



The VHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association

20 VHPA 19

36th REUNION
KANSAS CITY - 28 MAY - 1 JUNE 2019

See page 17 for information on this year's Reunion

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From the President of the VHPA

Well, the New Year is upon us! How do you start a new year? Do you make resolutions in hopes that they won't soon be broken? Or are you like me – waking up each morning thankful for another day? Regardless of how we begin the year, 2019 promises to be an exciting year for each of us. Many of us will have grandchildren graduating from high school or college, grandkids getting married, or become great-grandparents for the first time.

Whether or not we experience the above mentioned events, we all will have an opportunity to attend an outstanding reunion in Kansas City. Our Reunion Committee, working hand-in-hand with our HQ staff, has put together a reunion that offers something for everyone – events inside and outside the hotel plus free time for you to socialize with those from your flight school class, flew with in Vietnam, and those you've gotten to know simply by attending our reunions. Details of the reunion events, how to register, and other related information are contained elsewhere in this issue of The VHPA Aviator.



As you plan your reunion activities, would you consider the following? Do you have time to donate 2-3 hours volunteering at the Welcome Desk, T-shirt distribution, or other places of need? Will you support our Lil Sis, Julie Kink, and be a MIA/KIA Gold Star breakfast sponsor? Would you be willing to serve on the VHPA Executive Council by running for one of the elected offices that are filled each year?

Would you be one of the “boots on the ground” and assist our Reunion Committee in suggesting possible tours or events for future reunions? The 2020 Annual Reunion will be in Denver, CO. As you can see, there're a lot of things worthy of consideration, so please, give it some thought.

Regardless of how you begin the New Year, I, and the entire Executive Council, hope it is filled with good health, happiness, and prosperity for you and your family.

See you in Kansas City,

John Sorensen, President

FROM THE STAFF AT HQ!

R2019 Info – ON LINE REGISTRATION IS OPEN!
A great reunion is planned this year, packed with lots of tours and events. Most tours are capacity controlled and will sell out quickly. If there are tours that you are interested in, don't wait....sign up early in order to get your pick of the tours! Space for Mini Reunions and in the Vendor Room is limited this year. If interested in either of these areas, be sure to book early! Space for both areas will be allotted on a first come, first served basis and will fill up quickly! You will find all Reunion Info listed further in this issue.

Reminder – Directories purchased beginning September 1, 2018 will be for the 2019 directory that will be delivered in October 2019. The deadline for ordering the 2019 directory is August 31, 2019. A copy of the paper directory is \$15 and a CD copy is \$10. The on line directory is free at <https://directory.vhpa.org>.

You can pay your dues and pre-order your CD or Paper Directory on line thru the On Line Directory at <https://directory.vhpa.org>!

HQ now has copies of the Vietnam Helicopter & Crew Members Monument Dedication Ceremony at Arlington National Cemetery DVD for purchase. The price is \$15 which includes shipping cost. A copy of the program will be included with each order, while supplies last. Call HQ

at 800-505-8472 to place your order. T-shirts with the monument on them can also be purchased online at <https://gear.vhpa.org>.

Be sure to check out the new VHPA Gear store on line. Visit <https://gear.vhpa.org> or <https://www.vhpa.org> and click on the “VHPA Gear” link to view the shirts available now. New items will be coming soon.

PLEASE HELP US REDUCE THE COSTS OF REMAILING ITEMS! If you move, PLEASE 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. You can also call HQ with an update to your contact information!

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

"A Most Demanding Approach"

Early 1968 was an interesting time to be in the Republic of South Vietnam. The year began rather quietly for the pilots in the 147th Assault Support Helicopter Company (ASHC). Based at Vung Tau, their mission included direct support of the 1st Australian Task Force and the US 9th Infantry Division, as well as general support for the III and IV Corps areas of South Vietnam. On any day, Hillclimbers could be found operating from Song Be in northern III Corps to Ca Mau in the southern Mekong Delta; from Ham Tan on the east coast, to Ha Tien as far west as one can go in Vietnam. This area was roughly 225 miles east-west or north-south. They carried everything from people to supplies; artillery support to aircraft pulled from muddy rice paddies.

To better support their mission, the Hillclimbers had established a remote operation at Can Tho, in the central Delta. Four Chinooks and flight crews were kept at Can Tho. The front portion of the pilots' hooch served as our flight operations, kitchen, and living room. Flight engineers, crew chiefs, and gunners had a hooch more conveniently close to the flight line. Aircraft and crews rotated between Vung Tau and Can Tho on Sundays, otherwise known as "Seiko Red Day."

As January was about to come to a close, US troops were eagerly looking forward to the much-touted Tet Cease Fire, so the Vietnamese, both South and North, could celebrate Chinese New Year. It was my week to be in Can Tho. My 22nd birthday was still nearly two months away. I had been in country since late August 1967, and had earned the responsibility of the position of Aircraft Commander (AC) a month earlier. That meant I was in charge of the aircraft and was responsible for it, the crew, and my daily mission.

In the months since arriving in Vietnam as a new WO1, I had flown with unit instructor pilots, and senior ACs, most of whom were on their second or third tours. Some were former H-21 pilots, and a couple had been Caribou pilots... before the Caribous were turned over to the Air Force. These guys were good; they were a great source for this young pilot to learn from the best. Techniques varied, and I tried to emulate the best qualities and flying styles from them. I tried very hard to fly as well as they did. One of the instructor pilots who greatly influenced my flying was a senior CW3 from Texas, by the name of Jerry Bishop. Jerry was a fun guy to be around, with a unique personality that fell somewhere between cocky and self-confident. But, when he was at the controls of a Chinook, he was an artist. Jerry was always playing the role of instructor pilot. Whenever we had more than a few minutes to do nothing but drill a hole in the sky, Jerry would have me flying with the SAS (Stability Augmentation System) turned off, which made the aircraft have negative longitudinal stability, forcing the pilot to constantly work to keep the aft end of the aircraft following the nose. Or, he would have me put on a hood, to fly by instruments, some of which he would cover or disable by pulling circuit breakers. Then, he would hit me with a barrage of questions about emergency procedures or operating limitations. I took it as a challenge. I enjoyed it. Jerry enjoyed it

too. It became a sort of game, where he was trying to find my weak spots. I tried to ensure there were none. He knew he was making me a better pilot. Sometimes, Jerry shared tactics for minimizing risks or techniques that weren't 'in the book.' My hours sharing the cockpit with Jerry influenced the rest of my flying career, especially my time as a flight instructor. The techniques I learned served me well when extraordinary circumstances called for them. The purpose of this story is to relate one such situation.

That eagerly-awaited Tet Cease Fire didn't last long, as we came under ground attack there at Can Tho. It wasn't long until we got word that Soc Trang was also under attack, and needed our support. But the events of that day are another story. What we were experiencing was happening throughout the country: the beginning of what became known as the Tet Offensive of 1968, and the heaviest fighting of the war.

We were about two weeks or so into the Tet Offensive. Where the areas away from the towns and military compounds were usually relatively safe from small arms fire, now it was those very areas where risk of hostile fire was the greatest. Someone in the company had come up with a humorous way of recognizing pilots whose aircraft had taken hits. We were given paper models of horse shoe magnets, with the words "MAGNET ASS" written on them. No one wanted one of these awards, but was at least appreciative of the recognition. We Hillclimbers were racking up on the Magnet Ass awards since Tet began.

On this particular day, my crew and I were to accompany another Chinook to Binh Thuy Air Force Base, about five miles up the Bassac River from our airfield at Can Tho. CW3 "Bart" Bartholomay was the aircraft commander of the other Chinook. Our mission was to go to the ammo dump at Binh Thuy, each pick up an external load of Class Five (ammunition), then take it to an outpost along a canal about 15 miles east of Can Tho.

The sky was clear that morning, with good visibility. It was a great day to be flying. Prior to our departure from Can Tho, I was approached by an Australian soldier who informed me he would be going home in six days, and he would like to see some more of Vietnam before he left. We frequently got such requests, and, if our mission was thought to be rather ordinary (meaning we weren't planning to be doing any combat assaults, artillery insertions, or aircraft recoveries, where hostile fire could be expected), we usually allowed someone come along for the ride. I anticipated this would be one of those routine missions. That would prove to not be the case.

Bart and I flew in loose formation up to Binh Thuy. We shot our approaches directly onto a road within the swampy confines of the ammo dump where personnel were waiting to hook up our loads. Bart hovered over his load, while the hookup man snapped the nylon donut on his cargo hook, and then he took off. The hookup man ran to my load, and grabbed the sling. I hovered forward, and was welcomed by the flight engineer's voice over the intercom, "The load is hooked. The man is clear. Bring it up." As I raised

the thrust lever, the slings came tight, and the load lifted easily off the ground. Our normal load for those CH-47A models was 8,000 pounds. Depending on the amount of fuel on board, we sometimes carried more. This felt like a normal load; not too heavy, but one that required giving this aircraft the respect demanded by a loaded Chinook. "The load is at ten feet. You are cleared for flight," came the flight engineer's words. I eased the cyclic forward, lowering the nose just a little, causing the aircraft to drift forward with increasing speed. I felt the welcomed shudder as the rotors found clean air and we gained translational lift. With that power setting at 70 knots, the aircraft would climb at nearly 1,000 feet per minute. That was always comforting, as the pucker factor was higher at altitudes below 3,500 feet... our normal cruising altitude. As I rolled out of my shallow climbing turn, I could see Bart was already a couple of miles ahead of me. That was actually good, since he would have time to make his approach, drop his load, and make his takeoff, and clear the pad before my arrival.

We frequently did not know the identity of the units we supported. All we usually had was a location, their call sign, and frequency. This was the case today. It may have been an outpost belonging to the 9th Infantry Division, but I am of the impression it belonged to the 5th Special Forces. It was a motley collection of rusty tin buildings and sandbagged bunkers, situated on the east bank of a canal that ran generally north and south. The PSP helipad was on the south end of the little camp. From the west bank of the canal to the west for several miles was heavy tropical forest. To the east, the terrain was more open, not rice paddy, but generally open grasslands with a scattering of tall trees and palms.

Experienced pilots knew you should avoid flying parallel to canals, and that heavy jungle canopy provided concealment from the bad guys looking for an opportunity to ruin your day. Bart advised that he was going to make a straight-in approach from the west, over the trees and perpendicular to the canal. I planned to follow him in. I saw him start his approach.

With just a few hundred feet to go, Bart called, "I am taking fire!" Seconds later, he announced, "I've lost an engine and a flight boost hydraulic system. I am heading back to Can Tho." I had already begun my descent when Bart aborted the approach. He found he could fly single engine with the load of ammo, so he didn't jettison it. I began a shallow turn to fall in behind Bart to escort him back to Can Tho. As he crossed the river, I made a one eighty to go back to the site. On the way to Can Tho, I had requested gunship support for when I returned. I was given the call sign and frequency of the light fire team of UH-1 gunships.

As I flew back to the area, I climbed another thousand feet. Forty-five hundred feet just seemed to feel a little safer than 3,500 feet this morning. The gunships arrived before I did, and they began to recon the area. I called my contact on the ground to tell them I was inbound. He advised, "We really need the ammo." He was worried we wouldn't attempt the delivery. After the mission, I found out the camp had not had resupply in 12 days, and every aircraft that had tried to get in there had been shot up. Now that little bit of information would have been nice to know before we set out

on our "routine" resupply mission. At least we could have gotten gunships to assist, and I would not have allowed the Aussie passenger to come along.

I dialed in the frequency for the gunship team on my VHF radio, and gave them a call to check in. Arriving over the area, I set up a large circular orbit, while the gunships completed their recon. The gun team lead called to advise me and recommended that I not come in. Much to my surprise, the IV Corps Aviation Officer came on my UHF radio. I am not sure how he knew the situation unless he was monitoring the gunship frequency, but he surely seemed to know the score. He said, "Hillclimber, I am leaving the decision whether to go in there or not up to you. But, if you decide to go in, and you start getting shot at, get the hell out of there. We don't need another Chinook getting shot up today."

First of all, being contacted directly by the Corp Aviation Officer was highly unusual. Second, being given the option of refusing to attempt the mission was even more so. That is the only time during my tour that either of those happened. As the aircraft commander, it was my inherent responsibility to make decisions of what I would or wouldn't do regarding attempting a mission, and how to execute a task. Chinooks were a more scarce and expensive asset than the Hueys, therefore, we were typically not employed where the most hostile action was expected. The four operational Chinooks in the Delta had just been reduced to three. He couldn't afford to have another one down. I acknowledged his instruction, but didn't tell him what I would do.

The gunships were still working the area well below me. While I was still circling, many thoughts were running through my head as I pondered my decision to do it. Yes, it truly was my decision. I was the aircraft commander. I didn't ask the other pilot, and I didn't consult the crew. I alone had to make the decision, and it was weighing heavily on me as I circled up there in the relative safety of 4,500 feet. It was like all that I had trained to do was focused on that moment. I looked at the ground below.

My thought process went something like this. "In a few minutes, I could be lying in a burning pile of metal down there. I don't want to die. But, I have underneath my aircraft what the people on the ground need to try to stay alive another day. It is my job to get it to him. But, I may die in the attempt." I was really being torn by my options. All my life, I loved my country. I tried to be the very best Boy Scout I could, and exemplify those high ideals of patriotism and love of country. I had joined the Army to fly, knowing full well there would be risks. This was the job I asked for. Now I am here, and it is my duty to try. I have a wife and young son back home waiting for me. What would they do without me? I don't want to die." This is going to sound strange, but from somewhere inside me, a voice seemed to ask, "Are you special? Are you more special than those who were with George Washington at Valley Forge?" The harsh fact was that I was not special. Others down through the history of our nation's military have been called upon to perform their duty in the face great personal risk. If this was my time to make the supreme sacrifice, I knew I had to do it.

The gunships were still doing their recon, and I was still circling

and thinking. "I have the option of not attempting this delivery. But, if the camp is overrun, and the guy I just talked to on the radio, and others, are killed because they don't have the ammo with which to fight back, their blood would be on my hands and their deaths on my conscience forever. I can't sentence them to that kind of death. I must try to get this ammo to them." Then I thought about my unfortunate Aussie passenger, sitting there in the jump seat. "If we get killed attempting this approach, well, that is our job, and it is in our line of duty. But, what a crying shame for this poor Aussie guy to get killed on a sight-seeing ride just days from his return home." I shared my thoughts with no one.

With that last nagging thought, I began to plan how I would execute the approach. A Chinook is a big target. As alluded to earlier, our vulnerability and risk of being hit by ground fire from small arms weapons increased as we got closer to the ground. One of the responsibilities of the aircraft commander is to always minimize exposure of the aircraft and crew. I weighed the factors of this situation. Charlie is down there, and he wants to shoot us down. The gunships are a discouraging influence, but not controlling. I had to get down there, drop off the load, and get back to altitude as quickly and safely as I could. The one factor over which I had control was the way I executed this series of maneuvers. It seemed to all boil down to the success or failure, and perhaps the life or death of six souls aboard, and even the friendlies in the camp, depended on my judgment, skills, and ability to fly the aircraft.

Such extreme situations as this often require flying 'on the edge' of the pilot's skill level, what he thinks he can do, and the performance limitations of the aircraft. Needless to say, lives have been lost when any one of these is exceeded. But margin in any of these increases the likelihood the enemy will score. Sometimes the path between the pilot killing himself, and the enemy killing him is quite narrow. My job, as I saw it that day, was to fly into the 'Valley of Death,' deliver the load, and get us out again. I had no idea what the odds of successfully pulling that off were, but I was determined to do my very best to make it happen. My primary obligation and sense of duty was to that man on the ground and those with him. If I shirked that duty, flew back to the relative safety of Can Tho, and enjoyed a hot meal and a hot shower that evening, I knew I would never be able to forgive myself for my selfish and cowardly refusal to stand tall when the chips were down. I would likely never know the result of my inaction with those in the camp, but I knew that in my mind I would feel the guilt of their death. Now, with the decision finalized in my mind, how would I pull it off?

I planned to fly my downwind leg toward the north, keeping to the east of the camp. I would make a descending left turn, then fly south along the canal. I would keep my aircraft over the canal as I passed the buildings, making a quick left turn to put me over the pad. Yes, that violated the conventional tactic of not flying along a canal or a tree line. But, I knew Bart had taken fire from the jungle area to the west of the canal. I was banking on the troops at the camp and the gunships to cause any VC near the canal to keep their heads down. I also counted on an aggressive execution of the approach to further minimize our exposure.

The gunship lead informed me he was ready for me to come in. I advised him I would be coming in along the canal to the south and would depart along the same route to the north. I briefed my plan to the crew. The procedure we normally followed in the 147th was for the pilot flying the aircraft to open the cargo hook to release the sling load after the flight engineer gave the okay to do so. But, today would be an exception. "Chief, I want you to release the load. I am not going to stop over the pad, so when the load is almost on the ground, you punch it." The flight engineer has a "pickle handle" on the end of a long cord. With it, he can control the cargo hook and the winch. Whether the release button on the pickle handle or the release buttons under our little fingers on the cyclic sticks is used to open the hook, there is a delay of a couple of seconds as the hook opens enough for the sling to fall off. My instruction to him to anticipate the delay was clear. "Let me know as soon as the sling is off."

"Show time" I thought to myself. "Guns, we are coming in!" I announced as our aircraft came around on a northerly heading abeam the camp. I was at 4,500 feet and 80 knots. It was time to use one of the techniques that Jerry had shown me to lose altitude quickly. I had practiced it a few times, so I knew it worked. Still at altitude, I began to slow the aircraft down. When the airspeed reached 40 knots, I lowered the pitch to the three-degree detent, the position of the thrust lever when doing an autorotation. Simultaneously, I lowered the nose to regain some of the speed that I had just bled off. As the aircraft began to descend rapidly, I carefully applied right pedal, kicking the aircraft out of trim. I remember as the aircraft yawed, it felt like it could go unstable if I put in too much pedal, so I was very attentive to the amount of pedal I had in. In a fixed wing aircraft, this is called a slip. It allows the aircraft to lose altitude at a greater rate without increasing the speed. It works in a Chinook as well. I don't recall looking at the vertical speed indicator, but we were coming out of the sky at very rapid rate. I began a left 180-degree turn to my final approach heading. As I came along the canal on final I kept the airspeed up higher than normal. Ideally, the approach should terminate at zero groundspeed with the load about ten feet off the ground, and the aircraft should be kept reasonably level as the forward motion of the aircraft is dissipated. If you come in too hot, it requires a large decelerating flare to get it stopped. In a flare, the aft rotor gets into the turbulent air from the forward rotor. When that happens, the aircraft begins to shudder and lose lift. If the aircraft is heavily loaded, there won't be enough power to come to a hover. At best, the pilot will be embarrassed with his poor performance. During my first few weeks in Vietnam, I learned first-hand, not to let that happen. Today, I felt like I could make it work for me.

I told my crew I was going to do an aggregated flare as I came over the pad, so the load would swing forward just as the aircraft was 'falling through' as the aft rotor encountered the rotor wash from the forward rotor. Letting the load hit the ground a little hard wouldn't hurt anything today. Even if the chief was a little early opening the hook, it would still be okay.

I purposely under-arc'd so as to make the last hundred yards or so relatively level and out over the canal where there would be no danger of the aircraft or the load hitting any antennas or other

structure. With not being slow as I passed the buildings, the wind from the rotors in forward flight, rather than at a near hover, would be less likely to cause damage.

As we passed the buildings, the aircraft still was moving quite rapidly, considering that the pad was now less than a hundred yards away. I quickly repeated my instructions to the flight engineer, and reminded him, "I am not going to stop." I banked into a quick left turn that would bring us over the pad. A quick application of aft cyclic brought the nose up more characteristic of the way a Huey terminates. The sling load reacted to the deceleration by swinging forward. As expected, the aircraft began to shudder and descend. Although I couldn't see it, I was trying to 'fly the load' to the center of the pad. I pulled in only a slight amount of pitch, just to keep the load swung forward, but not enough to arrest the sink rate. Although we were falling through, I knew that once the load hit the ground, the aircraft would be 8,000 pounds lighter, and we would be fine.

When I felt the load hit the ground, I applied forward cyclic, expecting and hoping the sling would be off the hook. As the now-empty aircraft responded to the amount of pitch in the blades, the flight engineer announced, "Sling away. Clear for flight." That was good, because I had the nose down, and was already in the takeoff mode. The plan had worked out perfectly. The aircraft never actually came to a hover, but as soon as the load hit the ground, I began the takeoff. If the sling had not fallen off the hook, it would have been dragging along the ground. I doubt it would have caused us to crash, but it would have been interesting trying to prevent it. Fortunately, we never had to find out.

I announced to the gunships that I was coming out. Once I had the aircraft accelerating and could clear the buildings, I pulled it around into another left turn to climb out back along the canal to the north. My load had been delivered. Now, the only thing that stood between us and successful mission accomplishment was thirty-five hundred feet of clear air above me. I was in a hurry to get it below the aircraft. I continued to lower the nose, opting for gaining speed over gaining altitude. Once the airspeed indicator hit 100 knots, I brought the cyclic back and applied more pitch. The ground began to fall away quickly as I watched the vertical speed indicator wind clockwise on the dial. When it reached 3,000 feet per minute, I reduced pitch to maintain that rate of climb. The gunship lead came on the radio. "Slow down your climb. We can't stay with you." Now, I wanted altitude more than I wanted gunships, especially if I had to slow down to keep them. I thanked them for the great support, and told them we wouldn't be needing them anymore. When we reached 3,500 feet, my airspeed still read 100 knots, and my vertical speed was still reading 3,000 feet per minute. An empty Chinook surely can climb! I reduced the pitch to level out at 3,500 feet, then turned toward Can Tho.

As the altimeter wound around the dial during our climb out, the man on the ground came on the radio with words I shall never forget. "Thanks, Hillclimber. We really needed that ammo." The relief and gratitude he felt was evident in his voice. It was as though we had given him the means to live another day. Maybe we literally

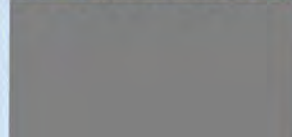


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had. For me, those words were most rewarding. They not only expressed his gratitude, but they validated that I had made the right decision to take the risk, and to do my duty. Aircraft commanders are seldom given options regarding a mission, or the latitude to refuse it as I was that day.

As we flew back to Can Tho, all were silent, but I reflected on what we had just done. Not only had we delivered some much-needed ammo, but we had done it without drawing any fire from the VC. As a man, and as a soldier, I was proud of myself for having the courage to do my job, even when given the opportunity to legitimately avoid the risk. As a pilot, I was also proud of the exquisite flying I had just done. I was thankful for Jerry Bishop teaching me the slip technique to expedite our descent. The tactics and techniques I used that day were not normal for the area or the aircraft. The situation demanded deviations. I'll never know if anything less would have resulted in mission accomplishment with this most demanding approach.

Oh yes. The Aussie on board? He made no comments about his ride. Upon getting back to Can Tho, he thanked me for the ride, and walked away across the ramp. I don't know what he thought of what he had experienced on that ride, but I suspect when war stories are being shared Down Under, he has a really good one about this crazy Chinook pilot he rode with that day. Me? I am just glad that he lived to tell about it.

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Vietnam Pilot's Reunion

Jack Baumgarten

A gathering of Eagles who long ago
flew in harmonious synch together
in carefully arranged formations
as they performed their noisy ballet over the trees.

Now grey or defoliated,
larger and weathered,
wrinkles and folds abound,
all sadly closer to the ground.

Come together in one place, These remain -
Not gone to the Father -
still here to live each long day
among those blue, cloudy skies,
recalling those dances with white puffs of moisture
along the way to battle.

Memories good and bad
Now buried or twisted

Come rising back to the surface
as barely recognized faces,

All changed except for eyes or smiles,
awaken to recollections long since buried.

Joy abounds,
old friendships renew.

Excitement captivates
as thrilling recollections return to life
from places no one ever gets to see anymore.

Sadness consumes
on learning of early departures
or bad tidings befallen.

Fear rises
and is pushed back hard
avoiding ugly memories
buried way back when.

Can those feelings be shared?

Camaraderie, isolation,
fear, bravery,
bad luck, good luck,
quick thinking, poor judgment,
God's mercy.

Bear them alone my friends.
You own them completely forever.

Heavy or light,
you carry them yourself - only to be shared with God.

Reunion yields a great gift.
A common destiny is shared
as we volunteer once again,
facing truth at long last
with no lies possible.

Eagles we were -
Eagles we remain -
standing tall within our lives,
raising those memories
Of doing the best that we could.

A MEMBERSHIP FOR THOSE HONORED FEW



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Rates
Available**



Bulldog 417. Going Down...

I arrived in Vietnam in August 1970. Over the previous two years, I had been to basic training (Dix), AIT (Polk), OCS (Benning), got married (Lydia), attended flight school (Wolters and Rucker), had a baby (Adam), and got my orders for Nam. (Thought this war would be over by now, but no luck.)

I was assigned to the 129th Assault Helicopter Company, II Corps, An Son. Good assignment. The area had been relatively quiet since Tet, and we were supporting the Capital ROK (Republic of Korea) Infantry Division. ROKs were intense warriors and never let a Geneva Convention get in the way of sound military tactics. They would regularly sweep the Bon Son Valley out our front door to discourage VC settlements. Life was good in this neighborhood.

After a couple of months in-country, my platoon commander (don't remember his name) notified me I was scheduled for a check ride in Qui Nhon, a large port city and airfield 10 klicks east on the South China Sea. Check rides, as readers know, are scheduled periodically to assess pilot capabilities.

"What are they gonna do if I fail? Send me to Nam!"

I met my A/C (aircraft commander) at the shed on the flight line. He was a CW2 with a lot of in-country flight time. I think his call sign was "Lurch." He was tall and lanky, like the character from the Addams Family. Anyway, good guy and good pilot. The crew chief and door gunner were tops, and I would end up flying with them a lot. No passengers on this ill-fated flight.

In the revetment, Lurch told me to take the controls and head to Qui Nhon.

"Might as well get some practice before your check ride," he said. Takeoff was smooth. About 300 feet of altitude, the nose of the UH-1 swung violently to the right. (You were probably wondering when I would get to the heart of this story.) Nobody reacted. Maybe a gust of wind, thermal, F-4? Two seconds later, the nose swung again to the right. Lurch looked at me like I was

jerking him around. "Are you jerking me around?" he queried.

The stunned look on my face and the vacillating instruments told him a different story. (Best after-action guess was a compressor stall.) He immediately took the controls and put us into an autorotation - from 300 feet!

Well, now that I was free of the controls, I reviewed my mental flight manual for the role of the co-pilot during an emergency landing. I locked our seatbelts and initiated the distress call. "Mayday, Mayday. Bulldog 417 going down one mile east of Lane Army Airfield." Damn, that was a near-perfect distress call, I mused. Calm, clear, concise; not a hint of panic. I looked up, and we still had some altitude. It was like slow motion. The only part of my life that passed before me was an embarrassing incident in high school, but that's not relevant to this story. I decided I had time to make the call again: "Mayday, Mayday, Bulldog 417 going down one mile east of Lane Army Airfield." I am killing these transmissions, I concluded. A star is born.

Lurch pulled back on the cyclic, filled the blades with the little air available at this low altitude, jerked the collective, and we were down.

Pretty damn amazing landing. We had split the skids, cracked some of the plexiglass in the foot wells, and skinned our knees on the instrument panel.

I was feeling pretty good. My first real test under stress.

On the ground, the crew chief walked around to my side of the aircraft and opened my door. "Nice job on those transmissions Lieutenant Hausman," he offered. I thanked him. "Only problem," he added, "you were on intercom."

So, while the crew remained well informed of the situation, nobody else knew we were sitting in this field with a broken aircraft. Nobody likes a smart ass.

My subsequent "radio" call to Lane tower was not as eloquent, but it got the job done. Over and out.

P.S. I was never rescheduled for a check ride. Strange.

Respectfully submitted,

Captain F.T. Hausman
(Tom Slick), 129th AHC.

From the Managing Editor

The Witness to War Foundation is providing the American public with a unique treasure: the in-person accounts of combat veterans. Unlike a movie that may resemble events (some more accurately than others) or a book, which lacks the impact of both seeing and hearing the participant, oral interviews add emotion and expression to a story. Some of these stories may have been bottled inside for fifty years or more, but they are part of the person and worthy of archiving for general consumption and especially for descendants.

The Aviator has carried many announcements about the availability of interviews at VHPA reunions. Although I did not prepare the copy or contribute to the program's existence, I began to feel a bit disingenuous about providing the information, but not participating.

I rectified that situation at the Atlanta Reunion by scheduling my interview with Martin Madert. Martin is obviously committed to the project and has even made arrangements outside of the reunion venue to conduct interviews. He is a skilled interviewer, able to gently suggest where to expand on a topic or elicit detail one may have overlooked. It was a comfortable setting and it actually felt good to give voice to the memories I had collected. I was

most surprised by some of my comments and answers to questions upon viewing the DVD – I recalled very specific details as well as my frame of mind surrounding events I hadn't shared previously. I am indeed fortunate to have completed my tour without experiences that would "haunt" me, nor did I dwell on any aspect of my time in Vietnam upon my return. I was able to put it in my rear-view mirror. The interview, however, reminded me that everyone is changed by the experience. I do not exaggerate when I say participating in the project was a unique and valuable opportunity. I hope many of you take advantage of the chance to preserve your story for posterity. Martin sent me a few labeled copies of the DVD, which I was able to duplicate as needed. Incidentally, Witness to War has an excellent web site well worth a visit: <https://www.witnesstowar.org/home>

My continued exhortations at reunions to ask members to "tell their story", is a request that also should apply to me. The failure to do so, to date, is somewhat hypocritical. Accordingly, I have submitted an article to our Editor Tom Hirschler for consideration. As I prepare this note, I cannot say if space will permit its placement in this or the next issue. Available space will dictate the timing.

Tom Kirk

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WELCOME TO THE VHPA!

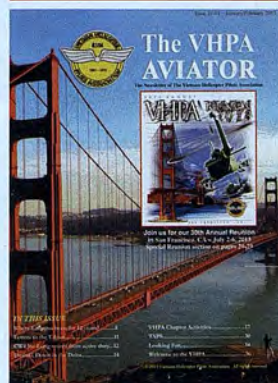
Look the list over and if you recognize anyone, give them a call, drop them a line or send them an e-mail welcoming them into our Association. Full contact information is available either on-line in the Member Services section of our website, or through our staff at HQ by calling 1-800-505-VHPA.

Line 1, Last, first, MI and/or nickname of new member; double asterisks (**) ID new life members. Line 2, current city and state. Line 3, branch of service. Lines 4 to 6, flight class and Vietnam units and served with, if that info is available.

AVIATOR REPORT completed for 9 New Members and covers the period 10-4-18 to 11-12-18

Bell Thomas C. 'Tom' **	Jones Michael R **
Seal Beach California	Shelton Washington
Army	Army
68-34	67-11
25 AVN 25 INF in 69-70	A/7/1 CAV in 67-68; 173
	AHC in 68; 7/17 CAV in
	68-69; B/7/1 CAV 101
	ABN in 68-69
Birl John **	Leopold Mark E **
Falling Waters West Vir-	Oviedo Florida
ginia	Army
Army	67-7
66-14	71 AHC in 67-68; B/3/17
68 AHC in 66-67	CAV in 70-71
Bonnell Chrisman E	Morton James O **
Dayton Texas	Edmond Oklahoma
Army	Army
66-10	60-2
D/227 AWC 1 CAV in	176 AHC in 67-68; HHC
66-67, 155 AHC in 67,	1 AVN BDE in 70; 201
184 AVN in 69-70, 3	CAC in 70-71
BDE 25 INF in 70	
Carmack Douglas W	Straatsma Richard A
Vero Beach Florida	Mesa Arizona
Army	Army
66	71-18
C/122 TC BN 1 CAV in	C/158 AVN 101 ABN in
67-68	71; C/101 AVN 101 ABN
	in 71-72; 201 CAC in 72
Doyle Charles P 'Char-	
lie' **	
Elizabethtown Kentucky	
Army	
70-3 69-49	
A/7/17 CAV in 70	

What Should be done with old Aviator Magazines and Membership Directories?



An old Aviator Magazine



An old paper Membership

Short answer -recycle them. Both VHPA HQ and The Vietnam Center and Archive (VNCA) at Texas Tech have complete sets of the published magazines and paper directories from the beginning of the VHPA.

Please refer to page 16+ in the July/August 2018 and page 8+ in the Sep/Oct 2018 Aviators for more details about how you can access old VHPA publications and the effort it took to include them in the VVA (Virtual Vietnam Archive).

You will waste your time and money shipping or mailing them to either VHPA HQ or the VNCA. They will just recycle them! So, you will actually "waste staff time" if you send them in.

Now, very infrequently we have heard of local museums that are interested in the old Aviators. It is fine to donate old Aviators to schools, museums, etc.

Old paper versions of the Membership Directory - another story there! Please, please destroy them when you are finished with them. Now and then we learn of folks trying to sell them on eBay or give them to a museum. Sadly, in this crazy world, some "do gooder" will harvest the mailing addresses for all sorts of reasons even though the VHPA has a LONG STANDING policy against such actions.

CD versions of the Membership Directory should also be cut up and recycled when you are finished with them.

Mike Law

Letters to the Editor

Tom, I was contacted by Jack Heslin with the following information that may interest our members:

Don Agren

I was interviewed last evening on an Internet based TV show from Raleigh NC about my book, "THUNDER: Stories from the First Tour." The show, hosted by Bill Dixon, is on twice a month and deals with the Vietnam War. The producer of the show was able to see how many viewers had signed on to view the show and he said it was a little over 5,000 folks. I asked my webmaster, George S. Williams, to download the interview, with the producer's permission, to my Battle of Kontum website. I put a link below for any of you who might be interested. The link is located on the "THUNDER" book page off of the Home Page. The host does a little run-up at the start of the show and then it is pretty much me and the book for the rest of the hour. Thank you for your continued interest and support of the Battle of Kontum website. Jack Heslin - "The Scribe"

www.nissancommunications.com/playarchive.php?id=IwnRAbESfeg

The Battle of Kontum: www.thebattleofkontum.com

Tom and Tom,

I sometimes get contacted by a VHPA member who wants to be included in our Michigan chapter emails based on what they saw in the chapter news in the Aviator. I think I've added three over the past year. (Need to start keeping better track.)

Recently I've been on a hot streak with at least three VHPA members who recognized someone they served with from a photo in the Michigan chapter news asking to be linked up with them (which I do immediately, of course). And I've been contacted by at least two VHPA members this month who have asked about joining us for one of our activities which they read about in the Aviator. They were immediately "drafted" into our chapter and added to our roster.

I just wanted you to know how powerful a tool the Aviator is for old soldiers finding each other and strengthening chapter rosters. Your efforts in supporting the chapters and the excellent work on the Aviator is effective and appreciated.

Sincerely, Rich Deer
Michigan Chapter President

Rich, you're welcome and we appreciate the compliment. The work of the Chapters is commendable. They are active in local veteran activities (and some not so local), bring a message to our youth and enhance the overall awareness of the VHPA. ~ The Editors.

Gentlemen, I enjoyed your recent reprinting of the Flying Cranes in I Corps, especially highlighting some of the different loads undertaken. I would like to share a couple of unique loads we experienced with the 273rd Heavy Lift.

1) Relocating a Vietnamese Orphanage 2) Moving a navy craft to deep water 3) Picking up a Crane after a transmission pump failure.

Bob Wilhelm, Superhook 6



LOOKING FOR

Pictures of my father:

My Father passed away on, July 1st 2018. His name is, Eugene (Frank) Jones. His call sign was, Super Chief. I am his illegitimate son but his only son.

I am looking for pictures of my father, if you have any please share them with me.

My phone number is, [REDACTED] feel free to text me if you prefer or you can email at, [REDACTED] My address is; 615 west harbor drive south, Saint Petersburg FL. 33705 if you want to mail me some pictures.

Note: I am an Honorably Discharged 13 Bravo trained at, Fort Sill. I didn't get to know my father and met him once. It would mean the world to me if you knew him and could share anything you remember about him.

Sincerely, Hanns Jones

Any pilots who knew WO Steve Bramblett:

I would like to locate any pilots who knew WO Steve Bramblett. He was #1 in his Class 67-11 at Ft. Wolters and then attended CH-47 School at Ft. Rucker and went on to RVN.

His son would like to hear from anyone who flew with him. Steve died after returning home, but never joined the VHPA. I am a former SP4 that crewed Chinooks in Vietnam 68-69 and am trying to help his son get information.

He attended Flight School 31OCT66 to 31MAR67 and graduated. He spent 11 months and 29 days in Vietnam as a Chinook Pilot, I am guessing 17 Jun 67 to 17 Jun 68, but we don't know which company.

He flew Chinooks after his return in civilian life, but passed away when his son Todd was 16.

His son Todd would love to exchange E-mails with anyone who knew his Dad at that time. Todd does not know what Unit he was assigned to and he is listed on the VHPA website under "died after returning" so pilot friend must have provided that information to VHPA. Apparently Steve Bramblett never joined the VHPA prior to his death.

I am a former SP-4 that crewed Chinooks at the 179th ASHC JUL 68 to AUG 69 and have posted on the VHCMA and several Chinook web pages to no avail.

His son Todd Bramblett is at the Email/cell phone below and he and I thank you for any help or suggestions you can provide.

Cell # [REDACTED] Email: [REDACTED]

Thank you, Jack Gilmore

Any Pilots trained by John Fouche between 1957 and 1969

If you are in that group, please consider contacting me

Thank you, Jan Fouche

Hello,

I'm Danford Meischen the company commander of a mechanized infantry company working out of Xuan Loc in late 1970 and early 1971. While crossing a dirt bridge over an erosion ditch our medic stepped on a mine, losing his right leg and lower part of left leg. I am looking for the Huey pilot that came down the hole in the trees with only a few feet of rotor clearance and hovered by an APC as we loaded our medic into the chopper. I have wanted to thank him for years and just learned of this potential opportunity to finally get to say thanks and let him know what happened to our medic. *I can be reached at [REDACTED] phone or text to [REDACTED] Mail: [REDACTED]*

Class picture

I have tried to find the class picture for our class (68-34) from Hunter Army Airfield to no avail. Does anyone have access to these pictures that I might purchase or receive? I can be reached at: [REDACTED]

Thanks, George White

Downed Cobra crew

On 8 Mar 1969, we received the MAYDAY call On Guard for a downed Cobra crew southwest of Tay Ninh near Ben Soi. I responded.

This would normally be a routine pickup, but the area around the downed Cobra had been very hot for days. After spotting the downed helicopter, I executed a severe high overhead. My crew chief went on to flight school and a 20 year career as a pilot. To this day, he says that was one of the scariest approaches (in trim all the way down) he had ever been on.

After searching the field and finding the pilots, we got out of there almost as fast as we got in. Unfortunately, we didn't have cell phones so no selfies were taken, and we never got their names or anything else of note.

With the 50th anniversary coming, I was just wondering who these guys were and what has happened to them.

Secondarily, I'd like to hear their side of the story, as this event was a total blackout for me. My crew chief had to relate this whole story to me. It wasn't until he described the high overhead approach that things started coming back. Was it really as bad on the ground as has been represented? Were they shot down or was it a maintenance failure? Questions, Questions, Questions ... Beers, Beers, Beers.

A curious mind wants to know.

If you have any information related to the event, please contact: Pat Dougan [REDACTED]

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Unit specific items: Patches, Uniforms,
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TSgt, USAF, Ret

USAFSS Intelligence Analyst 1964-74

USAF Admin Supervisor 1974-83

Tours of Duty:

1963-64 Basic Lackland AFB, Tx

1964-68 RAF Chicksands, England

1968-71 NSA Ft. Meade, Md.

1971-74 Osan AB, ROK

1974-83 Vandenberg AFB, Ca

VIETNAM HELICOPTER PILOTS ASSOCIATION SATISFIED CLIENTS

- | | |
|----------------|---------------------|
| - Dan Fox | - Bruce Brattain |
| - John Shafer | - James Tinney |
| - John Penny | - Bill Medsker |
| - Lenny Julian | - Pete Rzeminski |
| - Terry Opdahl | - James Oden |
| | - William C. Brooks |

KOREAN WAR VET SATISFIED CLIENT

- Kenny Hames Photos of War Tour
- 1952-53 Heartbreak Ridge & Sugarloaf

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If personal assistance needed
call Terry Garlock, Treasurer
(life member VHPA and CHPA)
cell [redacted]



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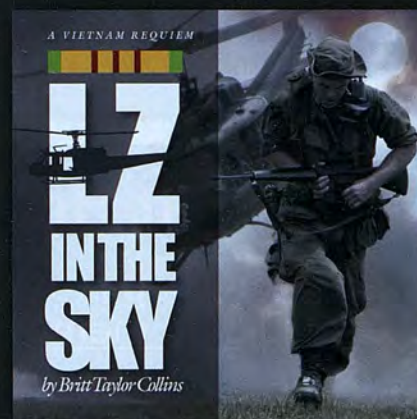
AMERICA'S PREMIER MAN CAVE OUTFITTERS

Whoever Said Old Soldiers Just Fade Away Didn't Know Vietnam Veterans.

When Vietnam Veterans pass into eternity they don't just fade away, they depart with sound and fury! And they leave a huge hole in the heart of the Vietnam Community. The fine art print, "The Offering" by military artist Britt Taylor Collins is a farewell tribute to a Vietnam Veteran. Proudly displaying the American flag to a passing formation of Hueys, the old soldier never suspects they are angels on a mission to escort him home.



The OFFERING
by Britt Taylor Collins



Britt Taylor Collins has written "LZ in the Sky" to tell the story of "The Offering." This song is fast becoming a tradition at Veterans events and memorials. Performed by recording artist, Todd Childers, "LZ in the Sky" is now available for \$10.00. Visit bootsongthegroundART.com

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SPECIAL SECTION



KANSAS CITY

20 VHPA 19

36th REUNION
KANSAS CITY - 28 MAY - 1 JUNE 2019

GENERAL REUNION INFORMATION

Please continue checking vhpa.org for updated information, tour/event schedules, descriptions and pricing

ONLINE REGISTRATION (ORRA) WILL BE OPEN JANUARY 7, 2019

~ MOST TOURS ARE CAPACITY CONTROLLED ~

Registering early is highly recommended to get on your preferred tours.

Last updated 28 NOV 2018

Who Can Attend the Reunion - As a general rule anyone who is "dues current" in the VHPA can register, order tickets, etc. simply by paying the Reunion Registration Fee. All who served in the Vietnam War as helicopter pilots must not only be a member of the VHPA but also be current with respect to their annual membership dues as of the first day of the Reunion to register. Anyone who was not a pilot is also welcome to attend as long as they are a "dues current" subscriber to the VHPA Aviator magazine. Exceptions are vendors, specifically invited performers/speakers, Gold Star Family guests and Non-Registered Banquet Guests; these people do not have to be a subscriber to attend. Anyone wishing to purchase a ticket for any of our events must pay the Reunion Registration Fee.

As a general rule, since VHPA Membership and Subscriber dues expire on the last day of the month, someone who is dues current when they register, could be non dues current on the 1st day of the Reunion (28 May 2019). Because of this, the VHPA Reunion Registration software is "forward looking" with respect to the dues status.

Please understand, all Reunion Attendees (anyone who pays the Registration Fee) are treated as equals. A VHPA Life Member, a former enlisted man, the widow of a deceased Vietnam Vet, a good friend - are treated equally once they pay the Registration Fee. The one exception is that only VHPA members can attend the Annual Business Meeting.

The bottom line - Who Can Attend This VHPA Reunion? Answer - anyone who pays the Registration Fee and is "dues current" as outlined above and their invited guests.

Reunion hotel - Kansas City Marriott Downtown, [REDACTED]

Reunion hotel reservations: There are at least three ways to make your hotel reservations while insuring that you receive the VHPA Group Rate of \$127 plus tax over the dates of **23 May 2019 thru 3 June 2019**. *Cutoff date for the hotel rate is 26 April, 2019.*

Please consider the following:

■ Via the Reunion's personalized website, go to: <https://book.passkey.com/go/vhpa2019>.

■ Via www.vhpa.org, then Reunion Information and use the reserve your hotel room link.

■ By calling the hotel's reservation line at [REDACTED] You need to mention "VHPA 36th Annual Reunion 2019". PLEASE DO NOT CALL THE HOTEL DIRECTLY or MARRIOTT'S

CENTRAL RESERVATIONS NUMBERS. You MUST speak to a Passkey Agent.

Transportation from the Airport: The hotel does not offer a shuttle to/from the airport. SuperShuttle is offering an exclusive VHPA discount of \$6 off airport transportation. Please note this is ride share transportation. Discount code is valid May 19th - June 9th, 2019. Use Link:

<https://group.supershuttle.com/group-page/vietnam-helicopter-pilots-association-36th-annual-reunion/>

Or Call [REDACTED] and please mention group code LLVPG.

Note: There is a \$3 fee for making a reservation over the phone with an agent.

Taxi service will cost an estimated fare of \$45 - \$50 each way.

Parking - VHPA has negotiated \$10/night for self parking for registered Hotel guests.

Internet Access - VHPA has negotiated free internet for attendees in their sleeping rooms. The hotel will provide a special code to access the internet when you check in.

Dress Code - The dress code is casual for this Reunion, with the following reminders and suggestions:

■ It is a good idea to wear your Reunion lanyard so other attendees can recognize that you are with VHPA.

■ At the Closing Banquet, many men wear a suit and tie with the ladies wearing a nice dress. You will even see Dress Blues.

Vendor Area - The Vendor Area has been a huge success for the past several years! If you are interested in becoming a Vendor for R2019 please go to www.vhpa.org and download the Vendor/Book Seller/Exhibitor Contract, Waiver and Vendor/Book Seller/Exhibitor Policy Rules & Regulations. Complete the forms and mail, fax or email to VHPA HQ. If you know of anyone that you think would be an asset to the Reunion Vendor Area be sure to let them know or contact VHPA HQ to give us the info and we will be happy to give them a call.

This will be the sixth year Witness To War (WTW) has sent at least one Interviewer to record and collect Oral Histories. As we have done in the last two years, we will be signing attendees up for 90-minute slots ahead of time. Please contact VHPA HQ for details about how

to sign up prior to coming to KC so you fit this history preserving events into your Reunion schedule.

Volunteers - The South Missouri Chapter is this reunion's Host Chapter and as such will organize the volunteers. Volunteer opportunities are organized around stations and then shifts with the number of volunteers needed for that shift. Sounds like a Duty Roster! We've found that 3-hour shifts will not take up much of your time or make you too tired. Additionally we can guarantee everyone is trained on their duties. Needless to say but WE GREATLY APPRECIATE having volunteers! Not only do we avoid the cost of hiring local convention bureau temps but we get a chance to interact with each other while performing the tasks EXACTLY as a VHPAer would have it done. As is our tradition, the Host Chapter, South Missouri Chapter, gets "first shot" at the Duty Roster. If you are interested in volunteering you can contact Ken Sherfrey of the South Missouri Chapter at [REDACTED] or contact HQ at 800-505-8472. In February the Duty Roster is loaded onto the Reunion Information page at VHPA.ORG for the rest of us to "join in on the fun"! Instructions for how to volunteer at that point will be posted on the website. BTW, husband and wife teams are welcome to volunteer.

Reunion T-Shirts - Honor & Pride is this Reunion's "Official Reunion T-shirt" contractor as he has been for over a decade. This year's Reunion T-shirt will be a gray color with VHPA logo on left front and a large version of the Reunion Logo on the back. You are welcome to order as many as you wish with a Reunion Registration until 19 April 2019. All orders after 19 April 2019 are subject to inventory on hand at the end of the Reunion. If we have a supply of the shirts you requested, we will mail them to you; if not we will refund your T-shirt money. All cancellations made prior to 19 April 2019 come with the option to have the T-shirt mailed to you after the Reunion or having the amount paid for the T-shirt refunded. There is a \$5 shipping & handling fee per shirt when HQ mails the T-shirts.

Please know it is possible to order Reunion T-shirts even if you do not plan to attend the Reunion. Simply contact VHPA HQ and tell them you only want a "Reunion T-shirt order". The shirts will be mailed to you after the Reunion.

Cutoff date to order a T-shirt is 19 April 2019
S, M, L & XL - \$18 XXL - \$19 XXXL - \$20

Primary Attendee (Member or Subscriber) Registration - The registration fee for the member is \$40 through 3/15/2019 and \$50 thereafter.

Adult Guest Registration - The registration fee for the guest is \$40 through 3/15/2019 and \$50 thereafter.

Please remember that each person 21 years and older who

wants/needs an event ticket and/or a Reunion name badge and lanyard must pay the registration fee.

Under 21 Guest Registration - The registration fee for someone under the age of 21 years is \$15.

Please remember that each person 21 years and older who wants/needs an event ticket and/or a Reunion name badge and lanyard must pay the registration fee.

Cancelling a Reunion Registration - The VHPA Member or Subscriber who made the Reunion Registration is known as the Primary Registrant (PR). A PR may cancel all or portions of his or her registration any time prior to the reunion by contacting HQ via US Mail at [REDACTED] or Fax at [REDACTED]

It is important to note that reunion registration cancellations and hotel reservation cancellations are completely separate business processes. The PR is responsible for both processes. PRs cannot assume that when they cancel their hotel reservation that the hotel will notify HQ to cancel the reunion registration or vice versa.

Reunion Refunds - The Executive Council establishes the official cancellation date (OCD) for each reunion. **The OCD for R2019 is Friday, 19 April 2019.** Only cancellations received by HQ by close of business Central Daylight Time (normally 3pm) on the OCD (including those via US Mail) are considered for refunds, unless covered by Guarantee Refund Insurance (GRI) described below. It is important to note that the following reunion registration items are non-refundable even with purchase of GRI: registration fees, dues payments, directory orders, donations or voluntary contributions plus any event designated as non-refundable. There are zero nonrefundable events for R2019. For cancellations after the OCD, the GRI fee is non-refundable. As a general rule, HQ starts processing refunds about two weeks after the reunion ends. No refunds are processed until after the reunion is over. For PRs receiving a refund, there is a two step process. First, the PR receives a letter and/or a statement from HQ outlining the details of the refund including the amount. Normally this correspondence is sent from HQ by US mail but it can be via email. Second, the PR receives a check via US mail from the VHPA's bank. The goal is to complete the entire refund process not later than one calendar month after the reunion ends. Any clerical errors in the details of the refund should be brought to the attention of HQ.

Guarantee Refund Insurance (GRI) Program - As part of their initial registration transaction a PR may enroll in the Guarantee Refund Insurance (GRI) program by paying a fee calculated at 10% of event ticket purchases. If GRI is purchased with the initial registration, the GRI fee will be added to any paid events added to member's registration. As mentioned above, registration fees, dues

payments, directory orders, donations or voluntary contributions are not included in this calculation. The GRI program allows the PR to receive a refund for himself/herself and/or their guests that have to cancel or have their reunion travel plans interrupted for any of the following reasons:

1. Sickness or injury of PR, a traveling companion or members of immediate families, which is diagnosed and treated by a physician or requires hospitalization during the time of the reunion.
2. Death of PR or immediate family member.
3. PR's involvement in a traffic accident, en route to the reunion that causes you to miss the reunion or a particular event.
4. PR's home is made uninhabitable by a natural disaster such as fire, flood, earthquake, hurricane, or volcano prior to or during the time of the reunion.
5. PR is recalled into active duty by the military that causes you to be unavailable to attend the reunion.
6. PR is served a subpoena or called to serve for jury duty during dates of the reunion.
7. PR is quarantined during dates of the reunion.

The GRI program covers only specific VHPA events and fees, and does not cover cancellation costs that might be associated with hotel rooms, airfares, rental cars, and other non-VHPA generated expenses. PR's enrolled in the GRI program and needing to take advantage of the program's features are encouraged to contact VHPA HQ either by email or at the HQ desk at the host reunion hotel as soon as possible in the event of cancellation.

Mini-Reunions: 28 May through 31 May - Keeping in mind that one of the primary reasons for our Reunion is to reconnect with past compatriots from your RVN unit and flight school. The best way to meet up with unit members is to schedule your own Mini-Reunion. If your unit does not have a Mini-Reunion, why not take the initiative to start one up, or you could combine with other sister units you are familiar with if you wish. In addition to specific units and flight classes, we've had Mini-Reunions for such subjects as tandem rotor, Dust-off, Operation Lam Son 719, anyone who was stationed at Soc Trang, VHPA chapters, anyone interested in radio controlled aircraft models. Really there are no rules! Mini-Reunions are typically scheduled in 4-hour blocks and are available for booking on most days during the Reunion. You can also request a second four-hour block. However, this second block will be granted on a space available basis with priority for the particular space given to units requesting only one block. Due to decreased usage and increased expenses, the Reunion no longer provides AV equipment for Mini-Reunions. Once your Mini-Reunion is scheduled the details will appear on the webpage. You still should make an effort to get the word out to your buds. Use your directory to contact members (encourage them to re-up with the VHPA if they are not dues current), write a short article for the VHPA Aviator, and schedule early so we can list your unit in articles such as this.

Unit TOC (Tactical Operation Center): If you have a big group that you know is coming (say approximately 20 registrants), then we invite you to schedule a TOC. A TOC is a specific Mini-Reunion room given to your group for all day or for several days. This is like a super Mini-Reunion. Since the group is going to "hang out" in the same room for several days, they can bring almost anything into the room (AV stuff, displays, etc.).

It is easy to schedule a Mini-Reunion or TOC. Complete the Mini-Reunion Request form available at VHPA.ORG and email it to Sherry Rodgers at Sherry@vhpa.org or call [REDACTED] or mail the completed form to HQ in Grand Prairie, TX.

KIA/MIA Gold Star Breakfast Sponsorship - \$20

Use this item to make a contribution to the Gold Star Family Breakfast organized by Julie Kink. Effectively you are paying the price of the meal for a Gold Star Family member. This item was added to the VHPA Reunion Registration form at the request of VHPA Members attending the Annual Business Meeting during the 2010 Reunion in San Diego. Thank you for your generosity.

O'Club: 27 May - 4:00pm-8:00pm / 28 May - 30 May - 11:00am - 11:00pm / 31 May - 12:30pm - 11:00pm

In the tradition of a Vietnam unit's Officer's Club you can get a beer and shoot the breeze with your buddies. The O' Club will again be part of 'ground zero' - meaning the Vendor Area, Ballrooms, Registration and Pre-registration, and the O' Club are all within hand grenade range.

TUESDAY, 28 MAY 2019

Fort Leavenworth and Carousel Museum #1: 28 May - 8:30am - 4:00pm - \$55

Hop on your coach bus and head to the "First City of Kansas"! We will pick up our tour guide and head to Fort Leavenworth for a tour of the oldest active military post west of the Hudson River. Your tour will feature the Oregon and Santa Fe Trails, a drive by and stories of the Haunted Homes and buildings of Fort Leavenworth. Drive through the National Cemetery, established by President Abraham Lincoln in 1862. It is one of the first 14 national cemeteries and is the final resting place for 23,000 veterans from every war since 1812. Tour the nationally-recognized Buffalo Soldier Monument, which was dedicated in 1992 by General Colin Powell to the memory of the 9th and 10th Cavalry Regiments comprised of black soldiers. Visit the Frontier Army Museum, which is the home of personal artifacts of General Henry Leavenworth, an exhibit depicting the history of African-American servicemen, the Buffalo Soldiers, and many other intriguing galleries and memorabilia from 1804-1917. Then VHPA guests will enjoy lunch with "Harvey Girls" in the historic 1888 Union depot. Lunch will include a half clubhouse sandwich, cup of chicken pot pie soup, pasta salad, dessert and

coffee/ice tea. Before heading back, VHPA can take a ride on a restored 1913 wooden carousel and get a behind the scenes tour of the C.W. Parker Carousel Museum.

Capacity: This event is limited to 100 participants.

Arabia Steamboat Museum Tour #1: 28 May – 9:40am – 11:45am - \$25

The Arabia Steamboat Museum is home to a true time capsule of frontier life in the 1800s. When the mighty Steamboat Arabia sank near Kansas City on September 5, 1856, she carried 200 tons of mystery cargo. Lost for 132 years, its recovery in 1988 was like finding the King Tut's Tomb of the Missouri River. Remarkably preserved clothes, tools, guns, dishware and more were found and all of Arabia's cargo was transformed into the Arabia Steamboat Museum, a top Kansas City attraction. For our VHPA Guests, this will be partially guided and partially self-guided. The Treasures of the Steamboat Arabia will connect all VHPA Guests to American history in a new and exciting way.

Capacity: This event is limited to 54 participants.

American Jazz & Negro Leagues Baseball Museum #1: 28 May – 12:10pm – 2:45pm - \$30

VHPA Guests will enjoy exploring both of these museums that offer a glimpse of history and heritage of KC. The sights and sounds of a uniquely American art form come alive at the American Jazz Museum and the Negro Leagues Baseball Museum (NLBM) recreates the look, sounds and feel of the game's storied past. Scholars, students, musicians, and fans are drawn to the Jazz Museum to learn about the legends, honor their legacy, or simply enjoy the best music America has to offer. Celebrating the artistic, historical, and cultural contributions of jazz, the American Jazz Museum includes: Rare photos, album covers, memorabilia, and personal items telling the stories of jazz legends Louis Armstrong, Duke Ellington, Ella Fitzgerald and Charlie Parker. More than 100 recordings of the greatest jazz ever played. The Negro Leagues Baseball Museum has video presentations and memorabilia in the 10,000 square-foot multimedia exhibit chronicle the history and heroes of the leagues from their origin after the Civil War to their demise in the 1960s. The museum is laid out as a timeline of the Negro Leagues and American history. Exhibits include hundreds of photographs, historical artifacts and several interactive computer stations. As the centerpiece of the NLBM, the Coors Field of Legends features 10 life-sized bronze sculptures of Negro Leagues greats positioned on a mock baseball diamond as if they were playing a game. Don't miss out on two of the top museums in KC.

Capacity: This event is limited to 54 participants.

Wagon Tour of Historic Independence #1: 28 May – 12:20pm – 5:00pm - \$56

Take a trip back in time and travel the same streets of Historic Independence, Missouri as the early pioneer settlers like Frank and Jessie James and President Harry S. Truman did, and all from the comfort of a horse drawn covered wagon. On this wagon ride and city tour VHPA guests will see sights like the location of Harry S Truman's first job and the court house Truman helped rebuild. Hear the history of Quantrill's Raiders, Independence Civil War battles, how Wild Bill Hickok got his name and of course Frank and Jesse James! The tour is highlighted with a visit to the historic birthplace of Bess Truman, as well as following a portion of the actual Sante Fe Trail! This tour will also include time at the National Frontier Trails Center and the 1859 jailhouse that held Jesse and big brother Frank James. The wagon seats are padded on the bottom and be aware that there are a few steps to get into the wagon. Extra steps can be added to make this process easier if needed.

Capacity: This event is limited to 54 participants.

KC Brewery, Distillery and Wine Tour #1: 28 May – 1:00pm – 5:00pm - \$69

The best of all worlds! Barley Bus will pick up VHPA Guests and take them on a private tour to visit a local brewery, winery & distillery. All stops will include behind the scene tours of each facility, samples at each stop to taste the spirit of Kansas City, and light snacks/water. This is your opportunity to get an exclusive, behind-the-scenes look at the places and people making some of KC's best beer, wine & liquor! This is a tour you don't want to miss and will be a small capacity tour so register early!

Capacity: This event is limited to 42 participants.

Kansas City Gangster Tour #1: 28 May – 4:00pm – 5:30pm - \$35

This Gangster Tour features an interactive look at the Pendergast era from 1920 to 1945. You'll learn about and see how the "Pendergast Machine" controlled the political system and the very fabric of life in Kansas City. This tour highlights infamous crimes like the Union Station Massacre, shows the locations of speakeasies and gambling halls and explains how liquor flowed freely during prohibition. The homes and workplaces of crime bosses and the sites of major turf wars are also featured on this tour. Sounds like an "offer" our VHPA Guests can't refuse.

Capacity: This event is limited to 54 participants.

Early Bird Gathering: 28 May – 7:00pm – 10:00pm - NC

This social gathering continues the long standing tradition of having an appointed place and time for everyone who comes "early" to the Reunion to meet and greet others. Since the room is configured with lots of tables and chairs, you can sit, stand, and walk around as you see fit.

Note: No food is provided at this gathering.

WEDNESDAY, 29 MAY 2019

Golf Outing at Shoal Creek Golf Course: 29 May – 7:00am – 4:00pm - \$140

This year we will play at Shoal Creek Golf Course. Your golf ticket includes bus transportation, green fees, carts, score cards, complimentary range balls, one Power Pack, and **BREAKFAST AND LUNCH**. Rental clubs (Taylor Made M2 clubs) including 2 sleeves of balls are available for \$50/round.

The Power Pack rules are carried forward from previous VHPA events. Additional Power Pack tickets (\$20 each) and can be purchased at the HQ Registration Desk in the hotel with cash or credit card. Cash is required to purchase an individual team member Power Pack at the golf course. Included in the Power Pack Bonuses are the following:

- Two each Mulligan's (from the tee only) per side (total of 4 per team member). Mulligans are for each player and cannot be used by another team member.

- One "Get-Out of Hazard Free" per side (total of 2) per 18 holes. Place ball where it last traveled before entering the hazard or OB, no penalty. Used for sand traps, water, and Out of Bounds with no penalty.

- Move up one tee box once (1) per side (total of 2) per 18 holes except on Par 3's.

Visit <http://www.shoalcreekgolf.com/> for details about the course.

Capacity: This event is limited to 54 participants.

Breakfast w/Speaker John Clark: 29 May – 7:30am – 9:00am - \$20

John Clark was born in 1940 in Columbia, Missouri and commissioned through the Air Force ROTC program at the University of Missouri-Columbia on June 5, 1962. Clark graduated from Undergraduate Pilot Training and awarded his pilot wings at Reese AFB, Texas. He flew C-130 Samaritan transports with the 12th Aero Medical Transport Squadron at McGuire AFB from October, 1963 to June, 1965. Clark then completed RF-4C Phantom II Combat Crew Training and served at RAF Alconbury, England, from June, 1965 to October, 1966. He was assigned to the 11th Tactical Reconnaissance Squadron in October, 1966 flying combat missions in Southeast Asia out of Udorn Royal Thai AFB, Thailand. On March 12, 1967, Clark was forced to eject over North Vietnam. He was immediately captured and taken as a Prisoner of War. After spending 2,170 days in captivity, he was released during Operation Homecoming February, 1973. He recovered from his injuries at Scott AFB Medical Center, Illinois, and then returned to college through an Air Force Institute of Technology assignment at the University of Missouri-Columbia in October, 1973. Clark then served as an instructor pilot at Vance AFB, Oklahoma, before leaving active duty on June 10, 1977. He spent time in the Missouri Air National Guard before joining the Air Force Reserve, retiring January 1992.

Enjoy the Kansas City Marriott Downtown's Kansas City Breakfast

Buffet including assorted chilled fruit juices, seasonal fresh fruit & berries, scrambled eggs, Grilled Ham Steak, BBQ Brisket Hash, BBQ Aioli, three cheese hash brown casserole, buttermilk biscuits & country gravy, assorted breakfast pastries, regular & decaffeinated coffee and assorted teas. We've scheduled each breakfast to conclude prior to most other Reunion tours or events for the day.

Fort Leavenworth & Carousel Museum #2: 29 May – 8:30am – 4:00pm - \$55

See Description on Tour #1 on 28 May.

Capacity: This event is limited to 100 participants.

Kansas City Trolley Tour #1: 29 May – 9:00am – 10:30am - \$30

Get acquainted with the popular sites, local favorites and hidden treasures that Kansas City has to offer during a fully-narrated, guided tour aboard authentic, air-conditioned trolleys with padded seats! Some of the things you'll experience on this Trolley Tour are 15 miles of Kansas City's beautiful sites like art museums, fountains and statues - Kansas City's vibrant history and culture. This is a great way for our VHPA Guests to learn where to go for sites to visit, history regarding the city and great restaurants to enjoy cuisine from around the world including Kansas City's famous BBQ! Don't miss out on this exciting tour of the BEST KANSAS CITY HAS TO OFFER!

Capacity: This event is limited to 60 participants.

Quilters' Hamilton Outing: 29 May – 9:00am – 4:00pm - \$25

Board a VHPA coach bus headed to the Missouri Star Quilt Company in Hamilton, Missouri for a fun day shopping for that unique fabric you need for your next quilt. Missouri Star Quilt Company was founded by the Doan siblings in support of their mother Jenny Doan's dream, and in tribute to her talent as a quilter on YouTube. It has grown into a \$20,000,000 per year business that owns 21 buildings in Hamilton and is part owner of three restaurants. Of the 21 buildings, 12 are currently dedicated to quilting fabric and quilting related items/notions. Missouri Star has become the largest employer in Caldwell County, with over 300 employees. Hamilton has become a must visit mecca for dedicated quilters. For history buffs, there is a museum dedicated to Hamilton's very own J.C. Penney, who began the "American Department Store". The town has done a really nice job on the museum as a great tribute to the boyhood home of J.C. Penney. Hamilton has something for everyone. For the men who might accompany their significant other, there is a "man cave" where you can watch sports on TV, play a game or two of pool, read and visit other travelers from around the state(s). Lunch will be at your own expense and is available at places like The Blue Sage, Hank and Tank's BBQ, J's Burger Dive, Mama Hawks Kitchen, and many more.

Capacity: This event is limited to 54 participants.

WWI Museum and Memorial #1: 29 May - 9:40am - 1:15pm - \$26

VHPA Guests will be mesmerized at The National WWI Museum and Memorial as it is the only American museum solely dedicated to preserving the objects, history and personal experiences of a war whose impact still echoes in the world today. The National WWI Museum holds the most diverse collection of World War I objects and documents in the world and will take VHPA Guests on an epic journey through a transformative period and share deeply personal stories of courage, honor, patriotism, and sacrifice. This will be a self-guided tour through one of the largest collections of WWI artifacts in the world with interactive displays, thought-provoking films and eyewitness testimonies. From the first shots fired in 1914 to the last attempts at peace in 1919, this award-winning museum offers a global perspective of "The War to End All Wars," and includes firsthand accounts from the battlefield and home front alike. This will include entrance to all exhibits and galleries EXCEPT Liberty Memorial Tower or Wylie Traveling Gallery and those are available for purchase at the museum.

Capacity: This event is limited to 54 participants.

WWI Museum and Memorial #2: 29 May - 11:10am - 2:45pm - \$26

See Description on Tour #1 above.

Capacity: This event is limited to 54 participants.

Kansas City Trolley Tour #2: 29 May - 2:00pm - 3:30pm - \$30

See Description on Tour #1 above.

Capacity: This event is limited to 60 participants.

Kansas Belle Dinner Train: 29 May - 4:50pm - 10:30pm - \$80 Adult; \$70 Teen (14-18 Yrs) \$60 Child (13 & under)

Reminisce as you travel onboard the Kansas Belle Dinner Train in 1940's Era decorated cars, all of which have their own unique and distinct personalities, and let your mind wander as you listen to the music of the 1940's Big Band Era. Enjoy a 3 course dinner on this 22 mile round trip train ride departing from Baldwin City Depot and relax while enjoying breathtaking views. Roam from car to car and view era related memorabilia. Dinner does not include alcohol but there will be bars for our guests to purchase. This is a dinner every guest will truly remember and enjoy. This will be a popular event that is sure to sell out so register early!

Note: You must make a meal selection of either beef or chicken.

Child plate will consist of chicken nuggets and teen plate will be a smaller portion of adult entree.

Capacity: This event is limited to 150 participants.

THURSDAY, 30 MAY 2019

KIA/MIA Gold Star Breakfast: 30 May - 7:30am - 9:00am - \$20

Gold Star Family Breakfast is a traditional VHPA reunion event organized by Julie Kink. This is an opportunity to recognize our Gold Star families. All are welcome to attend. These families are extremely appreciative of the fact that their loved ones did not die alone and that we care about them and remember them like a brother.

If you would like to sponsor guests for the breakfast you can use the Event Sponsorship section under Voluntary Contributions in **Step 2** of the online registration.

If you would like to invite KIA/MIA Gold Star family members who will not be registering for the Reunion, please call VHPA HQ to provide their names and contact information so we can have Name Badges prepared for them.

Julie Kink often writes something like the following as a separate article in The Aviator: "As aviators who have seen combat, most of you remember someone from that long-ago time who didn't make it back from Vietnam. A few of you have connected with the families of your fallen buddies, either through the Family Contacts Committee or by other means, to share with them a memory or two, perhaps a photo, most of all, the knowledge that their loved one was never forgotten. Have you thought of inviting them to attend the VHPA reunion, and particularly, the Gold Star Family Breakfast, with you? As a sister of a fallen Vietnam helicopter pilot, I remember the first time I sat down with veterans who served with my brother, who was killed while flying C 1/9 Cav scouts at age 19. The experience of being with men who could tell me more about his life and his service was powerful. I learned that not only are we families of the fallen welcome at veterans' reunions, we are welcomed "warmly" by those who knew our loved ones and shared their last days. You might have wondered previously: "Should I invite John's family to a reunion? What in the world would they do there, among 600+ of us rowdy pilots? Would they feel out of place?" For the past few years, there's been an event designed especially to bring Gold Star Families (families of the deceased) together with pilots in remembrance and celebration of the lives we lost: the Gold Star Family Breakfast. We are still working out the details but we know this year, as in the past, the breakfast will be a fitting time for you to share great stories about the lives of the guys we lost, with their families, and the rest of us. For family members, reunions provide a great opportunity to experience, firsthand, the camaraderie that our loved ones shared with veterans who have never forgotten them. Have you been sending Christmas cards to John's family all these years? Been calling Harry's mom on the phone at Mother's Day just to brighten her day? Have you been emailing back and forth with Bob's brother for years, but just never got a chance to shake his hand? This is the opportunity to do that. Invite them to attend the reunion and bring them to the Gold Star Family Breakfast. I'm happy to answer questions about the breakfast, as details get confirmed, or about how to connect with a buddy's

CONTINUED ON PAGE 26

SCHEDULE OF EVENTS

KANSAS CITY ~ 28 MAY-1 JUNE 2019

Time	Event
MONDAY, MAY 27	
4:00 pm - 8:00 pm	Pre-Registered Packet Pickup
4:00 pm - 8:00 pm	HQ Registration Desk
4:00 pm - 8:00 pm	Welcome Desk
4:00 pm - 8:00 pm	O' Club Open
4:00 pm - 8:00 pm	Vendor Room Open
TUESDAY, MAY 28	
8:00 am - 12:00 pm	HQ Registration Desk
8:00 am - 8:00 pm	Pre-Registered Packet Pickup
8:00 am - 8:00 pm	Welcome Desk
8:00 am - 8:00 pm	Pre-Ordered T-shirt Pick Up
8:30 am - 4:00 pm	Fort Leavenworth & Carousel Museum Tour #1
9:00 am - 8:00 pm	Vendor Room Open
9:00 am - 10:00 pm	Mini-Reunions/TOCs
9:40 am - 11:45 am	Arabia Steamboat Museum #1
11:00 am - 11:00 pm	O' Club Open
12:10 pm - 2:45 pm	American Jazz & Negro Leagues Baseball Museum #1
12:20 pm - 5:00 pm	Wagon Tour of Historic Independence #1
1:00 pm - 5:00 pm	KC Brewery, Distillery, and Wine Tour #1
1:00 pm - 5:00 pm	HQ Registration Desk
4:00 pm - 5:30 pm	Kansas City Gangster Tour #1
6:00 pm - 8:00 pm	HQ Registration Desk
7:00 pm - 10:00 pm	Early Bird Gathering
WEDNESDAY, MAY 29	
7:00 am - 4:00 pm	Golf
7:30 am - 9:00 am	Breakfast w/speaker - John Clark
8:00 am - 11:30 am	HQ Registration Desk
8:00 am - 8:00 pm	Pre-Registered Packet Pickup
8:00 am - 8:00 pm	Welcome Desk
8:00 am - 8:00 pm	Pre-Ordered T-shirt Pick Up
8:30 am - 4:00 pm	Fort Leavenworth & Carousel Museum Tour #2
9:00 am - 10:30 am	Kansas City Trolley Tour #1
9:00 am - 4:00 pm	Quilters' Hamilton Outing
9:00 am - 8:00 pm	Vendor Room Open
9:00 am - 10:00 pm	Mini Reunions / TOCs
9:40 am - 1:15 pm	WWI Museum & Memorial Tour #1
11:00 am - 11:00 pm	O' Club Open
11:10 am - 2:45 pm	WWI Museum & Memorial Tour #2
12:30 pm - 5:00 pm	HQ Registration Desk
2:00 pm - 3:30 pm	Kansas City Trolley Tour #2
3:00 pm - 5:00 pm	Banquet Seating
4:50 pm - 10:30 pm	Kansas Belle Dinner Train (Select Meal Choice)
6:00 pm - 8:00 pm	HQ Registration Desk

Updated 27 NOV 2018

Due to publication lead times, the status of tour availability may have changed in the interim

*Please consult our website at: **www.VHPA.org** for the latest details and to register for the reunion.*

Time

Event

THURSDAY, MAY 30

7:30 am - 9:00 am
8:00 am - 11:00 am
8:00 am - 5:00 pm
8:00 am - 5:00 pm
8:00 am - 5:00 pm
9:00 am - 5:00 pm
9:00 am - 10:00 pm
9:30 am - 11:00 am
9:30 am - 11:00 am
11:00 am - 11:00 pm
11:30 am - 1:30 pm
12:00 pm - 5:00 pm
12:20 pm - 5:00 pm
1:25 pm - 5:00 pm
2:00 pm - 4:00 pm
2:00 pm - 6:00 pm
2:30 pm - 4:00 pm
3:00 pm - 5:00 pm
3:10 pm - 5:45 pm
5:30 pm - 6:30 pm
7:00 pm - 8:00 pm
7:30 pm - 10:00 pm

KIA/MIA Gold Star Breakfast

HQ Registration Desk
Pre-Registered Packet Pickup
Welcome Desk
Pre-Ordered T-shirt Pick Up
Vendor Room Open
Mini-Reunions/TOCs
Kansas City Trolley Tour #3
Kansas City Gangster Tour #2
O' Club Open

Kansas City BBQ - College of the Ozarks Chorale

HQ Registration Desk
Wagon Tour of Historic Independence #2
WWI Museum & Memorial Tour #3
Quilters Show & Tell
KC Brewery, Distillery, and Wine Tour #2
Kansas City Trolley Tour #4

Banquet Seating
American Jazz & Negro Leagues Baseball Museum #2
VHPA/Texas Tech Legacy Presentation
1st Time Attendee Reception
Welcome Reception

FRIDAY, MAY 31

7:30 am - 8:45 am
8:00 am - 11:00 am
8:00 am - 1:00 pm
9:00 am - 9:30 am
9:45 am - 12:45 pm
10:00 am - 12:30 pm
12:00 pm - 4:00 pm
12:30 pm - 11:00 pm
1:00 pm - 5:00 pm
1:10 pm - 3:15 pm
4:00 pm - 6:00 pm
5:45 pm - 10:30 pm

Pre-Memorial Breakfast

Consolidated HQ Reg, Pre-Reg & T-Shirts
Welcome Desk
Memorial Service
Spouse Event - BBQ Sauce Competition
Annual Business Meeting
Consolidated Reg, Pre-Reg & T-Shirts
O' Club Open
Mini-Reunions / TOCs
Arabia Steamboat Museum #2
Banquet Seating
Closing Banquet w/Entertainment - TBD

family. Little sister, Julie Kink sister of WO David Kink C Troop 1/9th CAV KIA 8-3-1969. I am also a member of VHFCN Family Contacts Committee. Visit www.VirtualWall.org/contacts or email me at [REDACTED]

Enjoy the Kansas City Marriott Downtown's Classic Breakfast Buffet including assorted chilled fruit juices, seasonal fresh fruit & berries, house made almond granola parfait, scrambled eggs, crisp bacon strips & sausage links, breakfast potatoes, buttermilk biscuits & country gravy, assorted dry cereals, assorted breakfast pastries, breads & muffins with butter & preserves, regular & decaffeinated coffee and assorted teas. We've scheduled each breakfast to conclude prior to most other Reunion tours or events for the day.

Kansas City Trolley Tour #3: 30 May – 9:30am – 11:00am - \$30

See Description on Tour #1 on 29 May.

Capacity: This event is limited to 60 participants.

Kansas City Gangster Tour #2: 30 May – 9:30am – 11:00am - \$35

See Description on Tour #1 on 28 May.

Capacity: This event is limited to 54 participants.

Kansas City BBQ: 30 May – 11:30am – 1:30pm - \$65

The KC BBQ luncheon will give everyone a chance to sample the various styles of KC BBQ. Whether you like ribs, brisket or pulled pork, you are sure to find something finger lickin' good. Come with an empty tummy and plan to not only eat, but learn about Kansas City style BBQ. During the luncheon we will be entertained by the College of the Ozarks Chorale. They are known for their patriotic songs, and the college itself is a great supporter of veterans. This will be a highlight of the reunion that you will surely remember.

Wagon Tour of Historic Independence #2: 30 May – 12:20pm – 5:00pm - \$56

See Description on Tour #1 on 28 May.

Capacity: This event is limited to 54 participants.

WWI Museum and Memorial #3: 30 May - 1:25pm – 5:00pm - \$26

See Description on Tour #1 on 29 May.

Capacity: This event is limited to 100 participants.

Quilter's Show & Tell: 30 May – 2:00pm – 4:00pm - NC

This special meeting continues the tradition started at least seven years ago to present wonderful hand-made, American flag themed quilts to VHPAers and possibly local area veterans.

KC Brewery, Distillery and Wine Tour #2: 30 May – 2:00pm – 6:00pm - \$69

See Description on Tour #1 on 28 May.

Capacity: This event is limited to 42 participants.

Kansas City Trolley Tour #4: 30 May – 2:30pm – 4:00pm - \$30

See Description on Tour #1 on 29 May.

Capacity: This event is limited to 60 participants.

American Jazz & Negro Leagues Baseball Museum Tour #2:

30 May – 3:10pm – 5:45pm - \$30

See Description on Tour #1 on 28 May.

Capacity: This event is limited to 100 participants.

VHPA/Texas Tech Legacy Presentation: 30 May – 5:30pm – 6:30pm - NC

This is an "annual report" seminar covering all the activities related to the VHPA's eventual migration to the Vietnam Center and Archive (VNCA) at Texas Tech University in Lubbock. Steve Maxner, the VNCA Director, will provide details of a wonderful announcement that becomes "official" on 1 Jan 2019, summarize the accomplished for the last couple years (for example the VNCA has added more than thirty (30) VHPA related Collections to the Virtual Vietnam Archive (VVA)), and describe the future plans of the VHPA : VNCA relationship. Mike Law will report on specific Projects (for example how deceased VHPA member and author, Tom Marshall's huge collection was added to the VVA) and how VHPAers can contribute oral histories, photos, memorabilia, and published manuscripts to the VHPA's Archive within the VVA. Gary Roush will report on how the VHPA's Died After Tour (DAT) database will "fold" into the VNCA. There will also be demonstrations on how you and the public to use the VVA to "see" your individual and the VHPA's Legacy.

1st Time Attendee Reception: 30 May – 7:00pm – 8:00pm - NC

This is a special reception for those attending a VHPA reunion for the first time. Besides meeting other first time attendees you will visit with members of the VHPA Executive Council and various VHPA committee chairmen in an informal setting. After a brief presentation about the history of the VHPA and the way the VHPA operates there is time for Q&A and one to one conversations. For example - maybe you want to meet and speak with the VHPA President or the Editor of The Aviator? Maybe you have a question about how the annual financial audit is conducted? Maybe you have a photo that you'd like to see published in the VHPA Calendar? Now is a good time to have these conversations! While the primary audience is VHPA members, their guests and friends are also welcome. A cash bar is available in this reception.

Note: At the conclusion of this reception, you are welcome to join the Welcome Reception already in progress.

Welcome Reception: 30 May – 7:30pm – 10:00pm - NC

Traditionally this reception was the first official event for everyone to get together **FOR SURE** at a Reunion. Now it is just a "get together" at an appointed place and time for everyone who attends the

Reunion. Please don't be concerned about the word "reception" ~ there will be NO RECEIVING LINE and NO FORMALITIES. The room will be configured with lots of tables and chairs so everyone can sit and talk. We'll position cash bars to make certain no one has to stand in a long line. You are welcome to bring a unit sign or guidon so people will know where "your table" is located. *We CAN NOT hang unit banners over the tables at this Reception, sorry.*

FRIDAY, 31 MAY 2019

Pre-Memorial Service Breakfast: 31 May - 7:30am - 8:45am - \$20

This is the third and final breakfast offered at this Reunion. The Memorial Service, scheduled to begin at 9am is primarily a time to honor the several hundred VHPA members and potential members who passed away since the 2018 Reunion in Atlanta.

Enjoy the Kansas City Marriott Downtown's Classic Breakfast Buffet including assorted chilled fruit juices, seasonal fresh fruit & berries, house made almond granola parfait, scrambled eggs, crisp bacon strips & sausage links, breakfast potatoes, buttermilk biscuits & country gravy, assorted dry cereals, assorted breakfast pastries, breads & muffins with butter & preserves, regular & decaffeinated coffee and assorted teas. We've scheduled each breakfast to conclude prior to most other Reunion tours or events for the day.

Memorial Service: 31 May - 9:00am - 9:30am - NC

The Memorial Service has been part of the "Reunion's Fabric" for at least ten years. It has evolved into the perfect setting / opportunity to reflect and remember our fallen brothers and friends. Since the KIA/MIA Gold Star Family Breakfast is dedicated to our KIA/MIA brothers, this Memorial Service is dedicated to those who passed away after their service in Southeast Asia with SPECIAL EMPHASIS on those who have passed SINCE THE LAST VHPA REUNION. The VHPA often uses the term DAT (Died After Tour) to refer to those who served in Southeast Asia during the Vietnam War era, survived the War, and then passed away.

A roster of all DATs (known to the VHPA) since the last Reunion is printed in the program. In Atlanta there were 274 names on the roster!

The brief Memorial Service is patterned after a traditional graveside service many of us experience at a National Cemetery. It begins with the Posting of the Colors and we all repeat the Pledge of Allegiance. There is an opening prayer and we all sing the Star Spangled Banner.

Traditionally a local pastor or a VHPAer delivers a short message. Often Taps is played or a special musical arrangement is presented. We all sing God Bless America as a closing hymn. A Closing Prayer is offered.

It is important to note that no financial donations or contributions are requested or accepted during the Memorial Service.

Questions concerning this event should be directed to VHPA Executive Council Member John Powell or by contacting VHPA HQ.

Spouse/Guest Event - BBQ Sauce Competition: 31 May - 9:45am - 12:45pm - \$69

Board a coach bus and head to the Culinary Center of Kansas City where VHPA Spouse/ Guests are taking BBQ Sauce to a whole new level! Trade the typical outing in for the heat of the kitchen and get fired up at this smokin' fun competition brimming with culinary adventure and fun. First, head into the kitchen with your fellow VHPA Spouses and Guests and enjoy a tasty grilled appetizer prepared by one of our CCKC chefs, then listen up as a BBQ Pro gives you the low-down on exactly how to create your own personalized Kansas City-style BBQ sauce. Then it's into the kitchen as teams start designing and building their own customized BBQ Sauce complete with a clever moniker and packaging. The clocks will be ticking and the judges waiting to choose a winner! Each guest will be able to take home their own homemade BBQ Sauce.

Capacity: This event is limited to 100 participants.

Annual Business Meeting: 31 May - 10:00am - 12:30pm - NC

The Annual Business Meeting (ABM) is when we conduct the official business of the association. On Friday morning you will hear committee chairmen give reports on their activities over the past year and you will have the opportunity to vote on administrative issues plus elect our next two Executive Council members. This is a good time to learn about the workings of the VHPA behind the scenes and to influence the future direction of our association.

Only VHPA Members in good standing (meaning the former pilot is dues current and HQ has a valid mailing address for him in the database) may attend. You must present your ticket at the door. VHPA Members in good standing who are not attending the Reunion can also attend the ABM but must obtain a ticket from the Registration Desk.

Arabia Steamboat Museum Tour #2: 31 May - 1:10pm - 3:15pm - \$25

See Description on Tour #1 on 28 May.

Capacity: This event is limited to 85 participants.

Closing Banquet: Registered Adults - 31 May - 5:45pm - 10:30pm - \$75

This ticket is for an adult banquet meal (Dual plated entrée w/chicken & beef) for someone who has also paid the adult reunion registration fee.

The highlight for most reunion attendees is our closing banquet. This is the only "dress up" occasion of the reunion. It is a celebration of our time together opening with a tribute to our missing men and closing with the change of command from our current president, John Sorensen to the new one, Art Jacobs after the meal.

For those who just want to visit after the closing remarks, please know you can stay at your table until 11 pm. Cash bars remain open until they are no longer needed.

Closing Banquet: Registered Child <10 – 31 May – 5:45pm – 10:30pm - \$25

This ticket is for a "kid's meal" for the closing banquet. A word of warning is appropriate here. This meal is designed for children under the age of 10 years old. Trust us when we say that this meal will NOT MAKE a teenager happy at all!

A few years ago the only meal option available was an adult meal for children. Rather expensive indeed. While this price is still rather high for a "kid's meal" it is much more attractive than paying for an adult meal for a 10-year old!

Closing Banquet: Non-Registered Guest – 1 May – 5:45pm – 10:30pm - \$85

This ticket is for an adult banquet meal (Dual plated entrée w/chicken & beef) for someone who has NOT PAID the adult reunion registration fee. Please review the Non-Registered Banquet Guest (NRBG) details in the Reunion Information at www.vhpa.org.

A non-registered guest enjoys all the features/details described in the registered adult narrative above.

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FVSO supports about 850 Montagnard children living at 7 orphanages in the Kontum/Pleiku area. Founded in 2005 by former servicemen who served in Vietnam's Central Highlands, we are a small group, proud that 100% of all donations go directly to the children & their caregivers. FVSO provides food, medicine, dental care, shelter and education. Please feel free to visit our web site for more information.

As a non-profit, all donations are tax deductible (501©3)

To donate, you can reach us at:

Web: FriendsofVSO.org Email: FriendsofVSO@gmail.com

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AWARENESS**

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& other events

VHPA CHAPTER ACTIVITIES

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Charles 'Chic' Carter

ALASKA CHAPTER
Lynn Kile, President

AMERICAN HUEY CHAPTER
Chuck Canfield, President

ARIZONA CHAPTER
Bill Sorenson, President

CALIFORNIA CHAPTER NORTH
Ken Fritz

CENTRAL NEW YORK CHAPTER
Tom Mc Millen, President

FLORIDA CHAPTER
Don Welch

FORT WOLTERS CHAPTER
Herb Koenig, President

GEORGIA CHAPTER
Bob Lanzotti, President

LOUISIANA GULF COAST CHAPTER
Victor Lent, President

MICHIGAN CHAPTER
Richard Deer, President

UPPER MIDWEST CHAPTER
Bruce Hunter, President

MONTANA CHAPTER
Todd Brandoff, President

NORTH ALABAMA CHAPTER
Marshall Eubanks, President

NEW JERSEY CHAPTER
(currently inactive, seeking members)

NORTH CAROLINA CHAPTER
Ed Hughes

OHIO RIVER LZ CHAPTER
Keith Allegor

OKLAHOMA CHAPTER
Mike Sloniker, President

OLD DOMINION CHAPTER
Don Agren, President

www.vhpavirginia.org

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Jim Miles, President

SOUTH MISSOURI CHAPTER
Ken Sherfey, President

ROCKY MOUNTAIN CHAPTER
Dale E House, President

SOUTH CAROLINA CHAPTER
(Celebrate Freedom) Chapter
Larry Russell, President

SOUTHERN CALIFORNIA CHAPTER
Jim Davidson, President

UTAH CHAPTER
Thomas Melville

WASHINGTON STATE CHAPTER
Mel Latham, President

HAWAII CHAPTER – Provisional
Ken DeHoff - POC

Notice to all Members of the VHPA

The liaison between the national HQ of the VHPA and the independent Chapters has reverted to Tom Payne of the Chapter Liaison National Committee. Tom can be reached at [redacted] (cell) or [redacted] (home) or via E-mail at [redacted]. Feel free to contact Tom 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

A Big Welcome to our Newest Chapter...

AMERICAN HUEY CHAPTER

Our organizational chapter meeting was held August 10, 2018, in Peru, IN, in the hangar of American Huey 369. Ten people were present - nine warm bodies and one (Steve Kerchenfaut) on speaker phone.

Chapter officers were elected:

- President - Chuck Canfield
- Vice President - Phil Marshall
- Sec-Treasurer - Robert Fureigh

Chuck appointed Phil Marshall as Chairman of the Bylaws Committee.

While the nucleus of our membership is comprised of volunteers and supporters of the American Huey 369 organization, the chapter has no official connection to it.

Our two categories of membership are: (a) Regular, and (b) Associate. Regular members are dues-current VHPA members, while Associate members are patriots and Huey lovers.

Since we have no geographic association, our chapter name doesn't either; many of us are also members of other VHPA chapters.

Since our organizational meeting three months ago, our membership has grown steadily. As of late November, we have 53 members, from several states around the country.

Chapter members Charles 'Chick' Jones and Lance Hopkins pose by AH369's Gunship 049, which served in Vietnam 1965-71 with four different units.

Chick served with the Smiling Tigers D Co., 229th AHB, 1st Cav and was 049's first crewchief in '65.

Lance served with the Falcons 335th AHC and was 049's last crewchief in '71.

At an event in October in Kentucky, Chick and Lance crewed her together during a featured flying introduction to the crowd of 1,000 in attendance. I don't remember which one manned the M-60 on the left side, but I'd bet it was Chick.



Some of our chapter members with AH369's visit to the Indiana Veterans Home in Lafayette on Veteran's Day, Sunday Nov. 11th.



"Chick."



Our organizational chapter meeting.

With American Huey 369's flying season being April-October, we plan to have meetings that coincide with events in a number of states during that period. AH369 typically has 15-18 events each year, with a 3-day "Gathering" in Peru in August. We plan to convene our special, annual chapter meetings during the Gathering.

Submitted by Robert Fureigh



Lance. Icing on the cake - piloting 049 are VHPA life members Ron Paye and Glen Veno

VHPA CHAPTER ACTIVITIES

ALAMO CHAPTER

Our ladies have continued to enjoy their luncheon meetings. On November 13th, they dined at the Cheesecake Factory Restaurant of La Cantara. The next day, the men met for lunch at Golden Corral on N.W. Loop 410.

Our Christmas party was again a great success, and was attended by over 65 of us on Saturday evening, December 1st, in the Army Residence Community in San Antonio. Last year



we outgrew their Sky Lounge, so this year, we moved into the auditorium. There was a lot more room and a larger dance floor, which was utilized, thanks to live music by the Dukes of Cool. We all thank Secretary Al Flory for hosting and arranging this fun gathering each Christmas.

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

Chuck Oualline

ARIZONA CHAPTER

November 17th Meeting

Before everyone got busy with the Holiday Season, we had an AZ VHPA meeting at the Scottsdale American Legion, Post 44, who were nice enough to accommodate our group. We had approximately 25 members and spouses attend our "Burgers and Beer" event. Some came from as far away as Flagstaff and the Grand Canyon. The meeting was almost like a Soc Trang reunion. Many of the attendees were assigned there at different times and a few were in different units at the same time. A good time was had by all.

After everyone was served, we showed the DVD for the Monument Dedication Ceremony for the dedication of the Pilots and Crewmembers Monument at Arlington Cemetery. It was a moving experience.

I want to give a plug for the Arizona Chapter of the Army Aviation Heritage Foundation. They will be completing a Phase Maintenance Inspection on the Cobra in Mesa at Falcon Field. They have also completed the rebuild of the UH-1B gunship which will be in an upcoming issue of the VHPA Aviator. The B Model participated in the Mesa Veterans Day parade and is now on display at the Commemorative Air Force Museum at Falcon Field. Anyone interested in helping the AZ AAHF should contact Dave Sale at [REDACTED]

Bill Sorenson



FLORIDA CHAPTER

Our Chapter finished the year on a very high note by participating in two spectacular events! First, the Vietnam Veterans Memorial Traveling Wall was hosted by the Band of Brothers of The Villages, November 1-5, 2018 in the town of Lady Lake, FL. Lady Lake is the home of the world's largest American Legion Post (347) with more than 8,000 members! Needless to say, the attendance for



The Vietnam Veterans Memorial Traveling Wall at Lady Lake, Florida.



The VHPAF 'Sales Team' at Lady Lake preparing to welcome the crowds.

VHPA CHAPTER ACTIVITIES

this event was outstanding each day. On the first day, our Chapter had the honor and privilege of leading the Wall's escort through the towns of Leesburg, Fruitland Park, and finally arriving at Lady Lake. We then supported the event with our LOACH (static display), little loach (kiddie ride), and Sales Table. We also enjoyed a fly-in of a LOACH (owned by member Peter Bales) and a COBRA (owned by member Rodger Renzulli). Both aircraft shut down for a static display, then departed in formation as they individually 'saluted' the Wall.

Our second event also featured the Vietnam Veterans Memorial Traveling Wall and was hosted by the City of Apopka, FL November 8-12, 2018. Again, our Chapter was part of the escort leading the Wall into the city. The route took us past every elementary, middle, and high school in the city before finally arriving at our destination. It was a wonderful and very moving sight to see all the school personnel, students, and faculty lining the streets and campus boundaries waving flags, banners, and placards welcoming us to their city. The experience was absolutely breathtaking! What a GREAT way to end the year!

Submitted by Dr. Joe Ponds,
Chairman of the Board, VHPAF.

From inside the LOACH's cockpit, hundreds of high school students, faculty, and staff can be seen awaiting the parade of police motorcycles, the Traveling Memorial Wall, the VHPAF LOACH, and hundreds of Vietnam Veteran motorcyclists heading their way.



The Vietnam Veterans Memorial Traveling Wall at Apopka, Florida.

GEORGIA CHAPTER

On 17 November 2018, the Georgia VHPA Chapter mustered its last bi-monthly breakfast meeting of 2018 at our tactical CP, the Del Ray Diner (LZ Delta Romeo Delta). At the outset and throughout our meetings, our DJ Extraordinaire, Bill McRae, continued to entertain us with Vietnam-era music, film clips of Robin Williams (Good Morning Vietnam), and a variety of other action flicks featuring all those fling-wing aircraft we used to fly (when we were soldiers once and young).

During our business meeting we discussed adopting a GA VHPA lifetime membership option as an alternative to annual dues for our members. The life membership option was tabled until we study it further. A change of officers for the new year was discussed and will be addressed during our January meeting. Finally, several members provided a recap of the numerous Veteran Day ceremonies conducted in the Atlanta metropolitan area.

Our speaker for this meeting was Bob Lanzotti who filled in for the speaker he desperately looked for but couldn't find. His pitch borrowed several selected stories from the book he authored, Flying Through the Years, A Trilogy of Short Tour and a Collection of Short Stories. Surprisingly, not a sin-

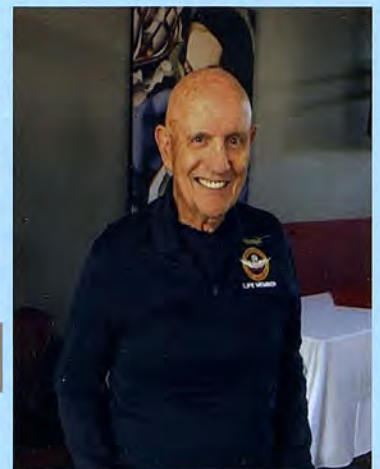
gle person fell asleep during the entire presentation.

The first chapter meeting of the new year is scheduled on January 19, 2019 at LZ Delta Romeo Delta. As of this writing there is no scheduled speaker for that meeting, so members have been encouraged to be prepared to come forth with their very own war stories. There are likely no eye witnesses to the stories we will hear, so, predictably, the stories will be just as bombastic as the series of Rambo movies.

Former Vietnam helicopter pilots who miss the fun and fellowship we all enjoyed when "We Were Pilots Once...And Young," please visit our website (www.ga.vhpa.org) for the schedule of future chapter meeting dates. For questions regarding our organization and/or directions to our meeting location, please contact me at rlan-



Bob Lanzotti, President



VHPA CHAPTER ACTIVITIES

MICHIGAN CHAPTER

The Michigan Chapter had a very active 2018 and continues at a somewhat slower pace into and through the winter months. On September 22nd a spontaneous mini-meeting was held in Charlotte. The purpose was to transfer damaged materials from the custom chapter canopies for evaluating repair options. Both custom canopies were damaged at Thunder over Michigan by rotor wash from a Huey – ironic and tragic. Member At Large Mark Benjamin had the canopies made originally and brought them down from Traverse City for the Medevac transfer. Meeting him in Charlotte was Vice President Dave James and President Rich Deer. Dave took possession of them and will transfer them to chapter member Charlie Marvin for inspection by Charlie's son for possible repair. Since Mark had to make such a long drive, he joined Dave and Rich for lunch at the Eaton Pub & Grille in Charlotte. Camaraderie and storytelling ensued.

October 11th lunch gathering at Brady's in Traverse City AAR by Member at Large Mark Benjamin. This was yet another highly successful lunch meeting of the NW Michigan VHPA. Guys are joining in from farther and farther away but STILL no time for pool.

In attendance were (all Army unless noted): Ed Luck (Duluth Minnesota), Bob Potvin, Walter Topp, Bob Matlis, Bill the cook and photo bomber, Bart Halliday (USMC rep), Dennis Klein (Grand Rapids), Don Pond, Scott LaBarre, and Mark Benjamin.

As an added benefit, there was a rather large and boisterous group of football fans in the restaurant at the same time. As a token of appreciation for our service, they picked up lunch for the group. At least that's what Wendy, our always highly appreciated waitress, told us after those guys had all left. No matter what, much appreciated and not bad! Bill, the duty cook for the day, said he just couldn't resist the photo bomb and we appreciate that very much as well.

On November 8th Mark Benjamin submitted another AAR:

Hi all! We had yet another highly successful NW MI VHPA lunch meeting on November 8 at Brady's in Traverse City. Attending were Bob & Mary "Pixie" Matlis, Bart Halliday, Curt Grockau, Joe Meredith, Walter Topp, Clay & Linda Maxwell, Bob Potvin, Don Pond, Ed Canright, Mark Benjamin, and Pat Mullen. As you can see in the foreground of the photo, a bit of



November 8th Traverse City L-R Bob Matlis, Bart Halliday, Curt Grockau, Joe Meredith, Walter Topp, Clay Maxwell, Bob Potvin, Don Pond, Ed Canright, Mark Benjamin, Pat Mullen



October 11th Traverse City L-R Ed Luck, Bob Potvin, Walter Topp, Bob Matlis, Bill the cook and photo bomber, Bart Halliday, Dennis Klein, Don Pond, Scott LaBarre, Mark Benjamin



September 22nd Charlotte Mini-Meeting L-R Dave James, Mark Benjamin, Rich Deer

pool was played.

The Vietnam Veterans memorial in Traverse City was a topic of discussion as it could use a little help getting spruced up. We are researching the memorial details and hope to take this on as a group project for the spring thaw. I'll keep everyone posted.

Curt Grockau has joined us before. Curt was assigned to the 1st Brigade, 5th Infantry Division (Mech) when, on or about 10 February 1971, he saved the life of an OH-6 pilot. This all happened during Lam Son 719 and was featured in the Stars and Stripes article dated 22 Feb. 1971. Thru the great efforts of Curt and his platoon mates, the OH-6 pilot, though critically injured, survived. We are in the process of trying to locate him for Curt. Our group will buy lunch for Curt or members of his Platoon, anytime he cares to join us.

Saturday, May 3, 2019 is the tentative date for the next annual spring meeting of the Michigan Chapter at the Log Jam in Grand Ledge. Chapter members and associates should watch their email for updates.

For any VHPA members in or near Michigan who would like to be added to our email list for updates on our activities, contact me at [REDACTED] We have several non-Michigan residents on our roster so don't let that stop you from joining us.

More information on our chapter can be found online at vhpami.wordpress.com and on Facebook at Michigan Chapter of the VHPA.

Submitted by Rich Deer, President

VHPA CHAPTER ACTIVITIES

NORTH ALABAMA CHAPTER

The majority of the North Alabama Chapters members concentrated on two events appropriate to Veterans Day.



The North Alabama Chapter provides opportunities for service for the whole family. We have had many spouses and some children parade and work with the chapter to educate children about Vietnam.

On October 31st through November 4th NAVHPA members and spouses dedicated more than 800 hours to participating on the committee that brought The Wall That Heals (TWTH) to Huntsville. As one of two Vietnam veteran organizations in Huntsville (the other being the Vietnam Veterans of America,) we provided volunteers to support the many positions required for the event as well as Docents at our UH-1C/M (BUC-3) static display. We provided 10 members to serve as security during a four-hour period and individual volunteers for parking, operations, education guides, ambassadors, emotional support and site maintenance. NAVHPA was proud Silver Level Sponsor for the TWTH in Huntsville.

The weather for TWTH was not the best, rain and cold prevailed for the first two days. But the NAVHPA members persevered. They drove carts to help the mobility-challenged get to the wall. They worked as Ambassadors at the wall itself to provide emotional support to those who needed it. Members and spouses manned a table near Buc 3 to answer questions about our Chapter and Vietnam in general. More than 1000 school children were able to see and touch Buc-3 during the days.

When the time came to lay a wreath from the NAVHPA, the weather was cold, rainy and miserable. Some said we should postpone. But Honorary member and NAVHPA widow Claire Parr said, "Well, what's a little rain!" So, 12 members and spouses marched in the rain after dark to honor our dead brothers commemorated on the Wall.

The NAVHPA continues to feed the hungry by serving a meal at the Downtown Rescue Mission in Huntsville



on the third Thursday of every month as a way to give back to the community.

In late October and early November, members and spouses fluffed and refurbished more than 3300 wreaths to support the national Wreaths for Veterans program. Then on two days later in the month, they laid the wreaths on veterans' graves at two large cemeteries in Huntsville. Again, they did not allow freezing cold to deter them from their mission.

But all is not serious with the Chapter, we continue to

VHPA CHAPTER ACTIVITIES

draw more than 60 members and spouses to our monthly meetings. We expect at least 70 at our Christmas party on December 10th.

Sixteen members and spouses and friends met at the Gulf Shores, Alabama Gulf State Park for a week of sun and fun, some war stories and remembering. Chapter President Marshall Eubanks took the opportunity to present a 50th Anniversary Vietnam pin to several Vietnam vets who didn't have one.

The Chapter meets in Huntsville, on the 2nd Monday of most months at 6:00 PM (1800). Stop in when you get a chance. If you live in the North Alabama and Middle Tennessee areas, we want you to join our chapter. You can



contact us at navhpa@gmail.com. Our web site is <http://www.na-vhpa.org>. Come on out!! We'll give you a chance to get all those war stories out of your system. We have each heard all of ours. We need new war stories and comrades! "There I was..."

Ralph Weber



CALIFORNIA NORTH CHAPTER,

Ken Fritz, Jim Cunningham, and Ed Morris, and Mike Nord met at LZ Fritz to wash our truck and Huey on 9 Nov to prepare for the next day. Since Jim was not available the next day, the Woodland Quilters, led by Debi Sterling (Ed Morris's wife) presented Jim with a Quilt of Valor.

On 10 NOV, we celebrated VETERANS DAY at Village Barber Shop, 409 Lincoln Center, Stockton, CA. It was a big success. Bobby Page (owner of the Village Barber Shop) has been sponsoring this fund raiser for Veterans for many years. His Barber Shop is decorated like a Military Museum with many pictures and stories about veterans of all services. This was our second year of displaying Huey 563. Several hundred veterans and the public attended the event and enjoyed our helicopter, a band, pulled-pork sandwiches, and a flyover by five fixed wing private airplanes that performed on the missing man maneuver. The local high school Navy Jr. ROTC did a very respectful flag ceremony. Ken Fritz, Ken Lake, and Ed Morris did the driving duty. Al Doucette, Dave Anderson, Mike Whitten, and Jim Stein met up in Stockton.

Before the official Veterans Day ceremony began, the Woodland Quilters gave each of the attending VHPA-CCN members a custom-made Quilt of Valor. We all appreciate these



Quilt of Valor presented to Jim Cunningham by Stephanie Ladd and Debi Sterling.

wonderful gifts and a big THANK YOU goes out to the Woodland Quilters.

On a sad note, 10 NOV was very smoky due to the Camp Fire in Paradise, CA, which started on 8 NOV. It is the most destructive wildfire ever recorded in California. The town of Paradise was destroyed with over 10,000 structures lost and 63 people have perished to date. The fire is only 40% contained as I write this on 15 NOV. We reached out to 3 VHPA-CCN members who lived in Paradise (Tom Schaub, Ted Smith, and

VHPA CHAPTER ACTIVITIES

Jay Goodrich) They were either not at home or were able to safely evacuate as the flames bore down. However, all 3 lost their homes and most everything else. Our hearts go out to all victims of the Camp Fire.

We are looking forward to our annual Christmas Party on 3 DEC. We will have a few Huey maintenance days this winter as the weather permits. The synch elevators are dented and corroded badly. Both greenhouses are cracked and leaking. Lacking the proper C model elevators, we have two H model elevators that we will modify and paint. We have a source for the greenhouses.

We are trying to restore our infamous MOC and arrange for it to be transported to the next few reunions. It was water damaged several years ago. This is a costly, time-consuming operation and we need help, especially from those of you who have donated to our group in the past, but who live too far from our base of operations in Sacramento, CA, to be active participants. Any help is appreciated. Please contact our President - Ken Fritz or contact us through our website.

Check our website www.vhpaccn.org for more info and to volunteer for the free workday lunches and a chance to educate more folks about the Huey and our history.

Dave Anderson
VHPA-CCN Secretary



Ed Morris, Mike Whitten, Al Doucette, Jim Stein, Ken Fritz, Dave Anderson, and Ken Lake wrapped in Quilts.



Woodland Quilters in front of Huey 563: Sandy Peays, Stephanie Ladd, Kathy Boehm, Debi Sterling, and Stephanie Ronsin.

OLD DOMINION

On Saturday, November 3 we had a fantastic meeting at Legend Brewing with over 19 members and guests. Xuan Pham was a VNAF Pilot who flew A1E Skyraiders all over Vietnam. He flew with the 530th and the 518th Squadrons of the Vietnamese Air Force. He addressed our group and spoke about his experiences: flying, crashing, and escaping the communist rule by boat with his parents and brother. He was not married at the time.



Xuan Pham.



Xuan Pham with members.

He was at the refugee camp in Indiantown Gap, PA. He was finally released and came to Richmond, VA where he found a job cleaning cars at Emrick Chevrolet.

While in Richmond he met a Vietnamese girl who was from the city Hue, where Xuan was born.

He finally found employment at Phillip Morris and applied to the Virginia National Guard where he went to a

UH-1 Huey transition and then joined the Aviation Unit at Byrd Airport in Richmond.

Our next event is the Christmas Gala on Friday December 7th with the MOAA at the Meadowbrook Country Club at 1800.

The next scheduled meeting is at Legend Brewing on January 12, 2019 at 1300.

By Don Agren, President ODC VHPA

VHPA CHAPTER ACTIVITIES

THE ROCKY MOUNTAIN CHAPTER AND THE HELICOPTER WAR MUSEUM (HWM)

Chapter meetings for October and November were held at the American Legion Post #1. We continue to have a good turnout due to the midweek meeting with lunch.

In November, the Helicopter War Museum visited The Sky Vista Middle School and Aspen Crossing Elementary School for Veterans Day activities. Member Joe

Minkiewicz coordinated this event with the schools as he works at Aspen Crossing. Between the two schools, we had approximately 350 students visit the Museum as well as many of the teachers and parents. One of the highlights was a visit from two South Vietnamese soldiers. One of the soldiers contacted us later and wrote: "Hi all Vietnam Veterans, I am so happy to meet you and am so proud to see you fly Vietnam flag. Vietnamese people honor you all forever!" That is Sum Nyugen in the photo RL with Bill Bates and Carl Cavalluzzi. Docents for this event were Bill Robie, Doug Neil, Rick Beaver, Bill Bates, Joe Minkiewicz, Dale House, Carl Cavalluzzi, Phil Lanphier, and Bob White.

We also attended the Denver Civic Center Park Veterans Day Festival. Following the parade, we had a steady flow of visitors that lasted into the early afternoon. Many of these visitors were active service men and women as well as other Veterans and their families. We hosted The Crusaders Valor for Veterans Equestrian Team led by Tracey Nazareus minus the horses but plus "Angel" their service dog mascot; visit them on their website <https://valorforveterans.us/>. They gave us a hand with the exhibit and spoke with many of the visitors. Many thanks go out to everyone who made this a successful event: Terry Olson, Rick Beaver Bill Bates, Doug Neil, Dale House,



Sum Nyugen with Bill Bates and Carl Cavalluzzi, and Sum's Friend also a South Vietnam Soldier.



Sky Vista Middle School Children and Docents.



Doug Neil, Joe Minkiewicz, and Phil Lanphier talking to children.



Civic Center Park Veterans Day Festival with Rick Beaver and Bill Bates talking to a Veteran visitor.



Phil Lanphier with Children.



Valor for Veteran Crusador's talking to Veteran visitors.

VHPA CHAPTER ACTIVITIES

Ben Prieb, Carl and Barbara Cavalluzzi, and Greg Mann and Deborah O'Neill. Terry Olson stated this would be a premier event, and It Was!

The Museum was delivered at 7AM by Sawaya's driver Jose Gonzales (aka JR). He came back after the festivities to return the Museum to Golden.

Thank you drivers, JR and Rob Barnes; we also thank the Sawaya team for providing transportation and support since 2012. In the photo, thanking them for the years of service to our organization are LR Dale House, Dan Klepper, Dennis Poirier and Bill Bates.

Other Chapter and Upcoming Activities:

We will hold our annual Christmas Party on December 8, 2018. Greg Mann and Deborah O'Neill are hosting. I will report on that in the next Aviator. Next chapter meeting will be held at the American Legion Post #1 on Wednesday, January 16, 2019. Other chapter activities will continue to be announced on our Web site.



Veterans Day Docents LR Carl Cavalluzzi, Gregg Mann, Dale House, Doug Neil, Bill Bates, Terry Olson, and Rick Beaver, with the HWM in front of the Denver State Capital.



Valor for Veteran's Crusador's posing in front of the Helicopter War Museum at Civic Center Park. Tracey Nazarens with Angel (center).

Meeting Schedule and other Information:

We normally hold meetings once a month, on the third Wednesday of the month, at 10:00 hours at the American Legion Post #1, I-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 but have our Xmas party. We have not yet decided on our meeting for May and June, as the VHPA Reunion is being held over Memorial Day. The Museum committee will meet periodically to continue categorizing inventory and developing additional displays. Visit our Web site at www.RMCVHPA.com

We continue to look for artifacts for the Museum. Please contact our Chapter President and Museum Curator, Dale House with anything you'd like to donate or loan to the museum. We can be contacted through our mailbox at:

Dale House

SOUTH MISSOURI CHAPTER

The South Missouri Chapter of VHPA held its quarterly chapter meeting November 17, 2018 in Branson, MO on the campus of College of the Ozarks. We again used the Keeter Center for our luncheon and program. Our guests included Dr. Jerry Davis, President, College of the Ozarks; Tom Payne, VHPA Chapter Liaison, and his wife Wanda; and our guest speaker Bryce Lockwood and his wife Lois.

The Chapter installed its slate of new officers for 2019 followed by the auction of a quilt (sewn by Chapter wives and friends of the Chapter) to kick off fundraising for the Chapter's scholarship at the College of the Ozarks. The Chapter presented a check for \$5,310 to the college as the initial endowment.

Following our Chapter business, Mr. Lockwood, USMC, related his experience aboard the USS Liberty while detailed to the ship in a TDY (temporary duty) status. The USS Liberty incident, as presented by Mr. Lockwood, was an attack on a US Navy technical research (read, signal



Guest speaker, Bryce Lockwood, USMC, crewmember USS Liberty during Israeli attack Jun 8, 1967.

VHPA CHAPTER ACTIVITIES

boats, on 8 June 1967, during the Six-Day War. Israel, to this day, maintains it was a case of mistaken identity with an Egyptian ship. US Navy crewmembers contend the American flag on the ship's mast was positive US identification and the Israeli action was a deliberate unprovoked attack. Mr. Lockwood's presentation was a thought-provoking story that still haunts those who served on the USS Liberty. Mr. Lockwood received the Silver Star for conspicuous gallantry and the Purple Heart for his actions.

The next Chapter meeting will be March 9, 2019, in the St. Louis area. Exact location to be announced. Visit our website (vhpasmo.org) or facebook for updated information.

Ken Sherfey, President



Attendees South Missouri Chapter 4Q meeting, Keeter Center, College of the Ozarks.

SOUTHERN CALIFORNIA CHAPTER

Federal Aviation Administration Awards – The Wright Brothers Master Pilot Award – one of our own Randy R. Zahn (author of Snake Pilot).

Have a great Thanksgiving and Christmas.

Jim Davidson



Randy R. Zahn received the Wright Brothers Master Pilot Award from the FAA at the Wings and Rotors Air Museum at French Valley Airport on November 9th, 2018. In attendance left to right DFCS Inland Empire Chapter President Bill Baltazar, DFCS National Vice President Warren Eastman, Wright Brothers Master Pilot Awardee Randy R. Zahn and VHPA Southern California President and DFCS member Jim Davidson were among the family and friends celebrating Randy's milestone in aviation.



AAHF Cobra flying by with the US Flag waving.



VHPA and AAAA group picture September 29, 2018 - Yanks Museum - last day before the Cobra 589 returns to its winter quarters at Falcon Field, Mesa AZ.



Young pilots - trying to master flying instructions and how gunners don't shoot their own blades instruction. Michael Ripley and Jim Davidson field questions and give mini instructions on pilot and gunner skills.

VHPA CHAPTER ACTIVITIES

UPPER MIDWEST CHAPTER

The Upper Midwest Chapter Vietnam Helicopter Pilots Association participated in the annual Veterans Day program at the New Richmond Wisconsin Middle School, on 12 November 2018 with Members from VVA 331, local chapter of the American Legion and VFW. The school put on a wonderful program with chorale and band from the middle school and talks by students and Veterans. After the program, students rotated through rooms set up for each war from the Civil War to the present day.

The VHPA chapter and VVA Chapter 331 set up the trailered UH-1 in the school parking lot for the students and teachers to see and hear about missions that were flown with the Huey helicopter.

On 15 November 2018 our annual meeting and social event was held at David Fongs Restaurant in Bloomington MN. Twenty-five members and guests were in attendance.

If you are a current member of the VHPA living in the Upper Midwest area (Minnesota and Western Wisconsin), please consider joining our chapter located in the Twin City



Bob and Bill from VVA 331 and Jerry Chapman, Bert Leach, Jim Bankston from UMCVHPA at annual Veterans Day program.

area by contacting Chapter President Bruce Hunter at [REDACTED]. Also, information can be found at our Facebook page by searching [REDACTED].

Submitted by Jim Bankston

UTAH CHAPTER

Utah Valley University has 40,000 students. The History Department hosted a Veteran's panel on Tuesday November 13, 2018 and invited the Utah VHPA chapter to participate along with some other Vietnam Veterans. The event was held in an auditorium with about 500 students, faculty, and guests attending. Representing VHPA were Gary Campbell, Lee McCown, and Tom Melville, along with Bob Jones, USN CPO, and Alex Aerts, USA medic. This was an interactive discussion about the war. The students had the opportunity to ask questions and get a first-hand account of the experiences each of us had. The audience gave us a standing ovation at the end of the event. Many students came up after the event and continued to engage us with more questions.

Thomas Melville

Photos compliments of Robyn McCown



Guest speaker, Bryce Lockwood, USMC, crewmember USS Liberty during Israeli attack Jun 8, 1967.



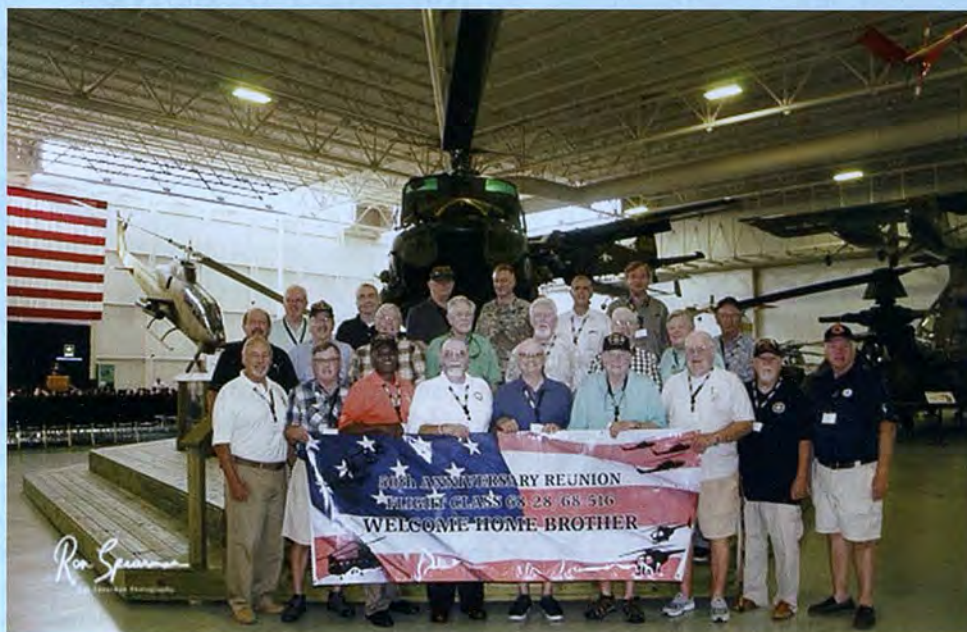
Attendees South Missouri Chapter 4Q meeting, Keeter Center, College of the Ozarks.

OTHER ACTIVITIES

50th Anniversary Reunion Flight Class 68-28/68-516

Flight Class 68-28/68-516 returned to Enterprise, AL, October 2-5, 2018, to celebrate its 50th Anniversary Reunion of graduating from flight school. Twenty-one members of the class are pictured in front of the Huey display of the Army Aviation Museum on Wednesday, October 3. In addition to visiting the museum, the reunion group received briefings from Aviation Center activities. The flight class graduated from Fort Rucker on October 22, 1968 and all members of the class went to Vietnam. There were eight members of the class who were Killed in Action in Vietnam. COL Brian Hughes, Chief of Staff, US Army Aviation Center of Excellence, met the group at the Museum and welcomed them to Fort Rucker. He discussed the legacy that Vietnam helicopter pilots had set and described the group as "aviation pioneers" in helicopter tactics and combat skills. COL Hughes later briefed the reunion group on Aviation Center organization and activities.

Submitted by Ron Spearman, L06294



1st row: George Savani, Bruce Thompson, Bill Maxwell, Bill Glennon, Johnnie Hitt, Jack Smith, Larry Little, Al LoPresti, Al Herold

2nd row: George Phillips, Ron Spearman, Clair Mendenhall, Larry Mullendore, Danny Clark, Mike Fletcher, Dick Todd, Les Thiel

3rd row: Ed Trotter, Rob Colley, Justin Miller, COL Brian Hughes, Chief of Staff, USAACE, Jim Oliphant, Bill Leopold

Veterans Day Remembrance at the Monument

I am proud to report my friend, VHPA Legacy Committee member Bill "Moon" Mullin, provided a Veterans Day wreath to honor two legacy committee members who died within a month of the April 18, 2018 dedication ceremony: Dan Dennison and Tom Marshall. Dan and Tom worked tirelessly throughout the long, four-year project, and we are happy they lived long enough to see those who died operating rotary-wing aircraft in the "Helicopter War" of Vietnam recognized at the dedication ceremony. We miss Dan and Tom, and honor their efforts.

Bob Hesselbein Legacy Committee Chairman

UPCOMING REUNIONS

D/3/5 & C/3/17

When: 2-5 May, 2019

Where: Daytona Beach Resort, Daytona Beach, FL

Guest of honor & speaker: Joe Galloway

Contact: Rick Roll [REDACTED]

A/2/17 Reunion

A Troop, 2nd Squadron, 17th Cavalry, 101st Airborne Division

Alumni Association

When: May 29-June 2, 2019

Where: El Tropicano hotel [REDACTED]

[REDACTED] Mention "Alpha Troop" to get discount (\$109/night). Details and registration are available on the website at www.alphatroopalumni.com.

Contact: Glen Veno at [REDACTED]

for additional details.

AWARDS LEGEND

MOH = Medal of Honor; **DSC** = Army Distinguished Service Cross; **NC** = Navy Cross; **AFC** = Air Force Cross; **DSM** = Distinguished Service Medal; **SS** = Silver Star; **DSSM** = Defense Superior Service Medal; **LM** = Legion of Merit; **DFC** = Distinguished Flying Cross; **SM** = Soldier's Medal; **NMC** = Navy and Marine Corps Medal; **CGM** = Coast Guard Medal; **BS** = Bronze Star Medal; **PH** = Purple Heart; **MSM** = Meritorious Service Medal; **AM** = Air Medal; **CM** = respective service Commendation Medal

Due to limitations of space, most of the obituaries in Taps have been reduced in size; some slightly, some considerably. Often there are extensive details of more interest to a neighbor or other acquaintance. If you wish to obtain more information it is available on vhpa.org.

Boschma, James H. USA, LTC Ret.; Flight Class: 67-19; RVN: 68-69 147 ASHC, 71-72 C/2/17 CAV 101 ABN, 72 F/4 CAV; Callsign: Hill-climber/Condor.



James H. Boschma, 73, of Huntsville, passed away peacefully at Crestwood Hospital on October 14th, surrounded by family and friends. He had a long career in advanced technologies at Redstone Arsenal, then as an entrepreneur in Huntsville after his military retirement in 1988. After 23 years of military service, he continued his passion for the mission of the United States Armed Forces in the private sector. He and his wife started an aerospace engineering company that went into such things as AN-2 sensor platforms and remotely-piloted blimps and tethered aerostats for DEA and Border Patrol, as well as "green energy" projects that could be used in remote areas of Alaska. He also developed technologies that made soldiers in combat operations safer.

He served as the program manager of the ICBM interceptor concept program; displaying his talents as an out-of-the-box thinker and innovative engineer.

Jim was an accomplished pilot, and whether it was Chinook helicopters, Antonov 2 Bi-planes, or their Cessna 337, he loved flying and sharing this pastime with his family and friends.

James is survived by his wife, Judy.

Brown, Jack A. Sr. USA, CW4 Ret.; Flight Class: 55-K; RVN: 66 478 HHC; Callsign: Hurricane.



On October 31, 2018, Jack Audro

Brown, Sr., beloved husband, father, grandfather, and great-grand father passed away in Charleston, SC. Jack was born on 5 June 1929, in Landville, WV.

Jack Brown had a far-ranging and fascinating life. He enlisted in the Marine Corps at the age of 17 and completed basic training at Parris Island in 1946. He went on to re-enlist in the Army and held enlisted ranks from PFC through SFC. He received a battlefield commission in the Korean War to Second Lieutenant and held commissioned officer ranks through Captain.

He graduated helicopter flight school in 1955. As a helicopter pilot, he went on to fly air shows, serve as an instructor pilot, and as a test pilot flying and helping develop the first armed helicopters in the world. He was badly wounded in 1966 in Vietnam from a helicopter crash while flying the largest heavy-lift helicopter operational in the world at that time.

After retiring from the Army, he owned a real estate appraisal business as a SC licensed appraiser working mostly for the state, utility companies, and mortgage banking companies. He retired to the mountains in upstate South Carolina with his pre-deceased, beloved, Nancy Ann.

Brown, Jeffery L. USA; Flight Class: 69-39; RVN: 70-71 B/4/77 ARA 101 ABN; Callsign: Toro 92D. No Obituary available.

Cappadona, Fred J. Jr. USA; Flight Class: 69-42; RVN: 70-71 240 AHC; DFC; Callsign: Mad Dog 37.



Fred Cappadona, Jr., 73, passed unexpectedly on November 21. He was born and raised in Texas. He attended Kirwin High School and was an alumnus of St. Mary's University

in San Antonio, TX, class of 1968. In January 1969, Fred was called to active duty in the United States Army and spent four years on active duty. The last two years were spent in Fort Hood, TX with the 1st Cavalry Division. When he left the service, he held the rank of Captain.

In May of 1973, Fred began his career with the Texas Farm Bureau Insurance Company. He became the agency manager for Hidalgo County in April 1998 and in 2005, Starr County. Hidalgo County at that time had 2,500 members, and by his retirement in 2012, the county had grown to approximately 4,300 members. During his tenure, he served on the Hidalgo county appraisal review board for six years. He served on the Hidalgo County Emergency Service, District Board #3 which encompasses Precinct 4, as well as the Linn San Manuel Community Improvement Committee. Fred served as a board member on the Museum of South Texas History and The South Texas Property Rights Association.

Fred is survived by his wife, Josie C.

Cleveland, Horst, H. USA, MAJ Ret.; Flight Class: 69-20; RVN: 64-65 A-426/A 423 5 SF, 70-71 B/7/17 CAV; DFC (OLC), BS, PH; Callsigns: Scalphunter/Scout/Embalmer 3.



Horst H. "Butch" Cleveland of Temple passed away on Wednesday, October 17, 2018 at the Community Living Center-VA in Temple.

Butch was born on May 3, 1939 in Heidelberg, Germany. He moved to the Bell County area at the age of 12. Cleveland graduated from Killeen High School in 1958. He enlisted in the US Army in 1962 and served honorably for over 26 years.

During his time in the Army, Cleveland served as an infantryman, rotary wing pilot, and rotary wing instructor, as well as with the Special Forces as a Green Beret. Cleveland was deployed to Vietnam four times.

After retirement, Cleveland worked as a rancher in the Bell County area and cut and baled hay for many local farmers. He received his master's degree and enjoyed substitute teaching for local high school agriculture departments.

Cleveland is survived by his wife, N

Colonna, Delio G. Jr. USA; Flight Classes: 67-1/66-23; RVN: 67-68 B/227 AVN; DFC, BS, PH; Callsign: Tiger Shark 8.

Delio "Jerry" G. Colonna Jr. passed away peacefully at home on November 8, 2018, after battling declining health and several recent illnesses.

Upon leaving the military, Jerry entered Civil Service as a Personnel Staffing Specialist. He quickly advanced through the field to the position of Ft. Huachuca Civilian Personnel Officer where he was recognized with the William H. Kushnick award, the most prestigious award presented to civilian personnel managers. Jerry then transferred to Washington DC where he was assigned as Assistant Secretary of the Army for Manpower and Reserve Affairs, eventually returning to Ft. Huachuca, AZ to complete his civil service career as Director of Human Resources for the Intelligence Center and Ft. Huachuca.

In 1996, Jerry and Nancy established Delio's Italian Restaurant and Old World Pizza and ran the popular local eatery for 16 years.

Jerry is survived by his beloved wife of 30 years, Nancy.

Ferguson, Richard T. USA; Flight Class: 70-36; RVN: 67-68 B/1-501 INF 101 ABN, 69 USARV INF, 69-70 MACV RANGER BN INF, 72 60 AHC, 72-73 129 AHC; Callsign: Bulldog 16.



Our loving husband, father and grandfather, Richard Thomas Ferguson, at the age of 74, entered into eternal rest and joined our Lord Wednesday, October 10th. He was born at Drain Airfield in Lakeland, FL.

Rick loved to fly. He learned to fly at the ripe ole age of 14 in a Piper Cub. He also was a skydiver, enjoying this hobby up until his death. He started a jump club at Henderson State College where he attended and received his Army commission as a Second Lieutenant through the ROTC program, graduating in 1967 with a BA in Sociology and a minor in Political Science.

He then went to Ranger school and joined the 101st Airborne Division and did two Infantry tours in Vietnam and later one flying tour as a helicopter pilot.

After returning to the states, he decided to get out of the service. He went to training as a flight engineer out of Dallas, TX and Oakland, CA with Sierra Academy of Aeronautics. He later was hired by Bristow Helicopters from Redhill, Surrey England and was sent to the United Arab Emirates to fly to the offshore oil rigs. After coming back to the states, he was employed by Air Logistics out of Louisiana and later went to work for ERA Helicopters owned by Rowan Companies out of Texas. He did this for over 29 years; flying to the oil platforms in the Gulf of Mexico.

Richard is survived by his wife, Polly.

Gambrell, Jarvis D. USA; Flight Classes: 69-29/69-27; RVN: 70-71 174 AHC; DFC, BS, ACM; Callsign: Shark 1.

Jarvis Gambrell passed away on April 27, 2018. He was born June 27, 1949, and raised in Port Arthur, TX. He graduated from Thomas Jefferson High School in 1967. Shortly thereafter, he enlisted in the United States Army, graduating from flight school as a Warrant Officer.

After he completed his tour of duty, Jarvis returned to Texas, briefly working with the Department of Public Safety, and then flying helicopters for the Harris County Sheriff's Office. He earned his Bachelor of Science in Criminal Justice from the University of Houston in 1980.

He would continue his lifetime of service with Hedwig Village Police Department, eventually retiring from Spring Branch ISD.

Gose, Dennie W. USA; Flight Classes: 68-505/68-3; RVN: 68 61 AHC.

Dennie W. Gose passed away November 17, 2018 at Memorial Medical Center in Las Cruces, NM surrounded by loved ones.

Dennie was born in Salem, NM on September 26, 1947.

After being wounded in Vietnam and years of surgeries and recovery, he returned to school and became an architect. He and his partner, Brent Berry, formed DWG & Associates, a design build company.

Dennie is survived by his wife, Sharron.

Hartley, Jim E. USAF, LTC Ret.; Flight Class: 55-V; RVN: 64-65, 71-72; DFC.



Jim Eugene Hartley passed away peacefully November 13, 2018 at Kindred Hospital in St. Petersburg, FL. He was born in Tipp City, OH July 29, 1931; he graduated from Ohio University in 1954 and was a member of the Beta Theta Phi fraternity. Jim served in the United States Air Force from 1954-1974. He served two tours in Vietnam as a rescue pilot.

During the 1960s, he was instrumental in the development of Apollo Recovery procedures and helicopter aerial refueling. This was highlighted by piloting the world's first nonstop Trans-Atlantic helicopter flight from New York City to Paris in 1967. The mission required multiple aerial refuelings and over 33 hours of flight.

Jim is survived by his loving companion, Beverly Smoker.

Huckle, Richard A. USMC, MAJ Ret.; RVN: 68-69 HML-367; BS (V), PH.



Richard Huckle passed away on November 8, 2018. He was born on June 24, 1931 and lived in Willmar and Appleton, MN during his childhood. Dick graduated from Appleton High School in 1949. After high school, he attended Mankato State College prior to joining the U.S. Marine Corps in 1951. He was commissioned as a 2nd Lieutenant in 1953. In 1955, he earned his Wings of Gold as a Naval Aviator, then joined VMF 223 as a Marine fighter pilot.

During his years in the Marines he flew both fixed-wing jets and UH-1 (Huey) helicopters. He graduated from Chapman University with a B.A. in 1968.

Hutsell, Harold J. USA;
Flight Classes: 68-19/68-33;
RVN: 68-69 A/2/17 CAV
101 ABN; DFC; Callsign:
Assault 14.



Harold J. Hutsell of Anderson passed away on October 9, 2018 at St. Vincent Anderson Regional Hospital. He was born on September 11, 1941 in Hammond and resided in Anderson since 1970.

Harold graduated from Crown Point High School, and Cum Laude from University of Alabama, and he served his country in the Army during Vietnam War.

He retired from Fisher Guide Division of General Motors.

Harold is survived by his loving wife, Nancy.

Isaacs, Carroll C. USA,
LTC Ret.; Flight Class: 57-
12; RVN: 67 14 CAB, 68
17 CAG; Callsign: Arab 6.



Carroll C. Isaacs, 88 of Louisville, passed away October 8, 2018. Carroll was part of the Army for 21 years, serving in both the Korean and Vietnam Wars. In addition to flying airplanes and helicopters, Carroll led a battalion in the Vietnam War. After retiring from the Army, he became an entrepreneur and developed several successful businesses.

Jones, Frank D. USA, CPT
Ret.; Flight Classes: 70-
30/70-26; RVN: 70-71
B/2/17 CAV 101 ABN; BS;
Callsign: Banshee 41.



Frank D. Jones, 74, peacefully entered into eternal life on November 13th in the comfort of his Troy, NY home. He was born in Brooklyn, moving to Troy as a child, where he graduated from Sacred Heart School and Catholic Central High School. Following high school, Frank attended Canisius College and graduated with a Bachelor of Science degree in Economics. Frank then enlisted in the United States Army through the ROTC program, completed Ranger School and served with the 101st Airborne in Vietnam.

Frank retired from the National Guard. His career also included sales at IBM and

Wang Laboratories. Upon retirement, Frank worked with his cousins serving families at the Sanvidge Funeral Homes. An active boater, Frank served as the Secretary for the Troy Boat Club for many years.

Lanier, Lawrence T. USA,
CW4 Ret.; Flight Class:
69-1; RVN: 69-70 3 BDE
101 ABN; PH; Callsign:
Thunder 42.



Terry Lanier, of Lumberton, NC, died unexpectedly at home on November 3, 2018. He was born on Feb. 10, 1942, in Robeson County.

Following his retirement, he worked in Iran with the Bell Helicopter Team training Iranian pilots.

Maloney, William R.
USMC, LTG Ret.; RVN:
66-67 VMO-6, 72-73
MAG-36; DSM, SS,
DSSM, DFC (GS), BS,
MSM; Callsign: Klondike
6.



William R. Maloney was commissioned in June 1951 upon graduating from Brown University. He later earned master's degrees from Stanford and George Washington Universities. He served as a rifle platoon commander in combat in Korea. Promoted to Captain in 1954, he completed flight training and was assigned to Marine Attack Squadron-333 flying the AD Skyraider. After serving as Aviation Officer Selection Officer in Boston, he transitioned to helicopters and service with Marine Observation Squadron-2 on Okinawa. On returning to the U.S. in 1959, he served in Marine Helicopter Squadron One (HMX-1), tasked with transporting the President, until May 1962.

William joined the staff at the U.S. Naval Academy, first as an instructor and later as Executive Assistant to the Academic Dean, prior to commanding Marine Observation Squadron-6, flying combat missions during the Vietnam War. Among his many command positions he was the commander of all three Marine Air Wings during his service. He retired in 1985.

Myhre, Jon F. USA; Flight
Class: 66-6; RVN: 66-67
175 AHC, 71-72 146 ASA;
DFC, BS (2), PH (4); Call-
signs: Outlaw 17/Van-
guard.



Jon F. Myhre died on October 6, 2018 in Sebastian, FL following an extended battle with cancer. Jon, a former PFC in the US Marine Corps, transferred to the US Army in 1965 as a direct appointment to Warrant Officer, W1.

Jon was injured in 1967, but returned to flight status, although few thought he would.

Jon retired in 1981 from the 138th AVN Co, USAR, in Orlando, FL.

Jon also flew as a Charter, Corporate and Instructor Pilot for a number of years, and worked for the FAA (1983-1989) as an Air Traffic Assistant. He was a noted aviation safety specialist, historian, and author of several books. Jon's book Discovery of Flight 19 chronicles his 30-year quest to solve the mystery of Flight 19 - the five Navy Avenger bombers that vanished off Florida's east coast in 1945. His latest published work was titled Valor in The Delta which chronicled the individual stories of those who participated in the Battle of Easter Sunday, 1967. He was working on a book about the disappearance of the Malaysia Airlines Flight 370 when he died.

Paduano, Ralph J. USA;
Flight Class: 69-24; RVN:
69-70 A/7/17 CAV; DFC,
BS, BS (V) Callsign:
Checkmate Queen.



The following is an extract of an obituary written by Ralph:

Olympia, WA resident, Ralph John Paduano, passed away on August 3, 2015 after a 19-month battle against cancer. He was born Raphael John Paduano, a second-generation Italian American, and spent his entire youth in Newport, RI.

In 1965, while a student at the University of Rhode Island, he received his draft notice. Although he didn't realize it at the time, he later admitted this proved to be a blessing in disguise. He enlisted in the Army and went through basic and advanced individual training at Fort

Jackson, SC. He was selected to attend Officer Candidate School at Fort Sill, OK, where he was commissioned a second lieutenant in the Field Artillery. He spent the next two and one-half years in Germany where he commanded an artillery battery along with other staff assignments. From Germany, he went to helicopter flight training, then on to Vietnam.

He completed his undergraduate degree and a Master of Public Administration degree from the University of Oklahoma. He retired with 20 years of service.

Once a civilian, he returned to Tacoma with his family and started a public relations business. He did this for five years, and then became interested in public education while doing consulting work for the Tacoma School District. He squeezed in being a full-time student at the University of Puget Sound while running his business, and became a certificated teacher in 1990. He was hired that year by the Tacoma School District and taught fifth grade at Whitman Elementary for six years. During that time, he returned to UPS at night to pursue his Principal credentials. He received those in 1995, and the next year was hired by the Aberdeen School District. For the next five years, he was a junior high vice principal and an elementary principal; however, the time strain of commuting from his home in Olympia did little to satisfy his desire to spend more time with his family. He resigned from the Aberdeen School District and was hired by the Clover Park School District as an instructional facilitator at Clarkmoor Elementary on Fort Lewis. He spent his last year as a third grade-teacher and retired in 2008.

Ralph is survived by his loving wife, Caprice.

Price, James A. USA, CPT Ret.; Flight Classes: 68-522/68-40; RVN: 69-70 A/1/9 CAV 1 CAV, 70 HHT/1/9 CAV 1 CAV; DFC, BS (V) PH; Callsign: Apache 11.



James Arthur Price went home to heaven on November 21, 2018. Jim was a beloved figure who was well known in the Memphis area. Originally from Delaware, OH, Jim moved to Memphis, TN in 1973 to begin

his career at Federal Express. Jim retired from Federal Express in 2002.

Jim was an accomplished pilot. Having lived in Memphis most of his life, Jim made many lifelong friends here.

He will be remembered as having a great sense of humor and always having a smile on his face. Jim was a war hero, worked his entire career at a world class company, and retired early having built his own rental property business.

Jim is survived by his longtime companion, Judy Parker.

Simpkins, Richard L. USA, CW4 Ret.; Flight Class: 57-9; RVN: 67-68 178 ASHC, 69-70 146 RR; Callsign: Boxcar/Snoopy.

Richard L. Simpkins age 80, of Daleville, AL, passed away October 2, 2014 at his home.

Richard served in the U.S. Army for twenty-five years, was a member of VFW Post 6020, a Mason and a member of the Shriners.

Richard is survived by his wife, Linda.

Simmons, Armond C. USA, LTC Ret.; RVN: 69-82 MED DET.

Armond "Si" Carter Simmons passed away in the early hours of September 28, 2018. He was surrounded by his loving family. Mr. Simmons was born and raised in Complete (Meridian), Mississippi and earned a B.S. degree in Industrial Engineering from Mississippi State University. Mr. Simmons was one of the original pioneers of the helicopter medical evacuation called "Dustoff". He retired as a Lieutenant Colonel after 24 years of military service. He also served 15 years with the U.S. Postal Service.

Armond is survived by his wife of 54 years, Lydi.

Skomswold, Michael R. USA; Flight Class: 70-39; RVN: 71-72 A/7/1 CAV.

Michael R. Skomswold passed away on September 13 at his home in Leander, TX. He was born October 25, 1949 in Duluth, MN.

Michael operated as a maintenance work-



er for a local school district and was an avid cyclist. He would constantly be out riding with his friends and enjoying the beautiful Texas scenery. His love of staying active and the outdoors led him to meet and touch the lives of so many.

Stanton, Kenneth D. USA; Flight Class: 61-9; RVN: 62-63 33 TC CO, 63 118 AML; Callsign: Thunderbird.



Kenneth Dale Stanton of Temple Terrace, FL, passed away at home on September 26, 2018, surrounded by his family. Ken was born in Brewster, FL on March 14, 1938, and lived in Wauchula, FL.

He graduated from Hardee County Junior Senior High School. He attended the University of Florida, and in 1960 received a Bachelor of Design in Advertising Design. While at the University of Florida, Ken participated in the Army Reserve Officer Training Corps. He continued his education at the University of South Florida, obtaining a Master of Arts Degree in Education in 1968.

When his service for his country was complete, Ken relocated to Tampa, FL and began a career in education with the University of South Florida. On March 31, 1995, after 31 years, he retired from U.S.F. as a Director and former Assistant Dean. While at USF, Ken was instrumental in planning and establishing WUSF TV Channel 16, and ultimately served as an assistant general manager for the TV and radio stations.

Ken is survived by his wife of 58 years, Gayle.

Stevens, Jackson C. USA, MAJ Ret.; Flight Class: 62-7; RVN: 64-65 120 AHC, 67-68 242 ASHC, 68 271 ASHC; DFC, BS, PH (2); Callsigns: Razorback 35/Muleskinner 16/Innkeeper 26.

Jackson Stevens died on June 3, 2018.

He was a life-member of the U.S. Navy League. He was founder and president of the St. Maarten Navy League Council, Founder of the Toastmasters International and together with his wife wrote the motivational book 'More than a dream'. He was a great story teller, an intellectual and spiritual man and always in for fun. As a Vietnam veteran, many of his best stories centered on

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his wartime experience. He believed in a life of service to others, and he was capable of great discipline which he applied to many parts of his life. During his life, he touched many and he did so with a selflessness which seemed to be his life motto.

Jackson is survived by his ex-wife, Asha.

Thomas, Laurence C. USA; Flight Class: 68-2; RVN: 69-70 235 SQDN VNAF, 69-70 191 AHC; BS.



Laurence C. "Larry" Thomas, of Granger, passed away October 24, 2018 following an eight-year battle with Frontotemporal Dementia. He was born on February 28, 1948 in Chicago, IL.

Larry's career spanned more than 35 years in sales of Industrial Welding Supplies and Industrial Gases for fabrication. He held various titles including VP of Sales at Mittler Supply and ended his career with Weldstar of Aurora, IL as an Industrial Gas Specialist. He was a Life Member of the American Welding Society. He was a born salesman and an extremely hard working, problem solving man who loved his family dearly.

He is survived by his wife, Deborah Boland.

Toler, Dale USA; Flight Class: 67-24; RVN: 68 134 AHC, 68-69 268 CAB; Callsigns: Devil 32/Thunder 6.



On July 31, 2014, our father, Dale Toler, went to be with the Lord. He had just celebrated his 70th birthday in June. Dale had served proudly in the U.S.

Army during the Vietnam War as a helicopter pilot and then continued his service to the country flying fighters with the Maryland Air National Guard. During the past several years, Dale had served as a Sergeant with the Falls Church Sheriff's Department.

Watkins, Thomas L. USMC, LTC Ret.; RVN: 70 HML-367; Callsign: Scarface.



Thomas L. Watkins passed away peacefully at home in Sedona, AZ on September 27, 2018. Tom was born April 21, 1937 in Pearl River, LA. He graduated from Slidell High School in 1955 and joined the Marine Corps shortly after.

In 1958, he married Patricia Dick and they went on to have three daughters. Tom spent 23 years in the military as an aviator, serving his country proudly, and spent two tours in Vietnam. While in the military, he earned a degree in Aviation Management from Auburn University in 1974. After retirement he moved to St. Tammany Parish in 1978. Tom continued with his love of aviation by flying helicopters for Air Logistics and then as manager of the Slidell Municipal Airport.

Weisheit, Raymond K. USA; Flight Classes: 70-43/70-4; RVN: 71-129 AHC; Callsign: Lurch/Bulldog 22.



Raymond "Keith" Weisheit passed away surrounded by his family Friday, August 31, 2018, at Deaconess Gateway Hospital. He

was born April 16, 1950, in Evansville, IN. He was raised in Princeton, IN. Keith graduated from Princeton High School in 1968. He was a Disabled Veteran and was very active in and committed to the local veteran's community. Keith was a devoted family man and friend with an open heart and helping hand for everyone he met along the way.

Keith is survived by his wife of 50 years, Lori.

Williams, Gary L. USA, LTC Ret.; Flight Classes: 68-14/68-19; RVN: 68-69 176 AHC, 71-72 D/229 AHB 1 CAV; DFC (4), BS, PH; Callsigns: Musket 30/Tiger 33.



Gary Lee Williams was called home to his heavenly father on September 10, 2018. He passed away peacefully at home surrounded by his loving family.

Gary was born on 26 June 1945 in Phoenix, AZ. He attended Carl Hayden High School in Phoenix, AZ and completed a Bachelor of Professional Aeronautics from Embry-Riddle Aeronautical University.

He had a distinguished military career as both a flight instructor and aviation logistician. He served multiple assignments in the United States and overseas in Germany and South Korea. He retired to Las Cruces, NM in 1989 where he continued to pursue advanced degrees in Counseling and Education at New Mexico State University.

Gary is survived by his beloved wife of 47 years, Jacquelyn.

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Records of the recent deaths of the following potential members of the VHPA were gleaned from internet searches within the last two months. All the information VHPA has for these pilots may be found at VHPA.org or by calling 1-800-505-VHPA. If you knew any of the pilots listed, please help VHPA by sending any information you know about the person to HQ@VHPA.org or call [redacted] so it can be added to our database.

Aliotta, Anthony F. USA; Flight Class: 69-39; PH; died October 28, 2018.

Ballou, Justin G. III USA, COL Ret.; Flight Class: 68-9; RVN: 68-69 ACT/11 ACR; SS, DFC (2), BS (V), PH; died Oct 13, 2017.

Brooks, Carter D. USA; RVN: 66-67 D/3/5 CAV; DFC, BS, PH; died April 6, 2018.

Butera, James L. USAF, COL Ret.; SS, DFC, BS, MSM (2), AFCM (3); died October 22, 2018.

Brier, James R. USA, COL Ret.; Flight Class: 55; RVN: 66-67 58 TC BN, 72-73 USARV; died September 1, 2018.

Carson, Edwin L. USMC; died September 19, 2018.

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Denton Samuel E. "Sam" USA; Flight Class: 66-15; RVN: 67-68 190 AHC; SS, DFC, BS (OLC), MSM, ACM; died March 27, 2014.

DiStefano, Joseph USA, LTC Ret.; died February 12, 2007.

Farmer, Rayburn E. USA; Flight Class: 67-24; SS; died November 1, 2018.

Foster, Jerry D. USA; Flight Class: 67-12; RVN: 68-69, 71-73; BS (2), MSM (3) PH ACM (3); died October 21, 2018.

Gill, Ernest D. USMC; died September 23, 2018.

Green, Joe B. USAF, COL Ret.; RVN: 68 37 ARRS; AFC; died October 8, 2018.

Guyton, Fred F. USA; Flight Class: 62-8; died September 28, 2018.

Harr, Franklin R. USA; MAJ Ret.; died November 24, 2018.

Heft, Edward L. USAF, LTC Ret; RVN: 68 38 ARRS DET 1; SS; died November 17, 2018.

Jennings, Lyman USA; Flight Class: 66-16; RVN: 69 1 CAV; died April 2, 2018.

Lawrence, Gerald D. USA; died November 5, 2018.

Lawrence, James M. USA; Flight Class: 70-14; died November 21, 2018.

Leach, Thomas K. USA; Flight Class: 70-15; BS; died October 16, 2018.

Lethco, Fred O. USA; (unk) Ret.; Flight Class: 70-42; died November 16, 2018.

Mabrey, Stephen J. USA; Flight Classes: 67-1/66-23; RVN: 67 3/17 CAV, 68 7/1 CAV, 68 162 AHC; died October 8, 2018.

Nguyen, Hung N. VNAF; Flight Class: 71-6; died October 22, 2018.

Olin, George P. USMC; LTC Ret.; died November 6, 2018.

Pederson, Richard W. USA, LTC Ret.; Flight Class: 71-26; RVN: 71-72 178 ASHC; Callsign: Boxcar; died March 14, 2018.

Sinnott, William T. USMC, COL Ret.; RVN: 65 HMM-163/ HMM-362; died November 11, 2018.

Singletary, Charles B. USA; died September 14, 2018.

Sottak, Barry J. USA; Flight Class: 66-14; RVN: 71 229 AVN 1 CAV; died October 1, 2018.

Spink, Shepard C. USMC; DFC; died October 15, 2018.

Sterckx, Robin L. USA; Flight Classes: 68-521/68-39; RVN: 69-70 281 AHC; Callsign: Bandit; died November 23, 2018.

Toso, Norman C. USA, LTC Ret.; RVN: 116 AHC; died December 5, 2016.

Virgne, Jeffrey E. USA; Flight Class: 67-15; SS; died November 20, 2018.

Wildinger, Joseph V. Jr. USAF, LTC Ret.; RVN: 69-70 20 SOS; died October 11, 2018.

VHPA 2019 CALENDAR

Available for Immediate Shipment!

The Vietnam Helicopter Pilots Association and Acclaim Press are pleased to present the new VHPA 2019 Calendar, hot off the press and available for immediate shipment. This is the 26th 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.

On the cover: VHPA Member Jim Hadley took this photo on 25 Feb 1967 while waiting his turn to refuel at Tay Ninh during Operation JUNCTION CITY with the 336th AHC. The 500-gal fuel blivets are easy to spot between the helicopters.

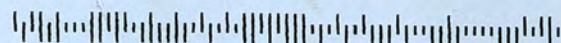


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