator of the March Field Air Museum. "This aircraft is as forgotten and deserving as a soldier. It has a story, like every other aircraft here, and we're waiting to find the story."

A military brat who grew up on bases in Libya and Europe, Houlihan served five years in the Air Force and then 22 with various government agencies, including the Drug Enforcement Administration and the Department of Homeland Security, before taking up his post at March Field.

Houlihan decided that he wanted the Huey for Firebase Romeo Charlie (so named for Riverside County), an exhibit that replicates the rough, dangerous conditions at a Vietnam firebase.

It took 12 men, volunteers and staff at March Field, to rescue the unknown soldier. Two men used a cutting torch to remove the bolt heads keeping the Huey in place. Another man used a crane to lift it off the tower and rest it gently on the ground. San Bernardino Vector Control removed the bees nesting in the tail boom. San Bernardino County Fire Department hosed away decades' worth of owl droppings - bone and feather and excrement more than a foot deep.

Last year, I watched men who served in Vietnam help refurbish the helicopter. Using thin metal patches, they covered over the bullet holes. They showed me the insignia they found after sanding off thick layers of white paint: crossed sabers, denoting the 1st Squadron,



The unknown Huey military helicopter, sitting in a hangar at March Field Air Museum in Riverside County. Photo by Douglas McCulloh

4th Cavalry. Rudy Lerma, the restoration manager at March Field, was a master sergeant in the Air Force. He served in Okinawa, the Philippines, Guam, Japan, Britain and Germany

before he was stationed at March Air Force Base in 1985. The day I dropped by, he was making gun turrets, which he'd later weld onto the Huey.

Bob Rodrigues built an imitation grenade launcher - called a "thumper" or "blooper" for the sound it makes when grenades drop. He told me, laughing, that he'd fashioned it out of a metal trash can. An Air Force tech sergeant jet engine mechanic who served in Thailand during the Vietnam War, Rodrigues came to Norton Air Force Base in San Bernardino in 1968. He stayed in the area, ran his own body shop and now volunteers at March Field.

This Memorial Day, you can find the Huey at Firebase Romeo Charlie next to a Cobra, on loan from the Army, which served from Vietnam through the Persian Gulf War. Its crew nicknamed it Sweet Sixteen because, unlike the Huey, it was never hit by enemy gunfire.

Now that Rodrigues, Houlihan and the others have finished their restoration work, school kids and ordinary people like me can climb inside the Huey, sit in the cockpit and feel the tight space, the glass separating you from the sky, trees and gunfire.

You can try to understand how war works. You can look out at the world and see green oil drums topped with green-and-brown sandbags, which Houlihan spent long days painting and positioning so they resemble firebase walls.

The Firebase Romeo Charlie exhibit abuts March Air Reserve Base. Through a chain-link fence you can see the massive cargo transport planes that still deliver Marines to battle overseas, and bring home those who survive.

MUSEUM TO RESTORE WAR-SCARRED COPTER

Vietnam-era Huey's Past Uncovered

NIKKI WENTLING
ARKANSAS DEMOCRAT-
GAZETTE

The director of the Jacksonville Museum of Military History opened a thick white binder and landed on a photograph of a U.S. Army soldier, dressed in a flight suit, posing with an armored helicopter.

The man leaned against the Bell UH-1C Iroquois, unofficially known as a "Huey," with one hand on his waist and the other resting on the helicopter's nose. On the other side of the Huey was its nose art - a skull and crossbones for the platoon that called itself "Buccaneers."

A description taped to the photo said it was taken in April 1967, when the U.S. was well into the Vietnam War.

After being damaged in Vietnam and then used by the Arkansas National Guard for the last years of its operational life, that Huey is now being restored to its appearance in the nearly 50-year-old photograph.

"It's had a pretty long history," said DannaKay Duggar, director of the Jacksonville museum. The helicopter has been on display in front of the museum for the past several years and is "in pretty bad condition," she said.

When contractors took the Huey off its pedestal Monday and transported it to an area near the Jacksonville Recycling Center, it was scuffed, and its brown-and-green paint was fading.

After being repainted numerous times, there was no longer any indication of its history as part of the Buccaneers' fleet. And that's how it would have remained if the man in the photograph hadn't shown up in Jacksonville - decades later - to see his helicopter for the first time since he left Vietnam in January 1968.

"As soon as I pulled into the parking lot and saw my



Sam Grimes, CE - Armed Hel Platoon, 170th AHC

baby, I knew," said Sam Grimes, who had been the Huey's crew chief. "I walked around it, looked at the tail number and thought, 'Yep, that's mine.'"

Grimes, now 69 and living in Snowflake, Ariz., used the Huey's serial number to track its location.

He set out to find it for "nostalgia," Grimes said. He was assigned to that helicopter for nine months and flew in it for 750 hours. In the air, he manned one of the Huey's two M-60 machine guns.

Before he showed up, museum leaders were already planning a restoration, but they didn't know the history of the Huey's insignia.

"We wanted to get as historically close as we could," Duggar said. "It had been assigned to several different units, and even though we have history of what it was assigned to and when, we didn't know the mascot. We were really just kind of waiting until we could find that out."

Before the Huey regains its identity as a Buccaneer, airmen from the Air Force Reserve's 913th Airlift Group at Little Rock Air Force Base in Jacksonville will clean, stencil and paint the helicopter. They also will replace the landing skid and a chin bubble, which is the window near the pilot's feet.

Senior Master Sgt. Harry Watson is leading the airmen who volunteered to help. He said the renovation is estimated to take a few weeks.

Once the restoration is complete, museum leaders want to make the Huey into a larger exhibit by adding statues of soldiers at its base and creating a walkway to surround it.

"This is exactly what we want it to look like," Duggar said, pointing to a drawing inside the binder.

Besides the drawing and the photos that Grimes sent after his first visit to the museum, the binder contained the helicopter's stitched-together past.

The Huey was donated to the museum by the Holbert family, which owns Little Rock-based Central Flying Service.

When Robert Fureigh of North Little Rock flew that same helicopter in the late 1970s and '80s, it was part of the Arkansas National Guard's gunship fleet. The Huey was transferred to the National Guard after its use in the Vietnam War.

Fureigh, 67, flew an identical helicopter during his year in Vietnam from 1970 to 1971.

He's now a member of North Little Rock's military relations committee and a frequent visitor to the Jacksonville museum. He calls the helicopter familiarly by its tail number, "1-5-0."

"It's satisfying," Fureigh said of the restoration. "It's an item of focus that can be a small piece of education for our younger generations about Vietnam."

According to the Vietnam Helicopter Pilots Association, approximately 11,800 helicopters were used by the U.S. during the war, and 7,000 were Hueys of 12 different varieties. More than half of the Hueys were destroyed.

Of the 696 Bell UH-1C Iroquois helicopters used in Vietnam, 415 didn't make it back, according to the association.

This particular Huey has "a lot of stories," Fureigh said.

Through research over the years, Grimes discovered the Huey was damaged in the Vietnam War twice and brought back to the U.S. each time to be rebuilt. After the war, it sat in storage until it was assigned to the Arkansas National Guard.

Grimes has visited the helicopter twice since his initial reunion, and he will see "1-5-0" in its restored state during his yearly visit next spring.

Of the restoration, Grimes said, "It's a beautiful thought."

"One of the things I've always said is that I'm glad it's not in a scrap pile," Grimes said. "I'm glad it's still around."

Arkansas Democrat-Gazette/BENJAMIN KRAIN Pablo Chavez (left) and Hank Fuhrman wrap straps around a Bell UH-1C Iroquois helicopter before removing it from its perch in front of the Jacksonville Museum of Military History on Monday. The Vietnam-era helicopter is being restored to its original colors and unit markings.



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The 2017 VHPA Calendar Could Use your Help

The 2017 VHPA Calendar Could Use your Help

Those who attended the Reunion in Washington DC or who recently visited Acclaim Press's website were able to see the 2016 Calendar that became available to the public this past July. It is the VHPA's 23rd calendar. Here are some "stories behind the photos" that you might find interesting.

The front cover photo finally came my way after a multi-year quest for photos of US Navy CH-46 helicopters on vertical replenishment (vert rep) missions. Literally Frank Jensen (a friend of a friend of a friend) proved to be worth the wait! Years back he'd copied his 1972 era 35mm slides to a photo CD and sent a copy of the CD to Marc Liebman, a US Navy VHPA member and author of several books. I have been hounding Marc for years for US Navy Vietnam Era helicopter pix. As good fortune for the VHPA would have it, Marc gave me the CD and Frank put his slides back in a closet. I'd guess of the 449 US Navy helicopter pilots in the VHPA database only about a dozen actually flew vert rep. While I'd met a few who served with HC-7 on the big boats in Yankee Station off North Vietnam, they weren't exactly forthcoming with their photos. Frank served with Helicopter Combat Support Squadron 3 Detachment 104 (HC-3 Det 104 is the short version) based on the USS San Jose – a combat stores ship that supported the 7th Fleet off North Vietnam. They had two aircraft and five pilots.

Frank Jensen certainly enriched the VHPA's recorded legacy by loaning us his slides!



VERT-REP



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Uh-1 configured for radio research

In late 2014 I received a "strongly worded" email from a VHPA member voicing his disgust with me, the calendar editor, because Chinooks had been so poorly treated in the 2015 calendar. My reply to him went something like, "Hey, I've published 100% of the hook pictures in the VHPA's collection – if you get me some good ones, I'll print 'em." As good fortune for the VHPA would have it, about this time Dan Stroening "happened" to be researching details of his friend who died in a helicopter crash when he "stumbled" across the VHPA's website so he sent a "you might be interested in this photo" to Gary Roush, the webmaster. Gary wrote: "Mike, here is a Chinook picture for you." NO FOOLING! Dan is instantly my new best friend! He tells me his story: He was an infantry grunt with the 101st assigned to the security platoon on a FSB in the A Shau with a new camera. He saw a large chopper coming in nice and slow so he lay down on his back and took this picture. He had been watching an Engineer unit assemble their Rome Plows and here is the fuel they need to get to work clearing the jungle. Dan Stroening certainly enriched the VHPA's recorded legacy by loaning us his slide.

I know two brothers, Bruce and Jim Breisch, both VHPA members. Some years back I emailed Bruce asking about the "story" of Left Bank and some photos. Nothing happened. Jim, while at the Louisville Reunion, volunteers to help us. As good fortune for the VHPA would have it, I recall this old conversation after seeing his last name. "Hey, you promised me some pix didn't you?" "Not me, that was my brother Bruce – but I'm going to see him in a couple weeks – give me your card." To his credit, Jim contacted me as promised. "I gave your card to my brother and told him you really need that story and those pix." I started "camping out" on Bruce's email and phone. Eventually, Bruce and A.H. 'Tim' Wilson collectively provided some GREAT STUFF. I'd guess of the 30,000+ US Army helicopter pilots in the VHPA database only about a dozen actually flew radio research helicopters.

Notice I said helicopters because a lot more than that flew radio research fixed wing for the Army. Bruce and Tim certainly enriched the VHPA's recorded legacy by loaning us their pix!

Come on guys! That slide or print isn't doing much good in the box in the back of your closet. Sadly, our members pass away all the time. In many cases their family members just pitch their Vietnam stuff. History is lost permanently. But, here is your chance to become famous! Please loan us that slide or print. We'll have it commercially scanned, return it to you, and print your name and story when it gets published.

By Mike Law, VHPA Calendar Editor, [REDACTED] cal-endar@vhpa.org.

VHPA 2016 CALENDAR

Available for Immediate Shipment!

The Vietnam Helicopter Pilots Association and Acclaim Press are pleased to present the new VHPA 2016 Calendar, hot off the press and available for immediate shipment. This is the 23rd calendar produced by the VHPA.

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

Each month features photographs depicting the machines & people that flew over Vietnam, plus detailed captions about what is pictured. This VHPA Calendar also commemorates the 2,165 helicopter pilots who died or whose bodies were not returned (BNR) from Southeast Asia during the Vietnam Era (1961-1975).

Printed in full-color, this 17x11-inch (BIG) wall calendar is the perfect gift for all VHPA members and their families. **Only \$14.95** - plus shipping (\$5 first calendar; \$1.50 each add'l copy). *Missouri residents add 6.225% sales tax.* To order, call the publisher toll-free at 1-877-427-2665, visit online at www.acclaimpress.com, or send your check/money order to the address below.

Pictured on the cover: US Navy H-46 in the Gulf of Tonkin, late 1972 — photo by VHPA member Frank Jensen.



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YELLOW ONE

Before arriving at Tay Ninh base camp, Republic of South Vietnam in August, 1969, the term "Yellow One" held no particular significance and I had not a clue as to the unique and demanding assignment that lay in store. I had an advantage over my fellow rotary wing aviators arriving in Vietnam, in that I had lucked out and pulled a stateside assignment at Ft. Carson, Colorado right out of flight school. I gained 300 hours of flight time, a good share of which was mountain flying with Nam veterans. I made aircraft commander and then went through the UH-1 instructor pilot course at Ft. Rucker enroute to Vietnam. So there I was, a seasoned aviator, fresh from the IP school, a definite plus for me, as I was about to be confronted with the most demanding challenge of my military career.

I had made captain just prior to arriving in-country, but from my experience at Ft. Carson flying with Warrants who had just completed their combat tour, I knew those captain bars wouldn't mean much in the cockpit. I was assigned to Company C, 229th Assault Helicopter Battalion, First Cavalry Division. This was a down and dirty slick company with the call sign "North Flag", and a proud tradition of high standards. I was assigned as a section leader in the first flight platoon, but it was a couple of weeks before I flew my first real mission. I drew co-pilot in Yellow Two with the unit IP Jim "Lunchmeat" Lungwitz. Lunchmeat was none too happy about being assigned to the Cav on his second tour and he let everyone know he got the short end of the stick. That day I taxed all of his IP skills. We ended the day flying over ten hours of combat assaults, capping it off with a night mission to secure an LZ with a downed 1/9th loach in it and retrieving the bodies of the crew. Yellow two was a very busy aircraft and Lunchmeat had little time to tutor me on the finer skills of combat formation flying. He spent most of his time passing artillery clearances to

Yellow One and I spent most of my time trying to keep Yellow Two behind Yellow One. We took fire several times, but I was so overwhelmed with the complexity of the operation I just didn't have time to be terrified. Ignorance is bliss! When that day ended and I rolled the throttle off, I was convinced these guys were all nuts and I was in way over my head.

After flying another two or three weeks, I found I was being scheduled on a regular basis as co-pilot on White One (the back-up flight lead aircraft). It was during this period I had the opportunity to meet and fly with each of the unit flight leaders or Yellow Ones. Each of them took great pains to keep me informed as to what the flight leader was doing and why. Shortly after, I was told I had been chosen to commence training as a Yellow One. Being chosen as a North Flag Yellow One was a unique distinction. The selection process was based on the input of the unit aircraft commanders. I was both honored and overwhelmed. I can remember discussing it with the Jr. Yellow One, 1LT Thompson. He told me not to worry; he felt the same way and I wouldn't be turned loose until I was so well trained I couldn't screw up. I soon found out it was the only time he lied to me. The three Yellow Ones were CPT Hewitt "Buck" Lovelace, 1LT Larry Matchett and 1LT Don Robert "Thumpy" Thompson. I spent the next few months in the right seat of the Yellow One Huey trying to soak up all the info these three guys could throw at me. Each had his own distinct style of running the lift, but they were all very effective at accomplishing the mission. Buck Lovelace was one of the senior Yellow Ones. He was an impressive young man, handsome and well groomed. As a flight leader, he always seemed a little lax on his flight planning, but I soon found out



this was a misconception and most of his planning was done in his head. He had somewhat of a photographic memory and an outstanding knowledge of the a/o. I believe he could have run most missions without a map. He smoked Camels and was very cool under fire. Next was 1LT Larry Matchett, a tall lanky cowboy from Montana. Larry was really a Warrant at heart and never real concerned about military protocol, but he was all business in the cockpit. He was the most methodical of the flight leaders and probably the easiest to learn from. Larry had a system he never varied too far from, and it worked real well. Larry didn't hesitate to show his concern if we were shot at. I related a little better to him than to Buck. He smoked Marlboros and an occasional Garcia de Vega cigar. Last was Thumpy Thompson, one of the most unforgettable characters I've ever met. From Arkadelphia, Arkansas, Thumpy was about 5ft 6in, with a gymnast's build. He gave a mission briefing that would knock your socks off: "Flight this here's Yellow One, we all gonna sashay up the blue a mite with a 6 plus 2". No one ever needed to ask who the flight leader was. Thumpy was taught by Buck and Larry and seemed to exemplify the best of each of them. His planning was thorough, he was always able to adapt to tactical changes and he seemed to get better when things got worse. One of my most memorable flights with Thumpy

was something less than an aviation triumph. In the midst of a combat assault, Thumpy began shifting around in his seat and cursing a blue streak. Next thing I knew he took off his chicken plate and his shirt, and was busy as hell killing red ants that were biting his chest and stomach. He had spilled coffee on his chicken plate the day before; the sugar had attracted the ants who made a temporary nest. Thumpy and I both smoked Winstons. All three of these guys led by example, they were my mentors and I would still follow them anywhere.

After three months of intensive training, I became painfully aware of the fact while the lead sled dog always gets the best view, he doesn't always like what he sees. At any rate, the flight leaders and aircraft commanders agreed my time had come, and they turned me loose to see if I could cut it as a Yellow One. I was assigned aircraft 648, Crew Chief Dave Holte and a kid named Painter as my door gunner. Dave was a laid-back, skinny, twenty year old blond from Kansas, who made a career out of keeping pilots out of trouble. The aircraft was named the "Cherry Buster", as a lot of pilots had received their baptism under fire while flying it. Initially, Dave and I had a difference of opinion as to the aircraft name. I wanted to change it to "Easy Rider". Dave would have none of it, and convinced me that changing the name would be bad luck. As an aircraft commander, I quickly learned to heed the advice of my crew. It was a great aircraft and a great crew. My assigned copilot for that first mission was WO1 Neil "Beeper" Blume, from Herman, Minnesota. Neil had picked up the nickname "Beeper" early in this tour as he had accidentally beeped down the engine rpm instead of beeping it up when told to do so by the aircraft commander. He went on to be one of the best pilots in the unit, but he never shook the name. With the help of Beeper and the rest of my crew, we managed to struggle through that first day without any major blunders. It was strange, as the senior aircraft commanders, could be brutally critical, but they all seemed

to do everything they could to make things easier for me that first mission. Many of them congratulated me and reserved compliments were given. I think I had to buy a round at the club that night - I was just glad it was over with!

After about six months in country, many of us began to realize nothing was really being accomplished tactically. As time passed, I became more conservative as a flight leader and less willing to expose my flight to unnecessary risks. As we expanded our operations closer to Cambodia, ground-to-air fire became more frequent and intense. The NVA began to deploy what we referred to as an anti-aircraft battalion. This was three 51 CAL machine guns, supported by three infantry companies. It was very effective. In December, 1969, we lost our first pilot since the A Shau Valley. His name was CPT Jerry Swayze. I was leading the flight that day, and for the first time, I knew what it was like not to bring everyone home. We had a missing-man formation flyby over the base camp the next day. Sadly, in the months that followed several more of these flights were flown. Because of the increase in our casualty rate, I insisted on maximum gunship coverage on every mission and instituted the "JUDGE". This was one of our nighthawk aircraft, reconfigured with two miniguns, a 50 CAL machinegun and twin M60 machine guns. It carried no troops and flew tail-end charlie in the flight. Its function was to provide close in fire support from a high hover in the pickup and landing zones. It was also used as a recovery aircraft for the recovery of any downed aircraft crews. It came in handy on a few occasions. After the death of our company commander and my close friend Bill Lorimer in March, 1970, I was chosen to take his position. This was a special honor as I was a junior captain and the position called for a major. It gave me the opportunity to continue the policies Bill had established. Our Battalion Commander, LTC Robert Patton was a great guy and other than his staff being a pain in the ass, he let me do things my way.

As I reflect back, I have to place being a Yellow One as the highest achievement of my thirty year military career. To be selected by your peers, guys like CWO Tom "Ogre" Agnew, CWO Wayne Miller, CWO Mark Panageotes, CWO Reggie Baldwin and the rest of the Warrants and Commissioned officers was a special source of pride for me. I must admit to being somewhat seduced by the power that was commensurate with being a Yellow One. Leading a gaggle of eight or ten slicks and four snakes on a combat assault was a unique and exhilarating experience. When I think back to all those radio calls of "Flight, H-1, we got two willie petes, door gunners open up" and simultaneously all those M-60s let loose and the Smiling Tigers and Blue Max gunships rolled hot, I'm reminded of what a spectacular and deadly game we played. The anticipation of the first lift into the LZ, and the apprehension never became routine. The adrenalin rush when those radio calls went out, "Flight is taking fire" or "LZ is hot", or that call that grabbed the attention of every aircraft flying in country, "Mayday, Mayday, Mayday" will never be forgotten by any of us. Before I close my story, I feel compelled to pay tribute to those guys who never got a lot of credit for their contributions, but were as much a part of the flight as any pilot, the enlisted crewmembers: my crew chiefs, Holte and later Larry Heale; gunners Painter and Jeremiah and all the rest: Townsend, Guest, Cristelli, Griffith, Zennie, White and Haskins to name a few. They were a special breed, they were hard core.

Yellow One was never one person, it was teamwork and cohesiveness and camaraderie at its finest. My goal as a Yellow One was to always bring everyone home at the end of the day. Unfortunately, I didn't always achieve it, but I did my best. Here's to all those Yellow Ones that set the standards for the rest of us and here's to the ones that followed. And most of all, here's to all those flight crews that followed me; without their support, it would have been impossible.



ADAMS, CLARENCE DAVID USA

Flight Class 70-3 & 70-5

RVN: D Troop, 1/1st Cav 70-71

Callsign: Sabers

Our friend, brother in arms, and talented Editor of the VHPA Aviator has left us. David Adams, not surprisingly, prepared his own obituary for this day. It details what his service and the many years thereafter meant to him. He prepared his successor for the duties he could no longer perform; because the Aviator was important to him. His years of dedication reflect that fact. Here in his own words is the final message from this generous, warm and gentle man. ~ Tom Kirk

I, more commonly known as David Adams, on August 11 of 2015 finally lost my long fight with complications of liver disease and passed away surrounded by my wife and children. I was born in Eunice, Louisiana and moved to Houston at the age of two. I immediately naturalized into the Texas way of life yet I am as proud of my Cajun heritage as I am of my Texas heritage. I graduated from Bellaire High School in Houston in the mid-60s and after a couple of attempts at hiding in College while the Vietnam War was raging, in January of 1969 I finally enlisted after being promised Flight Training through the Warrant Officer Candidate program. Twenty-three years after leaving high school, I finally received my BA from Troy State University at Fort Rucker while I was attending the WO Senior Course.

Immediately after graduation from flight school, I attended the AH-1G Cobra qualification course in Savanna, Georgia before going to my Vietnam assignment with D Troop, 1 Squadron, 1st Regiment of Dragons (D/1/1Cav.), The Sabers, flying out of Chu Lai in Vietnam. There I flew over 1,200 hours of combat time throughout the southern half of I Corps with the occasional mission into Laos. I returned to Fort Hood in 1971, a fully qualified Instructor Pilot and was listed on the first set of NOE IP orders ever issued at Fort Hood. In 1972 I was an integral part of the first Operational Test of mounting the Hellfire missile onto the Cobra airframe and served as the

PIC of the first firing of a Hellfire missile from an Army line Cobra. Several Cav assignments (3/1 Cav, 4/9th Cav, 7/17th Cav, 6th ACCB and the 2nd Armored Cav Regiment) followed in both CONUS and Germany. In 1981, I was selected for the WO Senior Course, transition into fixed wing aircraft and the OV-1 Mohawk qualification course; and the second half of my career was fixed. I flew my beloved Mohawk for over 13 years in both CONUS and Germany; I also flew several other types of aircraft (the RU-21 Guardrail, the CASA 212, Beachcraft's C-12 and RC-12) airplanes while serving in various MI assignments in both CONUS and Central America. My last combat deployment was to Saudi Arabia in 1990 where I flew RU-21 Guardrail systems for Operation Desert Shield/Desert Storm, ending my career with over 1,500 combat hours. But best of all, my number of landings always equaled my number of take-offs (think about it).

Following retirement from the Army in 1992, I stayed in the Fort Hood area and eventually opened my own business of publishing The Homes of the Greater Fort Hood Area magazine which helped literally thousands of home buyers when they transitioned through Fort Hood. I sold the business in 2007 and immediately volunteered to start publishing the VHPA Aviator, which I did almost to the day I died.

I married my wife Linda in 1974 while we were both living in Austin, Texas. We were married for over 41 years and have two beautiful children. My son Jeff travels the country installing artificial turf at athletic fields and my daughter Annika is an Air Traffic Controller at the Austin Bergstrom International Airport TRACON. Her operating initials are Alpha Kilo if you ever want to say Hi while visiting our fair city.

In 2006, I inherited the family's 250-acre cattle ranch in east Texas and spent the rest of my days improving it. First there were new workshops, ranch houses, fences and barns to take care of, all while improving the cattle herd and seeing to their well being. When asked who owned the Ranch, I have always replied: "Actually the cattle own it: I just buy the feed and do everything possible to keep them healthy and happy!" I also turned the place into a wild game sanctuary as the one place in many surrounding ranches where the deer weren't hunted, the ducks had their own feeders, the fish were there strictly for the kids to catch, and the squirrels (and my neighboring families up there) had their run of the place to themselves.

Both Linda and I treasure the many friends we still maintain contact with, from members of my flight school and Vietnam units and later, through the many friends we made during the many assignments we both enjoyed throughout the world. I will miss you all. I will always be especially proud of the work I was able to give to the VHPA through the Aviator magazine and always appreciated the support I was given by the Executive Council whenever I needed "just a little" increase in my budget to add another feature I thought the membership would enjoy. Today, more than ever, I still want you to send the Aviator that story you have been thinking about ever since you left Vietnam so that we may share it with the membership. If you would like to make a donation in my memory, please send it to the Pug Rescue League of Austin, complete details are available on their website: www.austinpugrescue.com.

Gentlemen, it's been an honor to fly with you. See you at Fiddler's Green!

Wheels in the well – Sugar Hotel!



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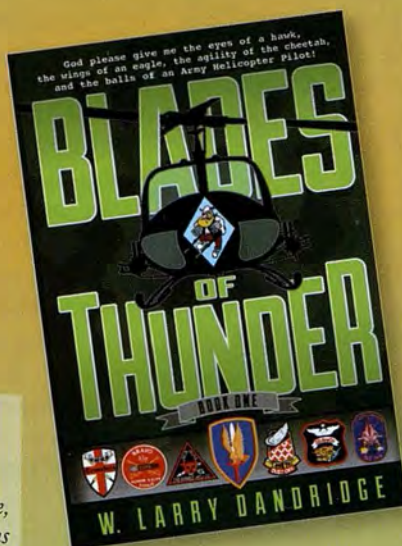
Summary:

Six young Army pilots arrive in Vietnam where they each become men, highly skilled pilots, and proficient officers within a few months. None of them will be the same after their first combat tour. All will bear the scars of war for life. All will be strengthened spiritually. One will soon be dead, one an amputee, and all will be wounded. All will become beloved brothers and all will honor their families, friends, and this great nation!

MG (Retired) Rudy Ostovich,
Past Army Aviation Center Commander

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COMBAT HELICOPTER PILOTS ASSOCIATION



The CHPA is a non-profit military association of Active Duty, National Guard, Reserve, and former U.S. Military Combat Rotary-Wing pilots and crew members, from all wars.

DUTY · HONOR · COURAGE · NEVER EVER FORGET

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The CHPA is a non -profit military association of Active Duty, National Guard, Reserve, and former U.S. and commonwealth military combat rotary wing pilots and crewmembers, from all wars.

Our purpose is Unity, Legacy,
and Remembrance of fallen comrades.

For Information on Preserving Our Legacy,
visit the website or request a brochure
from our HQ in Divide Colorado

www.CHPA-US.org

Combat Helicopter Pilots Association
PO Box 42
Divide, CO 80814-0042

**COMBAT HELICOPTER
PILOTS ASSOCIATION**

~ Letters to the Editor ~

To the Editor of the VHPA Aviator

I am a life VHPA member and I just discovered something that shocked me, quite frankly. There is a website (does not even appear to be veteran-owned) that claims to have every Vietnam unit patch, copyrighted 2014. I contacted the website (www.patchquartermaster.com) and inquired. I received a very long legalistic reply explaining that this was "decided by the Supreme Court of the United States some ten to fifteen years ago." The reply also challenged me, asking me what I have done for Vietnam Veterans. Well, for one thing... I have not stolen their original artwork.

I also own "Veteran Guitar" and if you go to my website, you will see what I currently do. I also published "Between the Lines," a documentary photo book of the VN Memorial (google search Between the Lines "Photographs from the National Vietnam Veterans Memorial" in hardcover June, 2000). I would like to know what this company gives to veterans.

While I am happy that these patches are being reproduced and that people collect them, I am concerned that someone has the gall to claim copyright on these emblems of courage that were designed for free by guys in the units, many of whom may have died or been injured during the war effort.

As well, the market is flooded, as we all know, with replicas claiming to be original.

Maybe it is just me, but I don't like this. I would like for this letter to the editor to be published regarding this issue.

*Thank you: Tom Morrissey,
Warlord 23, 117th AHC 1970-71*

VHPA Life Member Mike Poindexter, an attorney, and while not rendering a legal stand on the matter, believes the claim is not supportable. He writes: I am no copyright lawyer, but I would be very surprised if unit patches, like WWII nose art, are not part of the public domain at this point. The purpose of copyright law is to protect the intellectual efforts of the author. Since this yahoo put forth no intellectual effort, what is there to protect? Nothing. It is pure Greenmail.

To the Editor of the VHPA Aviator

I flew with the 45th Med Co (AA) in Vietnam in 1967/68. My call sign was Dustoff 15. As with most other Aviation units we had our own Officers Club, and it was open for business from about 5: PM to way after dark. I think the only people excluded were those who were flying first, second, or third standby for that 24 hour period. It was quite late in the evening and everyone was either drinking or gambling or both. The door slowly opened and in shuffled the Aircraft Commander of the First Up Aircraft. He still had on his flack vest and his .38 pistol strapped to his waist and his helmet in his hand. He just stood there leaning up against the wall alongside the door. Then he started to cry. He didn't say

anything but just cried and cried. We all stopped what we were doing and our attention was drawn to him, with a great deal of interest and then compassion. No one said a word. After a few seconds we understood it to be something related to a mission he had apparently just returned from and I think it was his Platoon Leader who eventually escorted him out. We never saw him again.

We later discovered he had mistaken an enemy campfire for what he thought was a flare identifying the friendly landing site where he was to pick up a wounded soldier. The VC or NVA were as surprised as he was and as they all looked at each other, all the enemy could think to do was throw a grenade at him. I believe the next thing he remembered was standing in the bar crying.

The reason we had compassion for him was because we all knew each of us had our breaking point and some of us were living right on the edge, every day and night. I hope he knows that all of us in that room still respected him, loved him, and it would have been an honor to fly with him again. I hope he is a VHPA member.

*From Gary Potter: (Dustoff 15) 45th Med Co (AA)
1967/68, [REDACTED]*

To the Editor of the VHPA Aviator

My name is Tom Collins. In 1970, I was a combat infantry soldier with the 101st Airborne Division in Vietnam. On June 6, 1970, two other comrades and I were wounded when our platoon came under a mortar attack. I am searching for the medevac pilot that flew us out of the bush and to the MASH unit. I need help locating him, to thank both him and his crew. Through their courage and bravery, we were evacuated while still under attack.

The pilot handed me a business card with his name and unit number while enroute to the MASH unit. Unfortunately, I lost or misplaced it years ago. I do remember, ironically, the business card he handed me said CPT Collins.

I don't know what information is available to the crews, but I will provide my information for possible recall:

Name/rank: SP4 Thomas Robert Collins.

Unit: 2/327 101st Airborne Division.

Date: June 6, 1970

Location: In or near the village of Nuoc Ngot pronounced (nook knock) in the northern province of Thua Thien, near the Ruong Ruong valley east of the A Shau valley in I Corp.

Forty-five years is too long to say Thank You. I am sorry I didn't do this sooner, but I was too busy on the flight to the hospital trying to forget instead of remembering.

If you are one of that crew or have information I can use to find all or one of them, please email me.

Tom Collins
[REDACTED]

WELCOME TO THE VHPA!

Look the list over and if you recognize anyone, give them a call, drop them a line or send them an e-mail welcoming them into our Association. Full contact information is available either on-line in the Member Services section of our website, or through our staff at HQ by calling 1-800-505-VHPA. Line 1, Last, first, MI and/or nickname of new member; double asterisks (**) ID new life members. Line 2, his current city and state, branch of service. Line 3 -5 , his (Flight) Class and Vietnam Unit(s) served with, if that info is available

We welcome these 39 new Members to the VHPA!
All have joined our Association during the period from May 27 - July 23, 2015

Arzate Joe F.
San Angelo Texas
Army
69-14
11 ACR in 69-70;
C/2/17 CAV 101 ABN in 71-72

Ball Edmund K. 'Keith' **
Satellite Beach Florida
Army
59-2 60-9
ACTIV in 69-70

Beishline David C.
Fayetteville North Carolina
Army
68-19 68-33
187 AHC in 69; 120 AHC in 70

Beverluis William C. 'Bill'
East Hanover New Jersey
Army
67-3
B/1/9 CAV 1 CAV in 67-68

Bowdoin William R. 'Bill'
Athens Georgia
Army
67-14
B/1 AVN 1 INF in 67-68

Burnell John C.
Harrisburg PA
69-23
D/1/4 CAV 1 INF in 69-70

Crider Jesse A. ** (Corrected
Spelling) yes one more time!
Herrin Illinois
Army
70-12
MACV FLT DET in 66-67; IIFV
ARTY in 70-71

Donnell Victor L. 'Vic'
Driftwood Texas
Army
65-8
145 AVN PLAT in 66;
171 AHC in 67; 281 AHC in 67

Franks Don M.
Enterprise Alabama
Army
71-20
B/7/1 CAV 101 ABN in 71-72

Hill John C.
Sarasota Florida
Army
67-24
170 AHC in 68-69;
119 AHC in 68-69

LaRoche Raymond Frank
Livermore California
Navy
67
HA (L)-3 DET 6 in 67-68;
HC-3 in 71-74

MacDougall Douglas A.
Lusby Maryland
Army
67-22
170 AHC in 68

Marshall Robert J. 'Bob' **
Chicago Illinois
Army
69-22
B/123 AVN 23 INF in 69-70

McCanell James H. 'Jim' **
Fernandina Beach Florida
Army
67-3
119 AHC in 67-68

McGlamery Lawrence M.
'Larry'
Lacey Washington
Army
69-15
162 AHC in 69-70

Moye Dennis W. 'Zoom'
Belmont California
Army
68-514 68-24
9 INF DIV in 68-69

Newcom Kenneth E. 'Ken'
Paragould Arkansas
Army
68-515 68-27
101 AVN 101 ABN;
158 AVN 101 ABN

Newton Earnest L. **
Willow Alaska
Army
67-11
25 AVN 25 INF in 67-68

Oliver Gregory C.
Stedman North Carolina
Army
68-17 68-29
D/1/4 CAV 1 INF in 68-69

Pasco Robert Hungerford
'Bob'
Arvada Colorado
Navy

Patla Norbert I.
Arab Alabama
Army
63-1
18 AVN in 67; 15 TC 1 CAV in
68; A/15 TC 1 CAV in 69

Platz Adelbert L. 'Bert' **
Redmond Oregon
Army
67-7
118 AHC in 67-68

Randolph Darryl I. **
Newport News Virginia
Army
63-8
5 AVN PLT in 64-65;
498 MED CO in 67-68

Ranta Roger J. **
Florence Oregon
Marine Corps
2 BDE 9 INF in 64;
HMM-361 in 67-68

Reif Jeffrey R. 'Jeff'
Cheyenne Wyoming
Army
67-1 66-23
F/8 CAV in 67-68;
HHC 52 CAB in 71-72

Reinkober Thomas E. 'T'
Annandale Virginia
Army
69-6FW
B/4 MECH 25 INF in 67; S&T
BN 25 INF in 67-68; 604 TC CO
in 70-71; 34 GS GRP in 71

Ross Larry A.
Arnolds Park Iowa
Army
67-7
371 ASA 1 CAV in 67-68;
11 GS 1 CAV in 67-68

Simpson Norman C. **
Bigfork Montana
Army
69-20
155 AHC in 69;
173 AHC in 66-67;
162 AHC in 70-71

Thornton Tommy Wayne
Maysville Missouri
Army
59-2FW 65QC
118 AHC in 65-66;
B/158 AVN 101 ABN in 69;
HHC 101 AVN 101 ABN in 69

Tinlin Philip J. **
Enterprise Alabama
Army
66-22
25 AVN 25 INF in 67-68; 2 SIG
GP 1st SIG BGD in 70-72

Tran Ben
Bellevue Washington
70-24
4 AVN 4 INF in 70-75

Urlick Dennis O.
Belfast Maine
Army
68-49
C/2/17 CAV 101 ABN in 70-71

Vassey Robert C. 'Bob'
Peachtree City Georgia
Army
69-33
92 AHC in 69-70

Vincent Barry D. **
Cherry Log Georgia
Army
69-40 69-44

Ward Richard M. 'Dick' **
Danville California
Army
68-30
D/3/4 CAV in 69-70; ACT/11
ACR in 71-72

Washington Larry J.
Atlanta Georgia
Army
69-43 69-47
D/1/10 CAV 4 INF in 70-71

Watts Olen C. 'Clyde' **
Woodbridge Virginia
Army
65-10
82 MED DET in 65; 498 MED
CO in 65-66; 571 MED DET in
72-73

Willette William David 'Bill' **
Lakewood Washington
Army
70-11 70-7
C/7/17 CAV in 70-71

Williams Thomas J. 'Jay' **
Durant Oklahoma
Marine Corps
HMM-363 in 68-69

THE BELL UH-1B HUEY: A FLYING S

THE BELOVED HUEY EPITOMIZES THE VIE

February 19, 2014

Reprint Permission has been granted from AOPA Pilot

By Barry Schiff

Photography by Mike Fizer

Seriously wounded and huddling in the dank underbrush, men struggled to stay alive and remain hidden from nearby and approaching Viet Cong guerillas. As their plight became

increasingly desperate, the isolated American soldiers began to hear in the distance the distinctive slapping of rotor blades. There was no mistaking the whop-whop-whopping of a Huey. It was the sound of rescue, the sound of freedom, the sound of going home—sentiments almost universally expressed by those who were there.

“Charlie” heard it, too, and knew that to be discovered by the crew of a Huey gunship would put them in a world of hurt. Such an enemy ground unit often retreated, wisely abandoning its prey.

More than any other aircraft, the beloved Huey symbolizes the Vietnam War and the American heroes who served and sacrificed there. The iconic helicopter was developed specifically for the United States military and first flew on October 20, 1956. The Army's first turbine-powered helicopter, it was originally designated as the HU-1 Iroquois, the pronunciation of which is the origin of the Huey epithet. The aircraft was redesignated as the UH-1 in 1962, but the familiar nickname



SYMBOL; VIETNAM WAR

stuck. "Huey" became so popular and immortal that Bell began casting the name on the anti-torque pedals. Its official name, Iroquois, is rarely used except when referring to a nation of Native Americans.

The Huey was responsible for a new breed of U.S. military pilot, the warrant officer, who could go directly into flight training from high school without having to undergo the rigors of becoming a commissioned officer.

Unsightly wreck-

The aircraft on these pages, N832M, was built in 1963 and served in Vietnam with the 101st Airborne and 1st Cavalry divisions between 1964 and 1966. Following military discharge, it returned stateside, eventually flew for the Lee County (Florida) Mosquito Abatement Program, and became an unsightly wreck. It was purchased by the Wings and Rotors Air Museum in 2001 for only \$10,000. It then had a painstaking and thorough two-year restoration.

During the restoration, graffiti was discovered on the inside surfaces of the tail boom. This was left undisturbed as a tribute to Army maintenance personnel who had worked on the aircraft in Vietnam. Although 1,010 UH-1Bs have been built, this likely is the only gunship that is still airworthy. It is used primarily for airshows, static display, parades, veterans' events, and fly-bys.

During a departure from Prescott, Arizona, in 2008, the Huey's turboshaft engine produced three severe compressor stalls—resulting in so much structural damage that the aircraft had to be rebuilt. This time, however, it was restored as an attack helicopter similar to those used by the U.S. Navy Seawolves to control the Mekong Delta and the Rung Sat Special Zone (a shipping channel leading to Saigon). The inside of the avionics access hatch on the nose bears signatures of surviving Seawolves, and a plaque on the aft-cabin bulkhead lists and honors the 44 Seawolves who died



in combat while flying Huey gunships in Vietnam.

As a gunship, the Huey normally had a crew of four, two pilots and two gunners. Each pilot has his own entry door, and the cabin has two large doors that slide aft, making the aircraft suitable for a wide variety of utility roles. The gunship was used primarily to clear landing zones for troop-carrying helicopters and to provide close-air support for ground units. It also was used for troop transport, medevac, emergency resupply, and armed attack. The Huey was the Jeep of the Vietnam War.

The gunship carried effective and concentrated firepower. The deactivated armament aboard this Huey is typical and includes a traversable M134 Minigun with six rotating barrels that could fire 6,000 rounds per minute; a pair of rocket launchers that each fired seven 2.75-inch, folding-fin rockets; a .50-caliber machine gun; and a 7.62-mm M60 machine gun. The only thing missing is a grenade launcher in the nose. During combat the cabin floor was typically stacked with ammo boxes and grenades that could be tossed overboard to accommodate rescued personnel.

The two probe-like devices on the nose are FM antennas. They were used to locate ground troops broadcasting homing signals on discrete frequencies that were changed daily. Noticeable during the walkaround inspection are numerous small riveted patches covering bullet holes from when this aircraft encountered small-arms fire during the war. The red-and-white peace symbol on the side of a Huey was sarcastic reference to the "peaceniks" at home and was intended to mean "Peace through Firepower."

Easiest helicopter to fly

I was instructed in the Huey by Pat Rodgers, the museum's executive director and chief pilot. He also is a distant cousin of Cal Rodgers, who in 1911 was first to fly across the United States. Most of his 3,000 hours are in helicopters, including 1,200 in Hueys and 1,200 in a Bell OH-58 Kiowa (military version of the Model 206 Jet Ranger).

Rodgers assured me that I would have little trouble flying the Huey. "It's the easiest helicopter I have ever flown," he said. "It was designed and built to be flown with confidence under a wide variety of conditions, many of them adverse."

Substantial airframe shaking occurs as the two-blade rotor accelerates while starting the Lycoming T53-L-11 turboshaft engine—so much that it is almost impossible to read small instruments or set the altimeter at the same time. The shaking dies down, though, as the engine and rotor stabilize at idle. (A Huey cockpit would be a perfect place to mix a martini for James Bond.)

The collective and hydraulically assisted cyclic control and anti-torque pedals are conventional. The aircraft also has a synchronized elevator near the end of the tail boom. It is mechanically linked to the fore-and-aft movement of the cyclic to increase pitch control and widen the center-of-gravity envelope.

After starting the 1,100-shaft-horsepower engine, you twist the motorcycle-grip-like throttle on the collective, simultaneously accelerating the engine to 6,600 rpm and the rotor to 324 rpm. After that, a governor automatically maintains these speeds and the throttle is no longer needed (except during shutdown).

Raise the collective slowly and feed in left-pedal pressure until the Huey gets light on the skids. Raise the collective a bit more, pull into a hover, lower the nose, add more collective, and you're on your way, climbing more than 1,200 fpm at the best climb speed of 60 knots.

With weaponry hanging in the breeze and cabin doors open, the Huey cruises at 85 knots, 90 to 95 knots when cleaned up and with the doors closed. It is difficult to inadvertently exceed redline airspeed because of the unmistakable buffeting that occurs when approaching VNE (120 knots).

I had been under the impression that the familiar slapping sound of the two wide-chord rotors could be heard only when outside the aircraft, but you can hear it from inside as well. It is particularly noticeable during turns (when disk loading is increased) and when airspeed is less than 70 knots. Low fly-bys are made at low speed to maximize blade slapping and create a genuinely



crowd-pleasing effect. This distinctive slapping is not unique, however; a similar sound is made by the Bell AH-1 Cobra and the Bell 222. Unfortunately, the rotor blades have only a 1,000-hour service life. Replacements from Bell cost \$100,000 per blade.

The Huey autorotates beautifully and makes you appreciate the high-inertia rotor blades, which make it easy to maintain safe rotor speed during descent. A normal approach is made from 300 feet and 60 knots while maintaining an eight- to 10-degree descent profile. Initial touchdown occurs on the rear of the tubular skids.

The UH-1B is an honest, stable, and relatively easy helicopter to fly. My greatest challenge in flying any helicopter is hovering and making pedal turns (pivoting turns while hovering) at three feet in a crosswind. I did not do all that well in the Huey but much better than I had anticipated, considering that my 300 hours of helicopter experience are spread over 50 years. This was more of a tribute to the Huey than it was to me.

I cannot say that I enjoyed flying the Huey. I can say that I loved it—every minute of it.

Continued on page 34

VHPA CHAPTER ACTIVITIES

ALASKA CHAPTER

Lynn Kile, President

[REDACTED]

ARIZONA CHAPTER

Bill Sorenson, President

[REDACTED]

CALIFORNIA CHAPTER NORTH

Ken Fritz, President

[REDACTED]

CENTRAL NEW YORK CHAPTER

Tom Mc Millen, President

[REDACTED]

FORT WOLTERS CHAPTER

Adam Steczko, President

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GEORGIA CHAPTER

Bob Lanzotti, President

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MICHIGAN CHAPTER

Richard Deer, President

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Bert Leach, President

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MONTANA CHAPTER

Todd Brandoff, President

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NORTH ALABAMA CHAPTER

Les Haas, President

[REDACTED]

NEW JERSEY CHAPTER

Pete Purnell, President

[REDACTED]

NORTH CAROLINA CHAPTER

Larry Pigg, President

[REDACTED]

OHIO RIVER LZ CHAPTER

Bob Hamilton, President

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OKLAHOMA CHAPTER

Wayne S. Guffy, Jr., President

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OLD DOMINION CHAPTER

Don Agren, President

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SOUTH DAKOTA CHAPTER

Jim Miles, President

[REDACTED]

SOUTH MISSOURI CHAPTER

Bill Thompson, President

[REDACTED]

ROCKY MOUNTAIN CHAPTER

John P. Hargleroad, President

[REDACTED]

THE ALAMO CHAPTER

Dave Whitney, President

[REDACTED]

SOUTH CAROLINA CHAPTER

(Celebrate Freedom) Chapter

Larry Russell, President

[REDACTED]

SOUTHERN CALIFORNIA CHAPTER

Sven Akesson, President

[REDACTED]

VHPA OF FLORIDA

Frank Hoover, President

[REDACTED]

WASHINGTON STATE CHAPTER

J.C. Combs, President

[REDACTED]

HAWAII CHAPTER – Provisional

Ken DeHoff - POC

[REDACTED]

Notice to all Members of the VHPA

For a limited time, liaison between the National HQ of the VHPA and the Independent Chapters has reverted to John Sorensen of the Chapter Liaison National Committee. John can be reached at [REDACTED] or via E-Mail at: [REDACTED] Feel free to contact John concerning any details on opening your own local Chapter of the VHPA and/or for seeing what assistance is available from HQ to support your efforts.

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

VHPA CHAPTER ACTIVITIES

ALAMO CHAPTER

Our members enjoyed the 4th of July in New Braunfels, Texas, in the city's historic Landa Park. Many also enjoyed the morning patriotic parade (VHPA members who attended the 2008 Reunion in San Antonio will recall walking in this parade, at the city's invitation) which is organized each year in this very old Texas city. We then proceeded to the park for our picnic. Some attending the event joined our chapter. Members who were not there really missed some good fun and camaraderie. (A few stories may have been shared.) Thanks go to Jim Boykin, Alamo Chapter member, who arranged and organized this event for us.

We do not plan to meet in August so as not to conflict with the national reunion. We will meet on September 3rd at the Barn Door Restaurant in San Antonio, to hold elections for officers to serve in 2016. The deadline for this Aviator input precludes results of the election to be printed here, but they will be published in the November-December issue.

Our Christmas party will be held on the evening of December 18th in the Army Residence Community Sky Lounge.

As always, members should watch for e-mails and check our Chapter website www.vhpa-alamo.org for scheduled events.

By Chuck Oualline

FORT WORTH CHAPTER

The September chapter meeting will be held at Logan's Road House restaurant, on Saturday, September 12th, 2015. The address is 948 N.E. Loop 820. The EC will meet at 11:00, followed by the general membership meeting beginning at 11:30. Flat rate for the meal is \$20 per person. Come early and enjoy the company of your friends, and make new ones as well.

Elections for chapter officers will also be held at this meeting. As usual, all are welcomed to attend.

By Adam Steczko

GEORGIA CHAPTER

The GA VHPA Chapter members rallied on July 18th to their bi-monthly breakfast meeting at the Rib Ranch (LZ Romeo Romeo) in Marietta, Georgia. Our guest speaker was Georgia State Senator, Hunter Hill. Hunter is an Atlanta native who graduated from the US Military Academy in 2000. Hunter served in the Army for five years, as an Airborne Ranger. He was deployed three times to Iraq and Afghanistan where he served as a rifle and mortar platoon leader in combat. His presentation focused on leadership, both as a soldier and as a politician. His leadership as a junior Senator is well evidenced as he was voted Freshman Legislator of the year by the Georgia Chamber of Commerce after his first year in the Senate. Hunter currently chairs the Senate Veterans, Military and Homeland Security Committee and also serves as Vice-Chairman of the Finance Committee. In 2012 his colleagues appointed him to serve as the Majority Deputy Whip. Hunter's formal presentation was followed by lively discussion regarding divergent experiences between our war and his, together with the challenges facing today's armed forces and veterans.

In a continuing effort by the Governor of Georgia and the Georgia Department of Veterans Service to recognize all Georgia veterans for their service in Vietnam, Certificates of Honor were presented to several of our members who had not received them earlier. Nonmembers of the Georgia VHPA Chapter, but Georgia natives, may individually request a Certificate of Honor from the Governor by sending your name, rank, branch of service, dates of service in Vietnam, and a copy of your DD Form 214 to: certificates@vs.state.go.us or Georgia Department of Veterans Service, 2 Martin Luther King, Jr. Drive SE, Atlanta, GA 30334.

Our next meeting will be on September 19 at our home base, 'LZ

Romeo Romeo.' Our speaker will be one of our own members, Col. Carl (Skip) Bell. Col. Bell served two tours in Vietnam, the first on the ground as a cavalry troop commander in the 1st Squadron, 4th Cavalry. Googling Quarterhorse Stories and Photos will allow you to access a treasure trove of Skip's Nam recollections. After his first tour, Skip said he answered his calling (or perhaps just got a wee bit smarter) and went to flight school. During his second tour he flew guns for the 3rd of the 17th Air Cavalry. We look forward to hearing Skip's presentation.

For those former Vietnam Helicopter Pilots in the Atlanta area who are interested in joining our Chapter, please view our web at www.ga-vhpa.org for schedule of future meeting dates or contact me at [REDACTED]

By Bob Lanzotti, President

SO CAL CHAPTER

On Sunday October 25th our SoCal Chapter will have an info booth at the 14th Annual Wings Wheels and Rotors and Expo at the Los Alamitos Army Airfield. Two years ago we had a CH-21 accompany us and last year we had a flyable and fully restored UH-1B Gunship from Wings and Rotors Museum next to our booth. Last year close to 30,000 attended and later \$19,000 was donated to the Los Alamitos MWR (Morale Welfare and Recreation). On display will be military aircraft, helicopters, warbirds along with public safety, first responders and military equipment. A car show and flyovers are also planned. The Expo and parking are free. Visit wwreexpo.net. Let me know if you'd like to help with booth duties or just come by and say hi.

On Saturday November 14th, 11 AM the SoCal Chapter will have our annual member and business meeting at the Elks Lodge #1767 in Newport Beach.

By Sven Akesson

WASHINGTON STATE CHAPTER

The June Airshow has come and gone. It is held in Olympia WA., the state capitol. There were many great flying demonstrations and static displays. And yes...right in the middle of all this is our own VHPA chapter. We are always asked about Vietnam and what did we fly over there. We enjoy informing the younger set; as well as explaining our purpose and what we tried to accomplish.

We also love to show off our beautiful Huey that has already made its mark with our displays and parades around western WA. We hope to eventually display our bird in eastern WA, showing off to our east side brothers. Our helicopter will really rock now, because it is wired for sound. The MP3 player has a Vietnam era playlist. We let you know that we are coming.

On September 19th we will meet in Spokane WA at the Timber Creek Grill Buffet, on Montgomery Drive. All of our fellow rotor-heads are invited to stop by and enjoy some great company, food and tales.

We are in the planning stages for the Veterans Day parade in November. This is the largest parade of its kind west of the Mississippi. We always have a great turnout of members and guests. The members enjoy greeting the veterans along the parade route and shaking their hand. It's always great to hear those words, "Welcome Home".

The Washington State Chapter is an active veterans' group. We invite all Vietnam helicopter pilots to join us and re-connect with those that you served with so many years ago. Finally, we thank the many members who devote the hours that make our state chapter a success. Your efforts are greatly appreciated!

By Bill Lyons

VHPA CHAPTER ACTIVITIES



ALASKA CHAPTER

We are having so much fun finding other Vietnam Helicopter Pilots ... they're everywhere! We are now fifty-three members strong and still growing. We welcome our newest members: Lowell North, Earnest Newton, Thomas Teasdale, and Lucky Wilson.

Our chapter is one of three that had a member recognized for his hard work and dedication to helping other Veterans. We are pleased to note Francis Boisseau was selected to receive a Quilt of Valor from the VHPA. He, as do the other recipients, deserves the recognition for his service to veterans. We owe our thanks to the ladies who put this wonderful gift/honor together and for all the hard work and time it takes to make such a beautiful quilt.

So far this summer, members are spreading the word and doing their thing. We had a nice mini-gathering for hamburgers with our Fairbanks members at the American Legion Post in June. It was nice getting together and we look forward to their presence at a state-wide gathering next spring in Anchorage.

We just got back from our Halibut fishing trip and WOW what a day! T-shirt weather, blue skies, and it was a bad day to be a fish! We filled the boat with members, and fishing was great; but the camaraderie was excellent. I can't remember laughing so much in a long time ... try pulling in a forty pound Halibut from three-hundred feet deep while these guys are going at it. These helicopter pilots are crazy, but that's cool!

Another item of interest concerns forest fires. They have



Front: New member Earnest Newton and Lynn Kile
Back: Francis Boisseau and Matt Kato



Bill Merkley with a small catch



L-R: John Ulsher, Bill Merkley, Rod Preibe, David Buirge, Lynn Kile, Roger (deck hand) and Terry Vraniak Back: is our Boat Captain and affiliate Dan Retzinger and member Jim Harvey standing.

been raging! Some of our members had a scare when fires closely approached their homes. Luckily all survived OK. If it's dry and hot, well I guess fires are to be expected.

We have our summer picnic set for August 1st at the Palmer American Legion Post #15 and our cook-your-own steak night November 13th at the Peters Creek American Legion Post #33. That will finish up our year, and we begin making plans for next year which will include the election process for a couple of our Chapter Board positions.

If you are interested in joining us, check out our web site at www.VHPA-Alaska.org and remember - There is pride in knowing that we flew! See you in DC!!!



L-R: David Buirge, John Ulster and Rod Preibe

By Lynn Kile
President, Alaska Chapter
Nomad 23

FLORIDA CHAPTER

After a hot summer's typically slow schedule, the Florida Chapter is gearing-up to start the annual cycle of supporting parades, veterans' events, dedications, schools, the Moving Wall, and various other events such as the large air show at Lake Land Florida, Sun-N-Fun. We had a bit of a dilemma this year as Sun-N-Fun and the Veterans Welcome Home event at Wickham Field in Melbourne, Florida were the same week. We have long supported both, but had to pass on Melbourne as we have supported Sun-N-Fun longer: 23 years. Next year we'll support both; the events will not be



Florida 1: Sun-n-Fun setp. Loach, little Loach, sales tent and memorabilia tent.

the same week.

We supported the Brandon, Florida 4th of July parade. Volunteer support was down a bit because of the holiday, but was more than adequate. Those who came had a great time, and were very well received by the parade watchers.

The 23rd VHPAF Annual Reunion will be from September 17-20, 2015 at the beautifully remodeled International Palm Resort, in Cocoa Beach, Florida. The hotel has over 500 rooms with 13,000 sq. ft. of inside meeting space and an additional 5,000 sq. ft. of outside meeting space. The hotel features four on-site restaurants, one of which is a Tiki Bar on the Atlantic Ocean.

VHPA CHAPTER ACTIVITIES

On Thursday night, we go to Fishlips Waterfront Bar and Grill. Fishlips is on the Canaveral Shipping Canal where the cruise ships enter and leave Port Canaveral. Just across the canal is the Kennedy Space Center rocket launch site (old shuttle launch site) where rockets are frequently launched both day and night. Rockets can often be seen across the canal on the launch pads before they are launched.



Loach at the start of the parade route.

Next is Jack Baker's Lobster Shanty for our Friday activity. One of Cocoa Beach's hot spots, the Lobster Shanty overlooks the Banana River Lagoon. Although it is a large, multi-level building, there are open, wheelchair-accessible

elevators at each level for patrons who have difficulty managing stairs.

The annual banquet will be Saturday, September 19. Our guest speaker, Paul Hiott, is a retired navy vet who did 20 years in nuclear submarines. Paul works for the Florida Department of Veterans Affairs, and his talk will be a very informative explanation of current VA services. He will address what VA

services are available, what services are not widely known or used, and how to go about getting what you deserve. He will bring literature to the event.

By Frank Hoover: President

MICHIGAN CHAPTER

The Michigan Chapter VHPA participated in Lest We Forget activities in Benton Harbor, MI June 20 & 21, 2015. Vice President Dave James coordinated our display and submitted this After Action Report:

Benton Harbor was a lot of fun, the weather was not too hot, no rain, and very well organized and managed. First, I need to thank Mark Benjamin, Charles Elaison, Jim Hunt and his lovely wife, and Sandy McLeod for their work to make it happen. I personally enjoy being any place involving aircraft and flying, but to have other Vietnam helicopter pilots to talk with is a rare and wonderful experience. "Lest We Forget" does a first class presentation and operates like a well-oiled machine. We also enjoyed some really fine entertainment, including stage shows with comedy, music, awards and veterans recounting their experiences. Also each day, a wonderful outdoor reenactment of a small engagement with troops, fixed wing support, a helicopter insertion, a dust off pick up, ground vehicles and even Charley getting his butt kicked.

Although we did not find any new members we had some secondary contacts. We set up next to, and were warmly welcomed by, Huey 369. It was great to hear and see their two flying Hueys and the smell of kerosene in the morning, like being back on the flight line. It is also great to know we still, after so many years, operate so effectively as a team. We will find another venue for 2016 and I already plan to be there, and maybe get some more members to also enjoy that event.

By: VP Dave James Boomerang 20

AAR mission Vietnam War Traveling Wall Oscoda, MI July 22 - 26 2015

July 22: The Wall arrives approximately 1530, escorted by 350 motorcycles from Rolling Thunder

July 23: Opening ceremony 1800. Huey 585 positioned by the Wall, Cpt. Lucky and his OW Carol placed Michi-



L-R Mark Benjamin, Lee Luck, Bob Rich

gan Chapter VHPA banner on 585's port side tail boom.

July 24: 0930-1830. Members Bob Rich and Mark Benjamin reported for duty, bright eyed and bushy tailed. They helped Cpt. Lucky set up card table with camo poncho liner cover, place sign-up sheets on card table and erected canopy for shade and comfort of unit members. OW Carol kept unit supplied with ice water, cold sodas, and rations as needed. She also took the traditional picture for the unit history files.

The assembled pilots immediately started telling war stories, Capt. Lucky was holding his own until he realized he was up against two professional pilots and attempted to distract them with third party hearsay accounts. When that did not work he played his trump card of humorous banter. All kidding aside, we met a lot of VN veterans and relatives of veterans. We recruited one new member, Joe Brin a local MI resident, Rolling Thunder member, and volunteer on the HUEY 369 project.

July 25: 0930-1700. Mark and Capt. Lucky continued the mission; Bob had exited the AO yesterday to go to a new assignment. HUEY 585 was quite the draw for people visiting the Wall. We heard a lot of stories from Veterans, some valorous, some sad and some humorous. All were said with the same sense of pride that they had gone to Vietnam, served in the armed forces of the U.S.A. and made it back home.

By: Captain Lucky

VHPA CHAPTER ACTIVITIES

NORTH CAROLINA CHAPTER

The North Carolina Vietnam Helicopter Pilots Association has been having a great spring and early summer. On June 18, Bob Inglis, Brock Nicholson, and Jerry Seago joined the staff of Lenovo at the Research Triangle Park in Durham, NC, for their annual support of active duty troops. This year, the employees put together over 200 bicycles for children of active duty personnel. In support of their project, a Charlie model Huey, along with a newly painted Army Jeep and Mule, was provided for their event.

June 24th found the NCVHPA escorting a Charlie model Huey, an H model Huey, and the Mule to Lewisburg, Pennsylvania, for their 21st Annual July 4th Celebration. Former VHPA President, Bob Mullen, was the Grand Marshall. What a great event! Ed and Claudia Hughes, Terry Lanier, Brock and Colleen Nicholson, and Jerry and Barbara Seago, along with active duty SPC Nick Seago (grandson of Jerry and Barbara), were welcomed enthusiastically by Bob and wife Maggie. Bob's great humor and Maggie's warm hospitality set the stage for a great time. The town of Lewisburg and their premier hostess, Betty Cook,



Lewisburg Trip: Lower left: Brock Nicholson, Colleen Nicholson, Jerry Seago. Back Row: left to right Terry Lanier, Claudia Hughes, Ed Hughes, Barbara Seago.

could not have been more hospitable! There was a reception, a banquet, a parade, fireworks, and wonderful talks from Bob and others. The NCVHPA was proud to be a part of honoring Bob Mullen in the wonderful, quaint town of Lewisburg, PA, and graciously thanks the town for their absolute immersion in their wonderful community!

Upcoming events include the annual VHPA meeting in Washington, DC, in late August; a week in the Swannanoa/Asheville, NC area September 9-13; and the Mum Festival in New Bern, NC, October 9-11. If you're in the area, please be sure to look us up! You can find upcoming events at NCVHPA.org, link to our Facebook page (North Carolina Vietnam Helicopter Pilots Association), contact our President, Larry Pigg (H) [REDACTED] or (C) [REDACTED], or call Jerry Seago, Events Coordinator, at [REDACTED]

By Ed Hughes



A social would be nothing without socializing.



Empty plates mean a successful event.



Our Host, Marshall Eubanks, prepares ham for the pizzas, while Rick Davis fries sausage.

ACTIVITY REPORT OF THE NORTH ALABAMA CHAPTER, VHPA ~ 22 JULY 2015

The summer allowed the members of the NAVHPA to spend some time with each other and their families. Our operational tempo has been brutal for the past seven or eight months. Don't get us wrong, we love showing Buc-3, our restored UH-1C/M, to schools and veterans groups around the Tennessee Valley. It's what we do. We need to remind the public and educate the children about Vietnam and those who fought and died there. But, to us old guys, the pace can be wearing.

We have conducted our regular monthly meetings at the Schnitzel Ranch in Huntsville. They are always well attended, usually by 50-60 members and their families. So many attend that "The Ranch", as we call it, opens on Monday (usually their closed night)



just for the NAVHPA. A good time with fellowship, memories and war stories always ensues.

The NAVHPA has still conducted two work days to keep Buc-3 in tip-top condition. Most of the work, besides spit and polish, has been making the new LED position lights (12 volt) work with the anti-collision light (24 volt). But, our members came through again.

In June, VHPA member Marshall Eubanks and his lovely wife Sharron hosted a social get-together at their house. The unique theme was "Make Your Own Pizza" on a grill! More than 50 members and spouses attended. Many members helped by chopping and cooking the ingredients. Adult beverages were consumed. Much good pizza-with-fixins was eaten. But, most important, a great time was had by all. Thanks Marshall and Sharron.

VHPA CHAPTER ACTIVITIES

OLD DOMINION CHAPTER

The following are our upcoming activities:

AUGUST 25 – 30, 2015

NATIONAL VHPA REUNION WARDMAN PARK MARRIOTT WASHINGTON D C

Please go to www.vhpa.org to register if you have not already done so.

SEPT 12, 2015

The Rappahannock River cruise. See our native eagles nesting, winetasting and lunch at Ingleside Plantation Winery. \$40.00 per person (Includes lunch, cruise and wine-tasting)

Call 804-453-2628 To Pre Book Your Reservation

09:30 hours to board the Captain Thomas

Meet at Hoskins Creek, on Rte. 17 in Tappahannock, VA



www.tangiercruise.com

OCTOBER 23 & 24, 2015

A Friday night Gathering at the Peaks of Otter Lodge. www.peaksofotter.com, Tel # 866-387-

9905. A Saturday luncheon meeting 10:30 to 12:30 at the Olde Liberty Station in Bedford, VA www.olderlibertystation.com, and a tour @ 1:00 PM at the DD Memorial www.dday.org all in Bedford, VA.

DECEMBER 5, 2015

Christmas Banquet with MOAA @ Meadowbrook Country Club Richmond, VA 23234 at 18:00 Hours.

APRIL 22, 2016

50 year Dedication Ceremony of First Vietnam Veterans Memorial in Charlottesville, VA with Richard Severin.



Presentation of Helicopter Plaque to Mr. Joe Coors Jr. (L) by Dale House



Retired Lt General Ed Anderson-
key note speaker



Traveling Memorial Wall



Memorial Service for Patrick Mahany



Helicopter War Museum and UH1-M
from Historic Vietnam Helicopter, LLC.



Welcome Home Ceremony, Dale House and
Terry Olson

THE ROCKY MOUNTAIN CHAPTER VHPA AND OUR HELICOPTER WAR MUSEUM:

On June 10-14, 2015, we were guests of the 4th Infantry Division (4th ID), and the Ft. Carson Community. We displayed the Traveling Wall Memorial and Bill McPherson's/Ken Oberturf's Huey Mike Model. Retired Lt. General Ed Anderson, the keynote speaker, gave the Vietnam Veterans a very nice acknowledgement, and along with many other local residents and dignitaries also gave them a hearty "Welcome Home".

Despite the rain, wind, and hail conditions on both Thursday and Sunday, we had a good turnout. The estimate for the four-day event was approximately five-thousand visitors. Many thanks go to (in no particular order): Terry Olson, Chuck Gardner, Bill Bates, Doug Neil, Terry Sullivan, Don Rice, Carl and Barbara Cavalluzzi, Bill Robie, Steve Swaim, Rick Beaver, Eric Brettschneider, Greg Mann,

Robert Brightwell, and my wife Candy. All put in long hours talking with the visitors at the Museum. We were later invited by the 4th ID Commanding General, Maj. General Ryan Gonsalves, and the Division Command Sergeant Major, CSM Michael Crosby, for coffee at 4th ID Headquarters. Those attending were Bill McPherson and Ken Oberturf and their group as well as Terry Olson, Terry Sullivan, Bill Bates, and Dale House. It was a most interesting meeting. General Gonsalves spoke of today's Army vs what it was like when we served. It is indeed, a very different Army today. General Gonsalves graciously fielded questions from the group.

On July 4th, we joined the City of Golden, CO for their Celebration sponsored by the Golden Lions Club. We had a great turnout. Bill Robie, Dale and Candy House, Terry Olson, Tom Jackson, Doug Neil, George Mayl, Steve Swaim, Carl and Barbara Cavalluzzi, John Hargleroad, Bill Bates. Even Fred Lyssy and his wife showed up for a little

VHPA CHAPTER ACTIVITIES

while. We had approximately two-thousand visitors. Near the end of the day we had to turn some folks away. The weather was perfect with just a few brief rain showers. Following the Fourth of July celebrations in Golden, CO., several chapter members, including Bill Robie and Dale House (to name two), presented Mr. Joe Coors Jr. with a Huey Plaque honoring his generous contributions to the Museum.

One of our Own has Gone Home. Patrick Mahany was fatally injured in an aircraft accident on July 3, 2015. A memorial service was held Friday morning, July 10th, in memory of Patrick. A Catholic Mass was led by Father Michael Glenn and Deacon James Doyle of Our Lady of Peace Church in Silverthorne, CO. Fifteen Rocky Mountain Chapter members were among the over two-thousand friends and family in attendance (see Taps for additional information on Pat's life).

Other Chapter and Upcoming Activities:

The chapter's next venue is the Antique Airshow at the Erie Airport, in Erie, CO on August 8, 2015. I hope the fact we are all becoming antiques was not the reason they invited us. We have also been invited to the Rocky Mountain Airshow again this year, and will be attending

from Aug 14-16, 2015. One additional event, Veterans Day in Longmont, CO, will conclude our Museum participation for the year.

Our meetings typically occur once a month, on the third Saturday at 10:00 at American Legion Post #1, 1-25 and Yale Avenue. We occasionally change venues, so contact us at the address below to verify dates, times, and location. We do not meet in December or July. This year was an exception because the Annual Reunion was in August, so we met on July 18, 2015. Our December meeting is set aside for a Holiday Party. The museum committee will meet periodically to continue categorizing inventory and developing additional displays.

We continue to look for artifacts for the museum. Among the items we would like to acquire is a chicken plate with the cloth holder our visitors can put on and feel what it was like to wear a chicken plate. The latest acquisition was a C-ration B-2 Unit. Please contact our Chapter President John Hargleroad or Dale House, Museum Curator, with anything you'd like to donate or loan to the museum. We can be contacted through our mailbox at: RMC.mailbox@yahoo.com.

By Dale House

UPPER MIDWEST CHAPTER

On July 15th, 2015, 25 members of the Upper Midwest Chapter of the VHPA with their guests embarked on a dinner cruise on the Upper St. Croix River out of Stillwater, MN. The two-and-a-half hour cruise aboard one of the St. Croix Boat and Packet Company's Cruisers came with a buffet dinner and a cash bar! The weather was perfect, and all enjoyed the food, drinks, and camaraderie. Much of the conversation revolved around the recent service project work with the Veterans Court System in Hennepin and Ramsey Counties. Another prime topic of discussion was the upcoming Reunion in Washington D.C. The Upper Midwest Chapter is planning on a bigger than usual contingent this year. By the time you read this, the annual meeting will already be in the logbook, and we know it will have been a rousing success.



Members and wives/dates enjoy river cruise.

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Flying Thunder

There are three basic models. The UH-1B is one of the "short bodies." Stretching the fuselage 41 inches to increase troop-carrying capacity resulted in the UH-1D. Replacing the single turbine with a pair of Pratt & Whitney engines produced the UH-1N Twin Huey.

More than 16,000 Hueys had been built when production ended in 1986. Seven thousand of them served tours of duty in Southeast Asia. Civilian versions of the Huey are the Bell 204 (short-body), the Bell 205 (stretched), and the twin-engine Bell 212.

During May 2008, Rodgers and his Huey were joined by two other helicopters, the museum's Bell OH-58 Kiowa and a second Huey belonging to Overseas Aircraft in Lakeside, Arizona. They formed a flight of three, headed east from Southern California, and referred to themselves as "Flying Thunder." Their goal was to arrive and pay homage at the Vietnam Veterans Memorial (the "Wall") in Washington, D.C., on Memorial Day along with Rolling Thunder, many of whom arrive as a huge gathering of motorcyclists. Sadly, the trio of ex-military helicopters was denied permission to enter restricted airspace and fly the last mile to honor the 58,286 veterans whose names are inscribed on the black granite wall. Instead, the helicopters had to land short at Leesburg, Virginia.

"The price of our freedom is engraved on that wall," Rodgers laments, "and they wouldn't even let one Huey make one blade-slapping fly-by."

A cruel aspect of the Vietnam War was the bitter homecoming experienced by so many returning veterans. They often were confronted by anti-war protestors, spit upon, called baby killers, cursed, and assaulted. They were scapegoats for an unpopular war and often accused of being drug addicts, psychos, and war mongers. These U.S. veterans were one of the most unjustly maligned groups in American history, causing many to discard their uniforms and medals, keep to themselves, and rarely discuss the war.

Rodgers uses the museum's Huey to provide memorial flights to Vietnam vets. "The flights help some veterans to confront their pasts and remind

them that their sacrifices were indeed appreciated," Rodgers says.

Flying Thunder's attempted roundtrip to the wall took 22 days, covered 6,000 miles—a very long trip in a Huey—and included landings in 43 cities, during which many such memorial flights were conducted.

During a stop in Alabama, a member of the Purple Heart Association told Rodgers of his last flight in a Huey. Badly injured, all he could remember was staring at the ceiling. When offered a ride, he didn't want to go, but finally relented. He returned with tears of joy. "That flight made a big difference in my life," he later told Rodgers. "It helped me to get rid of some really bad demons."

"When we landed in Dalhart [Texas]," Rodgers said, "they shut down the town and closed the schools. It seems as though everyone came out to see and touch the Hueys."

At one of the stops, a woman pointed to the pilot's seat and asked, "May I sit there?" Rodgers assisted her into the cockpit. She tearfully explained that she had never met her father, but "this is where he was when he was killed."

Rodgers has landed at veterans' hospitals and tells of how the mere sight of a Huey has enabled some vets to begin speaking about their experiences for the first time. A veteran infantryman who had been medevacked in a Huey had recurring nightmares about his Vietnam experience but begrudgingly agreed to fly with Rodgers. A week later he reported with great relief that his nightmares had abated. "Our Huey," says Rodgers "is a therapeutic piece of hardware, a flying symbol of remembrance. We regard it as a token of gratitude to those who sacrificed so much for our freedom."

The Wings and Rotors Air Museum is at the French Valley Airport in Murietta, California. It was founded in 2000 by Rodgers (and an anonymous benefactor) and has several Vietnam-era aircraft, including the Kiowa and a restored McDonnell Douglas F4H-1 Phantom II. Many of the volunteers are vets who have had experience with Hueys and love being around them. Further information is online.

Web:
<http://www.barryschiff.com/>

**Bagnal, Charles W. USA
LTG (Ret.)**

Flight Class: 57-1

**RVN: 1/9 CAV 1 CAV 66-
67, HHC/52 CAB 71-72**

Callsign: Dragon 6, Raider 6



Charles Wilson Bagnal died on June 30, 2015. Born in Mont Clare, SC on April 15, 1934, he was a son of the late William Kenneth Bagnal, Sr. and Clara Wilson Bagnal. He grew up in Florence, South Carolina where he attended public schools graduating from McClenaghan High School in 1952. Upon graduation from high school he entered the United States Military Academy at West Point, New York on July 1, 1952. He graduated on June 5, 1956 and was commissioned as a 2nd Lieutenant in artillery and also became an army aviator. The day after graduation at high noon on June 6, 1956 Charles married Patsy Smith, a high school classmate whom he had known since the second grade. After a series of operational assignments in aviation and artillery units at Fort Campbell, Kentucky, Hanau, Germany, and Fort Sill, Oklahoma, in 1966 Bagnal deployed to Vietnam as a Major and Commanding Officer. He returned to Vietnam as a Lt. Colonel in 1971 also as Unit Commander. Bagnal was the Military Assistant to the Secretary of the Army. Other significant assignments included: Chief, Staff Management Division, Office of the Chief of Staff, U.S. Army; Deputy Director of the Army Staff, Office of the Chief of Staff, U.S. Army; Commander, 101st Aviation Group, 101st Airborne Division (Air Assault); Assistant Division Commander, 101st Airborne Division (Air Assault); Deputy Superintendent, U.S. Military Academy, West Point, New York; Director, Office Personnel Management, U.S. Army Military Personnel Center Special Assistant to the Deputy Chief of Staff for Personnel, U.S. Army. In 1981-1983 Bagnal was the Commanding General of the 101st Airborne Division (Air Assault) which, 24 years earlier was his first assignment as a lieutenant. From 1983-1985 he was Deputy Commanding General for Training at the U.S. Army Training and Doctrine Command and the Army Inspector General for Training. From 1985-1989 General Bagnal was Commanding General of the United States

Army Western Command where he commanded all U.S. Army forces in the Pacific to include U.S. Army, Alaska and U.S. Army, Japan less those forces in South Korea. In March, 1987 General Bagnal was nominated for 4 stars by President Reagan as Commanding General of the U.S. Army in the Pacific, but the U.S. Senate never took action on this nomination, as Senator Glenn who headed the Senate Armed services Personnel Committee decided we did not need another 4 star in the Pacific. Among General Bagnal's awards and decorations are the Distinguished Service Medal with oak leaf cluster, Silver Star, Distinguished Flying Cross, Bronze Star Medal, 31 Air Medals, Presidential Unit Citation with oak leaf cluster, Master Army Aviator Badge and Air Assault Badge. His foreign decorations include the Vietnamese Cross of Gallantry with gold and bronze stars, Vietnam Gallantry Cross Unit Citation with palm and Vietnam Civil Actions Medal with oak leaf cluster. General Bagnal also has been decorated by the Heads of State of Japan, Thailand, Malaysia and South Korea. General Bagnal was a graduate of the U.S. Army Command and General Staff College, the U.S. Army War College, held a BS degree from West Point, an MS degree in Aerospace Engineering from Georgia Tech and upon retiring from the Army obtained a Juris Doctor degree from the University of South Carolina. He practiced law with the Ratchford Law Firm in Columbia from 1995-2005. Since retiring from the practice of law, Charles helped and advised many veterans seeking assistance with VA disability benefits and other legal matters on a pro bono basis. Charles was a life member of the 1st Squadron, 9th Cavalry Association, the 101st Airborne Division Association, the 1st Cavalry Division Association, the Vietnam Helicopter Pilots Association and the Military Officers Association of America. He was a member of the board of Directors of the West Point Society of Columbia for 12 years and chairman of the board for 8 years. In 7 of the 8 years of his chairmanship the association was recognized by the West Point Association of Graduates as a distinguished society.

Charles is survived by wife, Patsy; three sons, eight grandchildren, and 2 great-

grandchildren. He was buried on July 14, 2014, in the West Point Post Cemetery, West Point, New York. Memorials may be sent to First Baptist Church, 1306 Hampton Street, Columbia, SC 29201.

Bond, Benjamin J. USA

Flight Class: 70-24

RVN:

A/227/ AVN 1 CAV

Callsign: Chickenman 40



Benjamin Johnson Bond, always called "BJ" after his namesake grandfather Dr. BJ Bond, succumbed to lymphoma July 29, 2015 at the age of 68. BJ, a native of Tallahassee, was an angler and sportsman who enjoyed golf in his later years. He was a 1964 graduate of Leon High School, where he was a member of the swim team. BJ went on to graduate from FSU where he was a member of Delta Tau Delta, as well as the ROTC. He served in the US Army as a helicopter pilot from 1969 through 1971, completing a tour in Vietnam where he was awarded the Distinguished Flying Cross and Bronze Star Medal. Following his discharge BJ enjoyed a career as a corporate pilot, and his lifetime of travels took him to countless countries and every continent save Antarctica. BJ leaves behind his co-pilot (wife) of 34 years Anne and his two wingmen (sons), a sister and brother. He was predeceased by his brother John Johnston Bond and his mother and father John Johnston and Dorothy Bond.

Kindly make any donations to the charity of your choice

Coggeshall, Anthony M. USA

Flight Class: 66-18

RVN: 116 AHC 66-67

Callsign: Hornet 44/3 Bravo

Anthony M. "Toni"



Coggeshall, 72, died July 23, 2015, at York Hospital. He was the husband of Susan A. (Guss) Coggeshall. They were married for 47 years. He was the son of the late Freaborn P. and Anyarita (Mhley) Coggeshall, born January 12, 1943, in Hazelton PA. Mr. Coggeshall graduated from Pennsylvania Military College in 1965 with a Bachelor of Arts Degree in English. Following graduation he served in the U.S. Army, completing a tour of duty in Vietnam as a UH-1 Huey

TAPS

helicopter pilot. During that period, he earned three Distinguished Flying Crosses and the Bronze Star for Valor. Following his active duty service, he served in the U.S. Army Reserves and the Pennsylvania National Guard. In his civilian life, he was the Quality Assurance Manager for Continental Wire & Cable and later the Quality Assurance & Regulatory Affairs Manager for Adhesives Research, from where he retired. He was also a member of St. Mathew's Lutheran Church, a very active committee member for the York Vietnam Veteran's Memorial, and a former member of the Shiloh Lions Club. In addition to his wife, Mr. Coggeshall is survived by a son, daughter, four grandchildren and a sister. He was interred with military honors in the Indiantown Gap National Cemetery, Annville PA. Memorial contributions may be made to the Wounded Warrior Project, P.O. Box 758517, Topeka, KS 66675 (www.woundedwarriorproject.org/Donate); or Fisher House Foundation, 111 Rockville Pike, Suite 420, Rockville, MD 20850-5168 (www.fisherhouse.org).

Cox, David L. USA

Flight Class: 67-21

RVN: 175 AHC 67-68

Callsign: Outlaw 24

David Lee Cox, born July 9, 1944, deeply loved husband of Shona and father of Julia and Andrew, passed away peacefully on July 21, 2015, at the age of 71. He served in Vietnam as a helicopter pilot and later flew for almost 40 years in logging, rooftop construction, and fire-fighting for Erickson Air-Crane Company.

The family extends Special thanks to all the doctors and nurses at the OSU James Cancer Hospital, the Columbus VA, and Ohio Health Hospice.

Dancsecs, Francis C. Sr. USA

Flight Class: 69-9

RVN: 46 ENG BN 66-67, 190 AHC 69

Callsign: Spartan 19

Frank C. Dancsecs Sr. of Weeki Wachee, 69, son of Frank and Adeline Dancsecs originally of Edison, NJ, passed away on June 29, 2015, surrounded by his loving wife of fifty-one years, Connie, and their two children. Frank proudly served as "Spartan 19", 190th Assault Helicopter Company (Vietnam), attained the rank of

Chief Warrant Officer 2 U.S. Army, and was a Purple Heart recipient. Along with this wife and children, he is also survived by his brother, four grandchildren, and a great-grandson. He will be interred in Arlington National Cemetery, Washington DC.

Davis, Terry W. USA LTC (Ret.)

Flight Class: 68-6

RVN: 282 AHC 68-69,

191 AHC 71, C/16 CAV

71-72

Callsign: Alley Cat 5, Bounty Hunter 36

Terry W. Davis died June 20, 2015, of complications from Agent Orange. He was 68.

He is survived by his loving wife, Raisa Davis, of Blythewood; three daughters, a son and two sisters.

Terry retired after 21 years in the Army. He served two tours in Vietnam as a helicopter pilot. His Army medals include the Legion of Merit, Distinguished Flying Cross for Heroism, two Bronze Star Medals, Air Medal (second through 28th Oak Leaf Clusters) and Air Medal (30th through 55th awards).

He was vice president for outside physicians with Lexington Medical Center. He loved to travel, play golf and garden, and he enjoyed cruising.

Terry was buried at Fort Jackson National Cemetery with full military honors.

The family asks that any donations given in memory of Terry W. Davis be sent to: Adenoid Cystic Carcinoma Research Foundation, P.O. Box 442, Needham, MA 02494.

Fry, David D. USA

Flight Class: 69-13/69-11

RVN: 48 AHC 69-70

Callsign: Blue Star 21

David Dean Fry passed away May 18, 2015 in DeBerry, TX. David was born November 19, 1948 in McPherson, Kansas to Wilbur Dean and Norma Myers Fry. David was raised and schooled in Marquette, graduated from Marquette High School in 1966, and later attended Kansas State University. After attending K. State, Mr. Fry enlisted in the United States Army and flew helicopters with the



48th Air Assault Helicopter Company in Vietnam in 1969-70. Dave was a Life Member of the Vietnam Helicopter Pilots Association. David continued his career in aviation by teaching helicopter training in the military and in civilian life. He became the Director of Aviation for Hangar One in Atlanta, GA and later the Director of Aviation for Metro Aviation in Shreveport, LA where he provided EMS helicopters and pilots for hospitals nationwide. After retirement, David became a proud member of the Patriot Guard Riders. Mr. Fry is preceded in death by his parents and a sister, Robyn Jacobs. David is survived by his wife of 46 years Becky Fry, a daughter, a son, two grandsons, and two sisters.

David was one of few in his class to receive a Standard Instrument ticket at Ft. Rucker. Upon graduation, Dave went to Vietnam where he flew slicks. While with the 48th David was awarded the Bronze Star. Dave said the only hit he ever took was a crossbow bolt to the tail boom...lucky guy.

He had over 10,000 accident free flight hours in helicopter and fixed wing aircraft when he retired.

His death was attributed to systemic heart disease caused by Agent Orange.

Hannum, Alden G. USA LTC (Ret.)

Flight Class: 57-15

RVN: 11 GS 1 CAV 65-66,

142 TC CO 69-69, 58 TC

BN 69

Callsign: Black Cat 6



Alden George Hannum passed away on Wednesday, June 17, while walking in Colonial Williamsburg which was one of his favorite pastimes. He died peacefully and quickly which he talked about doing when the time came. He also wanted to end his life doing something he enjoyed. Both of these wishes were fulfilled. Al was the son of the late David and Rhona Hannum of Putney, Vermont. He is survived by his wife of 55 years, Loretta Jeter Hannum; two children, four grandchildren and a sister. He was predeceased by his brother, Colonel David Bentley Hannum. Born in Brattleboro, Vermont, Al grew up in the adjacent town of Putney. He graduated from Brattleboro High School before continuing his education at the

University of Virginia where he received his Bachelor of Science degree, later completing his Master's degree at The College of William and Mary. While at the University of Virginia, Al was part of the Army ROTC, gaining his commission as a 2nd Lt. upon graduation.

He entered the military service in June of 1955. In 1956, he served on the Dew Line Project in Alaska before attending flight school in Camp Gary, Texas, where he received his fixed-wing training followed by rotary-wing training at Ft. Wolters, Texas and Ft. Rucker, Alabama. After a short assignment at Ft. Eustis, Virginia, Al was assigned to a helicopter company at Ft. Sill, Oklahoma, followed by assignment to Ft. Campbell, Kentucky. In 1960, Al traveled to Munich, Germany, with his bride, Loretta, for an extended four-year assignment. Their son, David, was born in Stuttgart. The family returned to Ft. Benning, Georgia, in 1964, where Al was assigned to the 1st Air Cavalry Division, before deploying to Vietnam in 1965. In 1968-69, Al served a second tour in Vietnam. He returned in 1969 to the Transportation Engineering Agency in Newport News, Virginia, where he served until 1973 when he went to Thailand on an accompanied tour with his wife and two children. He served as Transportation Officer for the U. S. Army JUSMAG in Bangkok until 1976. While there, the family enjoyed visiting many countries including Laos, Singapore, Malaysia, and Burma. Al returned to the Transportation School and Post Headquarters at Ft. Eustis until being assigned to the Logistics Command at Ft. Lee, Virginia, where he retired in 1981. Al was a Master Army Aviator and received the following awards while in service: the Legion of Merit, the Bronze Star with Oak Leaf Cluster, the Meritorious Service Medal with Oak Leaf Cluster, the Air Medal with 18 Oak Leaf Clusters, the National Defense Service Medal with Oak Leaf Cluster, the Republic of Vietnam Gallantry Cross Unit Citation with Palm, the Joint Service Commendation Medal, the Vietnam Service Medal, the Republic of Vietnam Campaign Medal, the Armed Forces Reserve Medal and the Army Commendation Medal with Oak Leaf Cluster. From 1981-1986, Al was at Ft. Story with Bell Aerospace

Interment will take place at Cedar Grove Cemetery at a later date with full military honors. In lieu of flowers, memorials may be made to the Army Transportation Museum Foundation, Drawer D, Fort Eustis, A 23604-0320 or to Williamsburg Montessori School, 4200 Longhill Rd., Williamsburg, VA 23188.

**Holloway, Rex L. USA
RVN: 119 AHC 66-67,
611 TC 69**

Rex Lynn Holloway LTC USA (Ret.) passed away on July 12th, 2015. Rex was born in Pearl, Illinois in 1938, and moved to Palatka, Florida with his family at the age of eight. He graduated from Palatka High School, and then entered the University of Florida, where he was a member of ROTC and Theta Chi Fraternity. Upon graduating in 1961 with a B.A. in Psychology, he was commissioned as a Lieutenant in the US Army. Rex served his country for twenty-six years. He was an army aviator, completing two tours in Vietnam as a helicopter pilot. His overseas service also included five years in Europe as a battalion commander. He retired as a Lieutenant Colonel. He and his family returned to Palatka, where he served as an academic counselor at St. Johns River Community College for nineteen years. He was a lifelong Gator fan, enjoyed growing roses, working in his yard, and was an expert at fixing anything that was broken. Rex loved living at Milfordale and being so close to his children and grandchildren. He is survived by his wife of fifty-four years, Flo Ann Milton Holloway, two daughters, six grandchildren, a brother and a sister. He was predeceased by his parents Taylor and Nona Holloway, and brothers Wayne Holloway and Lonny Holloway.



**Hughes, James P. USA
MAJ (Ret.)
Flight Class: 63-6
RVN: 1/9 CAV 1 CAV
67-68, 7/1 CAV 70-71
Callsign: Bugle Red**

James Hughes, of Dalton, GA, passed away on Saturday, July 4, 2015 after an extended illness.

James was born in Macon, GA, to John Dee Pinson and Laura Pauline Mott



Hughes. He was the youngest of eight children and the identical twin of John Dee Hughes. He is preceded in death by his parents, his six sisters, and his oldest son, James Pinson Hughes, Jr.

Survivors include: His devoted wife of 59 years, Jo Wright Hughes, four sons, nine grandchildren, and four great-grandchildren.

James attended Lanier High School in Macon, Ga and Mercer University in Macon, GA, where he played basketball and baseball.

After graduation from college, he served in the Army for 23 years, which included two tours of duty in Vietnam. In Vietnam, he was a helicopter gunship pilot and a Cavalry Troop Commander. He amassed 2100 hours of combat, and was awarded the Distinguished Flying Cross with two Oak Leaf Clusters, the Bronze Star, the Meritorious Service Award with two Oak Leaf Clusters, 41 Air Medals, and the Purple Heart.

Upon retirement from the Army, James received a call into Christian ministry. For 18 years, he served United Methodist Churches in Albany, Perkins, Baxley and Arlington. After retiring from the South Georgia Conference of the United Methodist Church, he moved to Dalton and served the First United Methodist Church of Dalton as a part-time Minister of Pastoral Care.

Interment will be at Arlington National Cemetery in Washington, DC.

Donations are suggested to be sent to Dalton First United Methodist Church at 500 S. Thorton St., Dalton, GA 30720 or the NW GA Fellowship of Christian Athletes at P.O. Box 2414, Dalton, GA 30722.

**Judkins, Vernon T. USA
(Ret.)**

Vernon T. Judkins died peacefully in Tucson, Arizona on July 20, 2015, at the age of 93. He was born in Aberdeen, South Dakota and graduated in 1941 from Prosser High School, accepting a scholarship to Washington State College. He served in WWII as an Army Air Corps fighter pilot, flying P51 Mustangs over Northern Europe. Returning from the war, he



owned and operated an airfield and flight school in Kennewick, WA. He returned to his Army Aviator career in 1952; serving in Korea as a MASH helicopter pilot, commanding a helicopter group that mapped Central and South America, and deploying to Vietnam as a pilot with the 161st Avn. Co. He retired from the US Army in 1968, acquiring many medals and memories during his 26 years of service to his country. He was proudest of the Soldier's Medal, the highest peacetime medal a soldier can receive, given to him in 1955 for heroism. His fondest memory was flying his plane through the arch of the Eiffel Tower during the liberation of Paris in 1945.

After retiring from the US Army, he graduated from the University of Washington Law School in 1970 and began a 20 year career in Aviation Law, practicing in Seattle, WA. In 1992, he moved to Arizona to golf, play bridge and enjoy a good cigar, while reading his favorite Louis L'Amour novel. He is survived by his wife of 63 years, Margaret; one daughter, two sons, five grandchildren and four great-grandchildren. He was preceded in death by his wife, Joyce Bishop Judkins; his father, Thomas Judkins; mother, Belle (Jacobson) Judkins; stepmother, Hannah Judkins and six of his twelve siblings. A military service will be held at Arlington National Cemetery. Remembrances may be made in his name to: Agape Hospice, 2980 N. Swan Rd. Tucson, AZ 85712.

Long, Jerry T. USA
Flight Class: 68-2
RVN: D/3/5 CAV 68-69 / 48 AHC 71-72
Callsign: Longknife 26/
Blue Star 16



Jerry Travis Long, CPT USA (Ret.) 74, passed away on July 28, 2015, after a long illness. Jerry grew up in California, the son of Alma Louise Long. As a child, he worked very hard to provide for his family by harvesting produce and rising before the crack of dawn working at a doughnut shop. At the age of 17, he joined the United States Army. He served with honor and distinction for 22 years and retired as

an Airborne Ranger with the rank of captain. Jerry was a veteran of the Vietnam War, where he was an Army aviator. He was awarded the Bronze Star and the Distinguished Flying Cross. He also received many other commendations and medals for his dedication and bravery and combat wounds. His success in service to his country can be directly attributed to his work ethic and his natural leadership ability. His honor and integrity were beyond measure. He took pride in his service. The discipline and patriotism he learned in the Army never left him, as friends and family will attest. Survivors: Wife, Elia Patricia Long; two children and three grandchildren. In addition, he leaves behind a huge extended family who loves him in Peru and California.

Mahany, Patrick E. USA
Flight Class 70-45/70-47
RVN: DIV ARTY
AMERICAL 71
D/229 AHB 1 CAV 71-72



Callsigns: Phoenix 9/ Tiger 13

Patrick Edwin Mahany, Jr. died on July 3, 2015. He was born on December 8th, 1950 in Hornell, New York. First born son to Patrick Edwin Mahany, Sr. and Phyllis Isabelle Milliard, he was the eldest of five siblings. Patrick is survived by wife Karen, three children five grandchildren and a great grandchild. Patrick grew up on the family's potato farm in Arkport, New York.

Knowing he would be drafted into the military, Patrick joined the Army in 1969. He graduated flight school in 1970. He served one tour in Vietnam from April 1970 to April 1971 where he flew 1200 combat hours. He was shot down three times and earned a Bronze Star and a Purple Heart. Once he returned from combat, he was stationed in Fort Knox until getting out of the military in 1974, and then joined again in 1975 for three years. He once landed his helicopter on the farm in New York in exchange for a 100 pound sack of potatoes for his commander. Always coming back home to visit his parents, Patrick was a member of the Arkport American Legion until he

passed.

After his military career, Patrick worked a variety of flying jobs including private and personal pilot, flew men and equipment to offshore oil rigs in Gulf of Mexico, fought fires in California and Arizona, long lines school in Washington in 1981, transported oil explorers and scientists in Alaska, the Forest Service in Moab, Utah, Life Flight for Rocky Mountain Helicopters in Florida. He joined Flight for Life in June 1987 until September 1998, took a short break and returned December 1999 to present. He was based out of St. Anthony's North in Westminster from 1987 until moving to St. Anthony Summit Medical Center in Frisco, Colorado in 2004.

Patrick served as the Base Manager, the Program Safety Officer, and a member of the Hospital Safety Committee. He was instrumental in bringing night vision goggles to the flight program and getting them approved by FAA to make night flying safer for himself and the crew. He knew that the safety of the crew ensured the safety of those they were transporting in the many critical situations they were asked to fly in. Above all, Patrick served his crew members and colleagues in any capacity he could and fought hard for their voices to be heard and their needs to be met.

He embodied the spirit of service to others, whether it be his crew and colleagues, whom he greatly loved, or the people he and his crew worked to save daily. At any given time, Patrick could be found watching weather reports and DTC updates for road conditions to be prepared for any critical situation. He was not only a skilled pilot from years of experience, but was also a trusted one with each crew member who had full confidence in his skill and abilities.

Outside of work and hospital committee duties, Patrick was elected Vice President of Local 109 Pilot's Union and worked tirelessly to speak on behalf of the pilots and represent their needs to Air Methods. He was also an active member of the Vietnam Helicopter Pilots Association where he attended large and small gatherings of his combat brethren as well as an active member of the Rocky Mountain Chapter of

the VHPA. Patrick was an extremely proud Veteran and was adamant for Veteran's rights and benefits.

Patrick's legacy of flying lives on with his son, Ryan, who is a Blackhawk pilot for the U.S. Army. Patrick was an accomplished pilot with 45 years of flying experience and wisdom he humbly imparted, but only when asked. Ryan's Army Aviation buddies saddled up to Patrick on a number of occasions, bourbon in hand, asking questions about his career. He imparted valuable wisdom to his son and his buddies by opening up his home and heart, and of course taught them a few songs from Vietnam. Above all, Patrick was a friend to many and hero to all.

Memorial contributions are suggested to the Frisco Helicopter Donation Fund, c/o Wells Fargo Bank, P.O. Box 4340, Frisco CO 80443, acct. #6307517174 or the Patrick Mahany Memorial Fund via youcaring.com. Share condolences at HoranCares.com - See more at: <http://www.legacy.com/obituaries/denverpost/obituary.aspx?n=patrick-edwin-mahany&pid=175239698&#sthash.6HB1PiaZ.dpuf>

Metoyer, Herbert R.
USA MAJ (Ret.)

Flight Class: 57-02
RVN: AVN FIELD
MNT 62-63, THAILAND 67-68

Callsign: Blackhawk



Herbert R. Metoyer was born on September eighth, 1935 in Oakdale LA. He passed away on July 24, 2015. Herbert, a gifted child, grew up flying model airplanes and taught himself to play trumpet and guitar. He graduated high school at age 15, and earned a college degree in pre-medicine by age 19.

He joined the Army and was in the second training class for Army pilots. He then proceeded to Ft Rucker. Upon completion of fixed wing school, he enrolled in the Aircraft Maintenance Engineering Course at Fort Eustis. Finally, he received a helicopter transition at Fort Wolters. There followed two and a half years of Saharan desert duty, conducting Geodetic Engineering surveys.

After about a year as the 2nd Army Aviation Maintenance Officer at Fort Knox, he received orders for Vietnam. He was

collocated with his brother for a while and they flew on some missions together.

Woven throughout his military life was another persona; that of a highly praised singer/songwriter. A career he balanced with his other careers until retirement allowed him to devote full time to his art.

Following nearly 30 years of Military service, Herb spent the next 22 years as an engineer for General Motors.

He was a founding member of the Detroit Black Writer's Guild and was both a writer and publisher in his later years.

Herbert is survived by his wife of 59 years, Gerri; two daughters, four sons, four sisters, a brother 11 grandchildren and 10 great-grandchildren.

Quesenberry, John R.
USA LTC (Ret.)

Flight Class: 64-2FW/66-2GQ

RVN: 187 AHC 66-67, 54 UAC 67-68, VNAF DANANG 72-73, PROJECT 404 LAOS 73-74

Callsign: Blackhawk 52/Big Daddy/Romeo 6



John Robert Quesenberry, born October 20, 1943; an athlete, soldier, pilot, husband, father, and friend died in the company of his wife, Josie Quesenberry, in the early hours of July 16th. He spent the previous day surrounded by friends and family who loved him. John was born at the Naval Hospital in San Bernardino to a US Naval Officer and Doctor, James T. Quesenberry and a bank administrator, Nell Currence. He grew up in San Diego's Crown Point neighborhood and Pacific Beach. An only child and raised largely by his mother and uncle, after his parents divorced, he found passion in surfing and playing sports. He was a multi-year letterman at Mission Bay High School, inducted in MBHS' inaugural hall of fame class, in 1991. After graduating from Mission Bay in 1961, John attended San Diego State University, and then enlisted in the United States Army in 1962, where he found his calling and dedicated himself. John quickly moved from enlisted to commissioned officer. When he became a second Lieutenant, he went to flight

school. He eventually became qualified in fixed wing aircraft as well as helicopters. While stationed in Kitzingen, Germany, John met Heidi Henning who married him, and was his anchor through 39 years of marriage, until her death in 2004. Shortly after finishing flight school and helicopter training, he was sent to Vietnam on the first of his three tours in Southeast Asia, as an advisor to the South Vietnamese Air Force. Upon returning, he was quickly redeployed with the newly formed 187th Attack Helicopter Co. and served with distinction and valor, receiving many commendations including the Distinguished Flying Cross and the Bronze Star. John spent 26 years in the Army before his retirement in 1986, commanding different units such as the 155th Attack Helicopter Company in Ft. Ord and the TRADOC flight detachment at Joint base Langley, Eustis, VA. Upon retirement from the Army, he entered the aerospace industry, first working with Cubic Corporation, before co-founding a private company to represent specialty firms, as a manufacturer's representative. After Heidi's death, he entered retirement permanently, and focused his efforts on volunteering for his fellow soldiers benefit, helping found a non-profit for veterans and the University City Racquet Club, for which he served as a board member and other capacities. It was then, that John met Josie and soon after married her. They were constant companions and ever present one with the other. They traveled the world together and spent time with friends, creating a welcoming space for others to enjoy time with them. John is survived by his love, Josie, his three children, and 10 grandchildren. We can remember him and honor him, by his final words, "I love you" John was interred at Miramar National Military Cemetery. Donations can be made to the 187th fund, in his name: <http://www.187thahc>.

Shanahan, John L. USA
LTC (Ret.)

Flight Class: 67-1/66-23
RVN: C/7/17 CAV 67-68, F/8 CAV 68, 92 AHC 70-71

Callsign: Blue Ghost 26/Stallion 3

John L. Jack Shanahan, Jr., 71, beloved husband of Katherine Kathie (McCarty)



Shanahan and devoted father of Kate Shanahan, died on July 13, 2015 at the North Shore Medical Center-Salem Hospital while in the comforting presence of his family and caring medical team, following a brief illness. Born in Lynn, he was the son of the late John L. and M. Virginia (Foley) Shanahan, Sr. He grew up in Swampscott, and graduated from St. Mary's Boys High School in Lynn. In 1965, he graduated from the College of the Holy Cross in Worcester, and later earned a master's degree in Accountancy from Bentley College in Waltham.

Jack joined the Army in 1966, becoming a helicopter pilot. He deployed to Vietnam in 1967 as a gunship pilot. Shot down while on a mission, Jack rescued his crew and assisted them to safety despite being wounded in the head. After recovering from his wounds, he returned to his unit to complete his first tour of duty in Vietnam. In 1970, he returned for a second tour as a pilot, serving as a Platoon Commander in an Assault Helicopter Company. Jack was awarded the Distinguished Flying Cross, Purple Heart, Bronze Star and several Air Medals. His unit was awarded the Presidential Unit Citation. Jack left active duty in 1971 and joined the Army Reserve. He was ordered to active duty and served his third combat tour as a Lieutenant Colonel during the 1991 Gulf War. He retired from the military in 1997. His ties to the military and the friends he made there were strong throughout his life. After his return to the United States, Jack was employed by the FAA as an Air Traffic Controller until 1981. He then became a CPA and was employed by Tofias, Fleishman & Shapiro Accounting Firm before joining the U.S. Environmental Protection Agency in Boston as a Financial Analyst.

He and his wife Kathie spent many years as team members in the Marriage Preparation Program for engaged couples at St. Ann's Parish in Peabody. He is survived by his wife Kathie (McCarty) Shanahan of Peabody, with whom he shared 39 years of marriage; a daughter; a brother and a sister.

Jack was buried in St. Mary's Cemetery, Lynn. In honor of the wonderful nursing care Jack received, memorial donations, annotated In Memory of Jack Shanahan to benefit a nurses education fund may be

made to NSMC, 81 Highland Ave., Salem, MA 01970 Attn: Foundation Department.

Slye, Kenneth M. USA
Flight Class: 58-1
RVN: 79 TC CO 66-67,
A/15 TC 1 CAV

Kenneth M. Slye MAJ SA/OSD (Ret.) died on June 24, 2015 at the Robley Rex VA Medical Center, Louisville, KY. He was born in Boston MA. on August 9, 1933 and raised in Wellesley, MA.

He is survived by his loving wife Linda, son Scott Slye of Colorado Springs, CO, his daughter, two grandchildren and six great-grandchildren.

Ken was a retired Master Army Aviator with two combat tours in Vietnam flying both Chinooks and Hueys, and a second 20-year career on the staff of the Secretary of Defense at the Pentagon. He was a past chairman of the Louisville Armed Forces Committee; four times past president of the Louisville Chapter, Military Officers Association of America; and a member of VFW 1170 Middletown, American Legion G.I. Joe Post 244 Jeffersontown and the DAV. He served on the "Veteran Experience Board" at the Robley Rex VA Medical Center and was responsible for the submission of the package to Senator Mitch McConnell to rename the current and future VA Hospitals to "Robley Rex VA Medical Center" which has been accomplished. Ken was also a member of the "Medal of Honor" Committee for the national convention held in Louisville in 2011. He was the recipient of the 2015 Louisville Armed Forces Patriot Award in May.

Ken's loves in life were his family, the military, our veterans and world travels while officiating at tennis. He did so at the US Open, Wimbledon, the French Open, and the Davis Cup.

Ken sang bass with the Louisville Thoroughbred Chorus for 4 years, and after stepping down from the risers served as chorus manager for an additional 6 years.

Ken asked to be cremated and his ashes spread at sites meaningful to him, including: Thoroughbred Hall, the Huey helicopter in Veterans Park, Jefferson, KY, and his parents' graves in Massachusetts.



Sullivan, George J. USA
Flight Class: 56-3/67-3QC
RVN: 12 CAG 65-66,
57 AHC 67-68
Callsign: Buffalo 4
Bravo/ Gladiator 6



Kenneth James George Sullivan, Sr., LTC USA, (Ret.) passed away peacefully at Hospice and Palliative Care of Caldwell County, July 5, 2015. He was born in Lenoir, NC, August 15, 1934 to the late Thomas Lee Sullivan, Sr. and Lucy Smith Sullivan.

Ken is survived by his wife, Delphine Cochrane Sullivan, three children, five grandchildren, three sisters and three brothers. In addition to his parents, Ken was pre-deceased by his older brother Thomas (Tom) L. Sullivan Jr.

Ken graduated from Hudson High School in 1952 and attended Western Carolina Teachers College on a football scholarship. He joined the US Army June 2, 1954 and thus began his career in the military. His service included tours of duty in Germany, Korea, and two tours of duty in Vietnam where he was a helicopter pilot. During the Vietnam Tet Offensive in 1968, he received wounds during a night attack at his base for which he received the Bronze Star and the Purple Heart. After recovering from his wounds at Walter Reed National Military Medical Center, he completed his Bachelor of Arts degree in History at the University of Nebraska, and was later assigned as the Inspector General to the U.S. Army in Puerto Rico. He retired from the U.S. Army on July 31, 1974 with the rank of Lieutenant Colonel, and he returned to his home in Lenoir.

Mr. Sullivan was a member of First Baptist Church, Hudson, where he was a member of the Berean Sunday School Class.

He was buried at The First Baptist Church of Hudson with full military honors. The family suggests memorials if desired, be sent to The Baptist Men of First Baptist Church, Hudson or Caldwell Hospice and Palliative Care, 902 Kirkwood St NW, Lenoir, NC 28645.

Tasler, Joe W. USA
RVN: 235 AWC 69
Flight Class: 69-10
Callsign: Satan 11



Joe W. Tasler, 72, a Northland resident of Kansas City, Mo., passed away July 23, 2015. Joe Tasler grew up in Kansas City, KN., and attended Wyandotte High School and Emporia State Teachers College. He was the only son of the late Joseph Francis Tasler and the late Roby Ann Ward Tasler of Carrollton, Mo. Joe enjoyed an adventurous and successful career in aviation charter services with Continental Airlines and Charter Services Inc. of Albuquerque, NM, as well as with a charter brokerage firm he started on his own. Joe proudly served in the Vietnam War as an Army Cobra helicopter pilot in the 235th AWC in Can Tho. After the war, he flew helicopters for the National Guard in California and New Mexico. Joe was a gregarious, stylish, tech-savvy, boating, sailing and sports car enthusiast who loved to be involved with his community. He was a zealous member of the Weatherby Lake Yacht Club and the Sports Car Club of America (SCCA). Joe is survived by two sons; ex-wife and dear friend, Pauline Lewis Tasler; and two grandchildren. The committal service with military honors was held on July 30th, at Leavenworth National Cemetery. Memorial contributions may be made to Friends of Parkville Animal Shelter (F.O.P.A.S.). Memories of Joe and condolences to the family may be shared at www.meyersfuneralchapel.com.

Tessier, Robert Jay
Flight Class: 68-2
(Hunter) 68-2
RVN: A/4/77 ARA
101 ABN 68-69
HNB/4/77 ARA 101
ABN 69
331 TC DET 69
Callsign: Dragon 28



May 2, 1938 – April 8, 2015.
Rest in peace "ole friend"

Bob's flying career began with a "bang". Fort Wolters, Texas: IP gets out and Bob's cleared for his first solo flight. Bob brings his TH-55 to a hover,

makes clearing turn and is "cleared for takeoff". Before Bob can respond, the tail rotor fails, aircraft spins like a top, hits the ground and beats itself to death. Bob calmly crawls out of the wreckage, makes his way to operations where he is then awarded "half" of a solo wing.

Robert received his commission from the Washington Military Academy, Army Washington National Guard, Class 8 in July 1965. Bob entered active duty as a TC officer and received his Regular Army Commission shortly thereafter. He served with the 4/77 ARA, 101st Airborne Division in Vietnam in 1968-69 as an aircraft maintenance officer. His awards include the DFC, BS, MSM, and numerous Air Medals. Bob's second overseas tour was in Korea where he served as Commanding Officer of a DS/GS aircraft maintenance company in the 2nd Inf.Div.

Upon return to the US, he served as Service Platoon Commander, D Troop, 3/5 Cav Sqd, 9th Inf. Div. at Fort Lewis WA and later as the assistant plans and operations officer, G4, 9th Inf. Div.

Major Tessier's military career abruptly ended when he suffered a heart attack and was medically retired in 1978. Bob loved the military and being forcibly retired was a real "speed bump" in his life. Turning the page he soon was owner/operator for his own building supply company which he ran until he sold it and retired to do what he loved most: hunting, fishing, crabbing and shrimping. Bob was a great cook and loved to experiment. His crab casseroles, seafood chowders and smoked salmon were the absolute best.

He will be dearly missed by his wife, Donna; daughter, Diahn; son, Ron; grandchildren, Tafton and Avery; sister Lynn; and close friend of 50+ years, Dan Wall.

Editor's Note: Robert Tessier's obituary was first printed in the Taps section of the July/August 2015 VHPA Aviator. To correct an administrative error in that edition of the Aviator, his obituary is also included in this edition. VHPA Staff regrets the error and apologizes for the distress this caused his family and friends.

Thurman, Jerry W. USA
COL (Ret.)



Jerry "J.W." Thurman, 68, of Elizabethtown KY, died Feb. 24, 2015, at Hardin Memorial Hospital in Elizabethtown. Colonel Thurman enlisted into the U.S. Army in March of 1966. He was commissioned a second lieutenant and attended the field artillery basic course in May of 1967. After flight school, he was deployed to the Republic of South Vietnam. Later, he branch-transferred to Armor branch, serving tours in armored and cavalry assignments in Europe and in the United States. He commanded A Company 2-32 Armor, 3rd Armored Division at Kirchgoens, Germany in 1975. In 1983, he commanded the 3rd Squadron 12th Cavalry, 3rd Armored Division at Budeingen, Germany. Colonel Thurman had several assignments at the Armor School and Fort Knox where he was the chief of tactics and director of the command and staff department.

His most notable achievement was his establishment of the Armored Scout Platoon Leaders Course where he helped shape young officers and non-commissioned officers in armored reconnaissance. Colonel Thurman's last duty assignment was as the G3 Operations Officer, 2nd U.S. Army at Fort Gillem, Georgia.

His awards and decorations include the Distinguished Service Cross, Legion of Merit /two OLC, Distinguished Flying Cross/two OLC, Bronze Star Medal, Purple Heart /two OLC, Meritorious Service Medal/four OLC, Air Medal 23 with V device, Army Commendation Medal, Army Achievement Medal, Army Good Conduct Medal, National Defense Service Medal/two OLC, Vietnam Service Medal/ 4, Humanitarian Service Medal, Army Service Ribbon, Overseas Service Ribbon/two OLC, Republic of Vietnam Campaign Medal, Republic of Vietnam Cross of Gallantry with Palm and the Army Aviator Badge. He also was inducted into the Field Artillery OCS Hall of Fame at Fort Sill, Oklahoma.

Colonel Thurman retired from the Army after more than 27 years of distinguished and honorable service to the United States of America.

Whitney, John M. USA
Flight Class: 68-11/68-15
RVN: 118 AHC 68
Callsign: Thunderbird
2/14/1949 - 7/25/2015



John Michael Whitney, son of Charles and Marcel-la Whitney born on February 14, 1949, passed away on July 25, 2015. He was raised in San Bruno and resided in San Mateo. He served as a Chief Warrant Officer/helicopter pilot for the U.S. Army during the Vietnam War and was awarded the Purple Heart.

He was preceded in death by his father Chuck Whitney in 1977 and his sister Joan Chasseur in 2012. Remaining here and anxious to share more stories and memories of the laughter and joy John brought into our lives are his mother Marcie Whitney, his three sisters and a brother.

John always had a joke or unique bit of information to share at all of our family get-togethers, enjoyed reading and sharing

all he could find on the early history of Disneyland, and inherited a love of photography from his late father Chuck. Many a Saturday or Sunday you could find him making a solo trip into San Francisco to take unique photos of the old buildings, street fairs, the waterfront, the remodel of Union Square and the people of San Francisco

In lieu of flowers please take a picture of a favorite person, place, or thing in your life and hang it up in your house in memory of John. We know he would love that.

Wyatt, James I. Sr. USA
LTC (Ret.)

James Irvin Wyatt, Sr., age 85 of Clarksville, passed away on July 23, 2015 at Spring Meadows Health Care Center.

Mr. Wyatt was born February 1, 1930 in Montgomery County, TN and was preceded in death by his parents, Irvin and Pauline Wooten Wyatt; brothers, Guyton



Wyatt, Richard Wyatt and Billy Wyatt.

Lieutenant Colonel Wyatt served in the U.S. Army from 1947 to 1968. He served in Korea, Vietnam, and Austria, and was stationed in Alaska. He was awarded the Bronze Star, Air Medal, RVN Cross of Gallantry with Palm, and Commendation Medal. In Vietnam, he piloted the Huey helicopter in 160 combat assaults supporting the 101st and Marine units "carrying them in and bringing them out". His aircraft was hit several times but never went down. He retired to Clarksville, TN. He was a member of First Baptist Church of Clarksville and enjoyed boating.

He is survived by his loving wife of 64 years, Ruth Baggett Wyatt; one daughter, two sons, two brothers; seven grandchildren, and one great-grandchild.

Memorials may be made to Grace Baptist Church, 1510 Old Hickory Blvd., Nashville, TN 37207; or Tennessee Baptist Children's Home, P.O. Box 2206, Brentwood, TN 37024-9885.

Records of the recent deaths of the following thirty two potential members of the VHPA were gleaned from internet searches within these last two months. All information that the VHPA has for these men may be found at VHPA.org or by calling 1-800-505-VHPA. If any of our members have more information please report it to: HQ@VHPA.org or call 1-800-505-VHPA (8472).

Barry, John J. USA, Flight Class 69-48/70-02 died on July 12, 2015 (no other data).

Bartlett, Steven R. Sr. USA, Flight Class 67-7, RVN service: B/3/17 CAV 70-71 died on July 1, 2015

Braun, David L. USA, Flight Class 69-23 died on July 24, 2015 (no other data).

Childers, Lloyd USMC, LTC (Ret.) RVN service: HMM-361 65-66 died on July 15, 2015

Feutz, Lester USA, CW4 (Ret.) Flight Class, 57-died on July 21, 2015(no other data).

Fiser, John E. USAF, LTC (Ret.) RVN service: 20 SOS died on July 14, 2015

Gillet, Dean G. USA Flight Class 69-48 died on June 22, 2015 (no other data).

Gwinner, Maurice D. USA, LTC (Ret.) died on July 27, 2015 (no other data).

Hattaway, William E. USA, LTC (Ret.) Flight Class 67-8, RVN service: C/227 AHB 1 CAV 65-66, D/227 AWC 1 CAV 66 died on May 19, 2014.

Rider, James W. USMC LTC (Ret.) died on June 28, 2015 (no other data).

Ryland, Thomas F. USA died on July 8 2015 (no other data).

Shea, William P. USAF, LTC (Ret.) died on June 2, 2015 (no other data).

Whittingslow, Keith USA, Flight Class: 70-4, RVN service: B/2/17 CAV 101 ABN 70-71 died on July 21, 2015.

Woodson, Jack G. USAF, LTC (Ret.) died on July 13, 2015 (no other data).

Changing the Aviation Platoon, HHC, 1st Brigade, 101st Airborne Division's aviation call signs from Griffin and Little Griffin to Deadbone in 1970.

HHC, 1st Brigade (Separate) had the call sign Eagle until the 1st Brigade was joined by the rest of the 101st Airborne Division in Vietnam in November 1967. Afterward, Aviation Platoon, HHC, 1st Brigade used the call sign Griffin for the UH-1s and Little Griffin call sign for the OH-6As (loach). The Griffin call sign was used approximately from mid-1968 to early 1970. C Company, 4th Battalion, 77th Artillery (Aerial Rocket) had been using Griffin since 1967; therefore the Aviation Platoon, HHC, 1st Brigade was required to change its call sign, and they permitted the pilots/Warrant Officers to select Deadbone as their call sign. The approving authority, Headquarters, 1st Brigade, didn't realize the platoon had slipped one by them.

The Griffin patch was created by WO John Hayes. It had First Brigade colors: a red center and a white ring around the red. It had a loach (OH-6A) on it to signify the Scout Teams he led. WO Pete Rzeminski took a copy of Hayes' patch and had the Huey (UH-1) added. WO Rzeminski flew both the UH-1 and the OH-6A.

Cavalier is an American magazine launched by Fawcett Publications in 1952 and has continued for decades, eventually evolving into a Playboy-style men's magazine. Vaughn Bodé's long-running comic-strip feature Deadbone was published in Cavalier continuously (with the exception of April 1975) from May 1969 through August 1975. Bodé's comic strip Deadbone was about the adventures of the inhabitants of a solitary mountain a billion years in the past.

The Bodé style was extravagant and powerful. Every picture in his comics seemed to be a vignette by itself, composed to stand alone, but accidentally brought together to form these weird stories. And what characters the comic strip had! "The world of Deadbone is explored with a constantly shifting parade of weird lizards, sexy broads, soldiers, fascists and sages all in funny, strange, sexy or even enlightening situations. They made a mockery of everything, and that without a trace of political correctness, finger pointing or taboos in any of them."



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ABANDONED IN HELL by William Albracht and Marvin Wolf is an intense memoir of the battle at Firebase Kate, a small hill on the Cambodian border with minimal defenses. In October 1969, Albracht, the youngest Green Beret Captain in Vietnam, arrived at FB Kate to command 27 Americans, and 156 Montagnard strikers. The next morning 6000 NVA regulars attacked with a rain of fire.

Rumored to have been situated in its exposed site as "bait" for the NVA, Kate was also poorly armed

with little overhead cover from the NVA forces looking down from a nearby ridgeline. No US or ARVN forces patrolled the area and two other FBs that were intended to support Kate, were overrun by the NVA. Quickly, the situation for the defenders of FB Kate became untenable.

The NVA plastered FB Kate with rocks, mortars, artillery, machineguns, small arms fire



and direct assaults on its perimeter with hand to hand combat. Efforts to resupply, reinforce, or evacuate the outpost by helicopter were blocked. Albracht was not about to give up and prepared for a risky nighttime ground withdrawal of all his troops.

Both Albracht and Wolf are decorated Vietnam Veterans. They have teamed up in this well written and researched book to tell the story of intense combat and courage that is the story of Firebase Kate. They have included the voices of many who served in the defense of FB Kate. The transcripts of the recordings of the radio conversations between FB Kate and the helicopters and aircraft overhead, including Spooky 41, make for interesting reading. You will have a hard time putting this book down.

Abandoned in Hell – The Fight for Vietnam's Firebase Kate (384 pages, paperback, \$12.00, hardcover \$20.93, \$14.99 Kindle) by William Albracht and Marvin J. Wolf with a foreword by Joseph L. Galloway, ISBN: 978-0451468086 is available from your local book store, Amazon or other book suppliers.

JUST A NOTE~

I hope to see all of you at the Washington, DC VHPA Reunion and hope you attend the Writers Presentation on Wednesday, August 26th at 9:30 a.m. It is an opportunity for aspiring authors and published authors to share information, ask questions, and network with others.

I will be on an extended vacation following the reunion. I encourage members who have recently published a book, to continue sending them to me, using my new mailing address: 1992 Elger Bay Road, Box 549, Camano Island, WA 98282

John Penny

HEADS UP!

"The 600 m.o.l. - Black Helicopter Pilots in Vietnam by VHPA Life Member Joseph Ponds is now available by order at local bookstores, Amazon, and other book providers. Watch for a future review.

MEMBERS - HAVE A
BOOK FOR JOHN TO
REVIEW?

CONTACT HIM AT:
BOOKREVIEWS@
VHPA.ORG

By VHPA Life Member: JOHN PENNY



VIETNAM WAR U.S. ARMY HELICOPTER NAMES VOLUME 2 by John Brennan, who served with the 114th AHC in Vietnam as a Flight Operations Coordinator, is a tribute to the helicopter artwork of pilots and crewmembers during the Vietnam War. Some units such as the 101st ABN, the 4th and the 9th Infantry Divisions prohibited any type of artwork on their aircraft. However, units including the

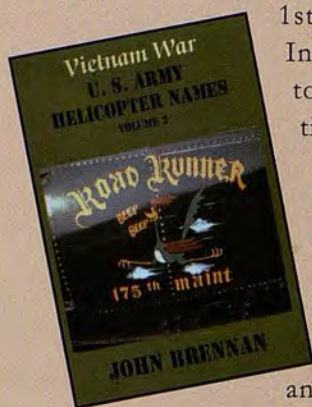
1st Cav, and the 23rd and 25th Infantry Divisions had a more tolerant view of such "artistic expression."

This second volume includes a list of the 'Top 30' in-country Army helicopter names and 41 photos of Vietnam helicopter artwork sent in by pilots and crewmembers. The Army

helicopters are referenced by name, by unit and crew member names are given when known. He also provides an extensive bibliography of unit yearbooks, books, periodicals, and online resources. Brennan uses his extensive research credentials and expertise learned during his years at the Smithsonian, to document the names and artwork on the helicopters we flew in Vietnam.

Brennan is also the author of Vietnam War Helicopter Art Volumes 1& 2, U.S. Army Rotor Aircraft, and U.S. Army Helicopter Names in Vietnam -all of which I highly recommend. Brennan welcomes your inquiries regarding the listings and photographs at johnmail@yahoo.com

Vietnam War U.S. Helicopter Names, Volume 2 (80 pages, paperback \$19.95) by John Brennan, ISBN: 978-1937748227 is available from Amazon, your local book store, or other book suppliers.



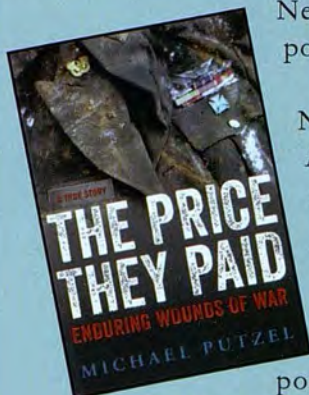
THE PRICE THEY PAID by Michael Putzel, a distinguished American war journalist in Vietnam, Cambodia, and Laos tells the story of C Troop, 2/17th CAV, call sign Condor, and CO, Maj. James T. Newman who led them in support of Lam Son 719.

The book opens at Maj. Newman's funeral service at Arlington on 11 Nov 2009 and provides his life story before his two tours in Vietnam, his service career as an Army aviator, a combat leader, and his long decline post Vietnam. Extensive interviews of C Troop 2/17th Cav members allows

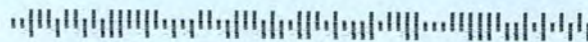
for first person accounts of events encountered by the Condors in Lam Son 719.

The book honors the service of the men in C Troop, and attempts to understand the decline of a legendary officer. Further in depth discussion centers on the price paid by many veterans of the Vietnam War, a life changing price no one could fathom at the time of the war. Putzel has done an exemplary job telling this very difficult story.

The Price They Paid: Enduring Wounds of War (364 pages, \$13.23 paperback, \$25.99 hardcover, \$7.99 Kindle) ISBN 978-0986132100 by Michael Putzel is available from your local book store, Amazon or other book suppliers.



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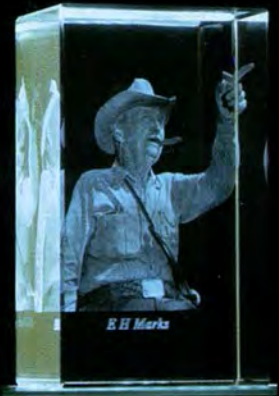
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