The VHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association

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PRESIDENTS CORNER

In three parts:

1.) What a great reunion we had in Kansas City! The hotel staff and the city went out of their way to make us feel welcome. I hope to see you in 2020 in Denver. **2.)** By way of introduction, I spent seven years in the Army. I enlisted out of high school in 1964, spent 1965-66 in Korea as an artilleryman, was in flight school Class 67-17, attended the Air Rescue School at Ft. Sam Houston enroute to Vietnam, was a Medevac pilot with 15th Med, 1st Cav in 1968, took a direct commission and was at Ft. Devens as the Asst S-3 Air for the 10th Special Forces Group in 1969-70. I attended the Cobra School in Savannah enroute back to Vietnam, and was a Platoon Leader for the 238th Aerial Weapons Company, 1st Aviation Brigade in 1971. I managed to fly in I Corps during both the Tet Offensive and Lam Son 719. In taking the direct commission, I tell people that it was an increase in pay but a drop in prestige. By 1975, I had completed my B.S. and M.B.A. and entered the business world. **3.)** More importantly, I am honored and humbled for this opportunity to serve as your President. I can tell you that I would not be able to perform in this role without the incredibly talented and dedicated men now serving with me on the Executive Council, and our amazing HQ staff led by Sherry Rodgers. They devote countless hours throughout the year guiding and managing the established policies and procedures as well as all the administrative and financial tasks of the Association in your best interests. It is a trust that none of us take lightly. For 2019-2020, our short-term priority will be a focus on finding new members and of course, our brotherhood and comradeship during reunions. Long term, your VHPA will continue to march regarding our "legacy mission" ensuring that our history, our records, and our memorabilia will be catalogued, archived and preserved so that the story of what we did and what we sacrificed in the service to our country in Vietnam, The Helicopter War, will remain long after we have tied down our blades for the last time. My invitation is that if you have any suggestions, comments, or complaints that you send me an email. I promise to respond directly, or to take your message to the Executive Council for discussion and resolution. Fellow helicopter pilots, again, it is my honor to represent you as the President of the VHPA.

Art Jacobs

VIETNAM HELICOPTER PILOTS ASSOCIATION

To the Mayor, City Council, & Citizens of Baldwin City, Kansas

Each year during our annual reunion we schedule local events and tours for our members. The Dinner Train looked interesting, we knew the nostalgic ride would be popular, and the event quickly sold out. All of that was anticipated.

What we did not anticipate however, was the incredible welcome we received from your townspeople. When we first saw the police lights on the road, we imagined an accident ahead, but we were in for a truly amazing surprise.

The police and motorcycle escort to the train station was so appreciated, but when we saw the fire truck with ladder extended, the flags, and everyone waiting, we were simply awestruck.

There were two seemingly lesser scenes though that really stood out for us: 1. Cars had stopped along the side of the road all the way to the station and people waved to us. They might not have seen it through the tinted windows, but we were all waving back, and there were even a few cheers. 2. As the train was just departing the station and crossing an intersection, a young family, two adults and two children, were there on their bicycles, saluting as we slowly passed. That gesture alone touched everyone so deeply.

When many of us returned from Vietnam, there were no welcomes, and if our homecoming was noticed at all, it was often met with cold stares, or worse.

Baldwin City however, is a perfect example of how the heartland of America has always been patriotic and supportive of its veterans. You have never forgotten what service to the country means, and we will always remember Baldwin City for that. The Vietnam Helicopter Pilots Association sincerely thanks you for the most wonderful evening in your perfect town.

Respectfully,
Every VHPA member
& the Executive Council

~ A Final Note for my Term ~

Without wanting to be redundant, please let me thank those who sought me out of the crowd following the closing banquet and expressed so many kind words. The extraordinary standing ovation was truly humbling and overwhelming. It will always be the highlight of my VHPA membership.

Also many of you, and your guests, shared well-earned praise for the performance by the College of the Ozarks Chapel Choir. At the end of their program, one young singer came up to me and said, "I have had the privilege of singing in Carnegie Hall before, but singing in front of this group is so much more meaningful". Many of you said it was the highlight of the Kansas City Reunion and several people who have attended twenty plus reunions, said it was the best event we have EVER had! They are truly remarkable young men and women and those compliments have been passed on to them and to the College Administration. My sincere, heart-felt appreciation goes out to each of you who made those remarks. Discussions are under way about having them again at a future reunion.

I am already looking forward to seeing you in Denver.

John Sorensen, Past President

FROM THE STAFF AT HQ!

We hope everyone who attended the reunion in Kansas City had a great time! Next stop is Denver May 21 thru May 27, 2020! There should be some great tours and events so mark your calendars now !!

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. Tshirts 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. New items have been added.

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

HQ has a few copies of the

2020 CALENDAR

~ FOR SALE ~

Call HQ to order a copy now

VHPA MEMBERSHIP UPDATE

VHPA membership is stable, but we could do better. It is hard to believe that after the last mission was flown in Vietnam some 44 years ago; there are still more potential members that have not joined VHPA than members who have joined VHPA. Gary Roush has told me his figures indicate the various services trained some 55,000 Helicopter Pilots between 1952 and 1972, and of that number, some 44,000 flew one or more tours in Vietnam and/or Southeast Asia from 1961 through 1975. And this doesn't necessarily include the fixed wing guys that received rotary wing transitions, or the VNAF guys, or the Air America guys, or Navy guys who were based on ships. I hope you see what I'm getting at – we could do better.

At Quad-A this past April I signed up five guys who had never joined VHPA before, two had never heard of VHPA and the other three had heard about VHPA but were too busy or working and hadn't made the time. Each of you knows someone who would enjoy the Association. Do me a favor, buy that guy a $36 one-year membership. Find a guy that joined 25 years ago, stayed in a few years and then let his membership lapse. Sign him up for a year, get him back involved. Heck (cleaned that up), our magazine, THE AVIATOR, is worth the $36 a year.

We need to go after several groups and get them to join.

Marine pilots – this is NOT an Army association, it's a VIETNAM HELICOPTER PILOTS ASSOCIATION. We need to get them involved.

Navy pilots – I had a member, G.R. Santay, tell me during a conversation that his Brother, also a Vietnam Helicopter pilot, was told he wasn't eligible to join VHPA because he flew off a ship as an AIR/SEA Rescue pilot for downed pilots coming out of the North. Since he wasn't in Vietnam, he couldn't join. What a load of crap! I'm giving him a membership on me if I can locate him.

VNAF pilots – most of us flew one tour, some flew two, and then there were the "CRAZY AMONG US" that flew three or more tours. But the VNAF guys flew to the bitter end, 6-10 years then, if they couldn't get out in time, spent years in "re-education camps" and then finally escaped. They belong in VHPA. I'm attending a VNAF Helicopter Pilots Reunion in Arlington, Texas in late August. I hope I can get a bunch to join.

Guys, help an "old guy" out, give a buddy a membership for a year or renew a guy that has let his membership lapse. Let's get our active membership back up over 10,000. And when you do this, let the Ladies at HQ know this for the "OLD GUY!"

Mike Sheuerman, Membership Chairman

Friends of Vinh Son Orphanage – Kontum, Vietnam (FVSO)

Patrick Leary, FVSO President and VHPA Life Member

FVSO was founded in 2005 by Veterans who served in the Central Highlands of Vietnam. Since then, we have focused on 850 orphaned children who live in 7 Montagnard orphanages in the Kontum and Pleiku areas. Providing education, medicine, food, dental care, and shelter, 100% of all donations are spent in support of the children and their caregivers. Your generous donations are tax deductable (501©3). THANK-YOU!

Presentations are available for fundraising events

For more information, please contact us at:

Mail: FVSO, P.O. Box 9322-C, Auburn, California 95604-9322

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

The Day WO1 Guy Alan Reed Saved My Life

by Gary Moline

One of my best friends in Vietnam was WO1 Guy Alan Reed. I served about half my tour as the crew chief on UH-1H 69-15951. The three of us flew together often for several months in the Blue Lift Platoon of D/1/1st Cav supporting the Americal Division at Chu Lai.

Recently I learned that when Guy passed away in 1993, the VHPA did not publish his name in their wonderful TAPs section or in the Deceased section of the Directory because so little was known about him. Today, over 25 years since his passing maybe I can correct that.

Mister Reed's parents were involved in aviation during WWII. His mother was a WASP and his father ferried aircraft. Because they owned several McDonald's restaurants, they owned a Queen Air and a Mooney. Guy flew them and had his Instrument Ticket prior to going to Army flight school. He certainly had a maturity about him when I first came to know him about August 1971. Nothing seemed to rattle him much. He was especially calm and even confident in bad weather situations.

Sp4 Lybeck, Gary Moline, Guy Alan Reed

Gary Allen Reed's grave.

One night, he saved our lives when a relatively new AC was flying my ship. As I recall, our Operations announced the Troop had received a Scramble Mission = an ammo resupply of an infantry unit in the mountains where the weather was pretty dicey - typical monsoon junk. This was not a normal Air Cavalry Troop mission! So Operations was looking for a volunteer crew but there were only about four Hueys that could do the mission. Because Mr Reed volunteered, so did I and hence my Huey.

I remember working our way up this V shaped valley to get to the infantry. "We can hear you, keep coming." Every time they keyed the mic, all we could hear was lots of gun fire that had to be very close to the RTO. I'm lying on the cargo floor looking down. We're taking fire but the bad guys don't know exactly where we are either. Finally we hear, "You're on top of us!" Can't see anything below, so we start down SLOWLY. We had four boxes of M16 ammo in bandoleers that we did NOT WANT TO DROP outside their small perimeter. The AC got really rattled and kept saying, "Can you see anything?" Nope!! Just muzzle flashes and a tracer coming past us now and then.

Finally, I felt like I had to drop one box, so I did. Then the AC started yelling, "Is it all out now?" I'd guess we were there 10 minutes tops but, of course, it seemed like an hour. The AC started looking outside the aircraft to help us try to identify anything at all. High pucker-factor time for sure, hanging there at a hover. Finally, the infantry yelled they got the first box, so we dropped the rest. While we were hovering, Mr. Reed stayed on the instruments and realized the AC had let the Huey swing over the infantry so instead of being parallel to the long access of the valley, we were now pointing at one of the sides. When we finally reported all the ammo was out, the AC grabbed an arm full of collective and dropped the nose to get the heck up and out of there. I'll never forget what happened next. Mr Reed said calmly but with considerable command presence, "I've got the controls!" Luckily, the AC probably recognized that he had vertigo from looking outside and wasn't sure of the correct heading anymore. We are still taking fire – lots of it. Guy corrected the heading and started a standard IFR climb out of the valley. The rest of us were watching outside through the mist and flashes of light not wanting to see a tree. I firmly believe that without Mr Reed's skill and courage to take the controls, we would have smashed into the side of that valley.

Now the story behind the Chivas Regal on his stone. Mr Reed came to our tent often, but always with a glass full of ice

and scotch whisky. We drank warm beer – didn't even have a fridge. We asked how he got the ice, but he said he couldn't share that secret with us. I believe Guy's family sent the Chivas Regal to him because I don't think you could buy it in Vietnam. Remember, we all had ration cards and EM could only buy hard liquor like once a month. I did not drink scotch, but developed a taste for it because of the ice. We both got out of the Army after Vietnam but stayed in touch. I visited him and his family in Colorado several times. He went back in the Army and flew 58s for a unit in Texas. That's how he made CW3. He once called me and asked if I still had some dress blues because he wanted me to be the best man at his wedding! Heck, I didn't have dress blues when I was on Active Duty! He called a week or so later with the news the wedding was off. He left the Army again and flew for a commercial mail carrier in Denver. We talked on the phone often. I thought he was fine. Why he took his own life, I don't know. But I do know that I'm alive today because of what he did one dark raining night in a V shaped valley in I Corps Vietnam.

Gary Moline,
VHPA Subscriber and American Huey 369 Core Crew Member.

VHPA Scholarship Update and Request

The VHPA Scholarship program continues to grow by leaps and bounds. As of this article the VHPA Scholarship fund, administered by Quad-A for VHPA, exceeds $290,000.00, earning 3.5% interest on December 31st of every year. This money, plus the $15,000.00 donated by the organization every year, funds our annual scholarships to the descendants of VHPA members. This year we have eight $2,500.00 merit awards. By this time next year, the amount in the fund will exceed $325,000.00 and VHPA will award ten $2,500 merit scholarships. Again, these awards can only be given to the descendants of VHPA members. This year fifty-three (53) VHPA descendants have applied for awards. Because VHPA scholarships are some of the larger awards, our descendants are reviewed earlier than other applicants.

We are continually asked "Why is Quad-A administering our Scholarship Fund." The reason is twofold,

1) It takes VHPA members out of the selection process and makes the awards unbiased.

2) Quad-A makes all VHPA applicants eligible for any and all Quad-A awards.

Last year fifty-six VHPA descendants applied for our seven scholarships. Seven received the $3,000.00 awards totaling $21,000.00 and another thirty-five were awarded Quad-A scholarships, another $45,500.00, bring our grand total in awards to $66,500.00. As you can plainly see this is a huge win-win for VHPA and its descendants.

Guys, we need more applicants. Please tell your descendants this is "easy-money!" It's not hard to apply. Go to the VHPA website, scroll down to VHPA SCHOLARSHIPS and follow the prompts. And, if that doesn't work, CALL ME, MIKE SHEUERMAN, at 214-802-4244. I'm always available to help.

Last but not least – our Scholarship program is a huge part of our legacy. It is my favorite piece of it. I want it available to my great, great, great grandchildren long after I am gone. (Ed: Current awards are not available for this many generations.) I'm not asking you to do anything I'm not willing to do. So here it is, in my estate planning I have left $10,000.00 to the VHPA Scholarship Program. My Wife and Son know my wishes and agree. Only took a minute to set it up and the Fund doesn't get it till I'm gone and that isn't going to happen any time soon. Please join me in planning this generous gift to our Legacy and descendants.

July 14, 1972 Mission

July 1972 was a very busy month in Northern I Corps. The North Vietnamese offensive was stalled around Quang Tri while another axis of advance from the west was pointed at the ancient imperial capital of Hue City. Army aviation units from Marble Mountain Army Airfield and the small base at Tam Ky, north of Phu Bai supported the South Vietnamese Army's (ARVN) attempt to halt the NVA advance.

On the date of this mission, 14 July 1972, an amalgam of aircraft from several units were sitting standby at LZ Sally, awaiting calls of support from ARVN units fighting to push NVA back from Quang Tri and the approach to Hue City. Around mid-day we were all alerted for a mission to evacuate wounded from an ARVN battalion surrounded by an estimated two regiments of NVA. The six 48th Assault Helicopter Company (AHC) UH-1Hs (slicks) would be escorted by four AH-1G Cobras (guns), two from D Troop 17th Cav and and two from a Blue Max detachment sent north to assist. The following are accounts from then 1LT Roger Nelson and WO1 Mike Williams.

Roger Nelson

I was the Flight Lead for this 48th AHC mission that day. There had been, as I recollect, five previous attempts by other units earlier morning and afternoon to evacuate wounded out of the location northwest of Sally. It was surrounded by the determined North Vietnamese Army forces. In each previous effort an aircraft was lost. There was a flight of VNAF Hueys sitting on the ground there at Firebase Sally as well as the U.S. Army assets. I was informed toward the end of the afternoon that we, (the Blue Stars) were needed to make another try. I asked why the VNAF weren't going, it was their people needing the evacuation. That did not get much of a response. At that time I did not realize the VNAF units were the ones who had flown those first five attempts.

To make the sixth attempt I had my aircraft and five other Blue Star UH-1s that were supposed to go in, along with the four covering Cobras. I made it clear to the senior US Army advisor that if our aircraft were swarmed by ARVN soldiers like we had been the previous day on a similar mission that the door gunners and crew chiefs would not hesitate to open up. I was assured that this, (swarming the aircraft in panic while the wounded were left on their stretchers on the ground), would not happen. The troops we were to evacuate that afternoon were ARVN Rangers as I recall.

The senior U.S. advisor and the 48th liaison representative at Sally decided the mission was a go. I was the mission lead for the entire flight: the six 48th AHC UH-1s and the four Cobras; two from the Cav and from the two Blue Max. We departed the firebase in a loose formation and proceeded north along Highway QL 1. The 48th AHC gunships, the Jokers had all been shot down or shot up during recent earlier engagements. As the group of ten aircraft flew north, (it had to have been the Good Lord guiding my thinking), I decided that it wasn't a good idea to take the entire flight of the UH-1s into the pickup zone at the same time even if we were spaced for single ship landing separation. I came up on the radio and announced I would proceed west with the gunships to cover me, (a good decision) while the remainder of the UH-1s held off east of QL 1 in relative safety. If I made it back, then the Cobras could cover the subsequent single aircraft sorties. I still remember the terrain west of the highway was gently rolling grassy hills and sparsely vegetated. I did not think that I would be returning.

Our flight path was low and fast, at least as fast as a UH-1 could fly without vibrating apart. The Cobras stayed alongside my slower UH-1 as we continued west in the direction of landing zone. The gunships were two on either side. For cover, I was trying to stay

down as low as I could in the terrain of draws or gullies. It was not very long before I flew over the wreckage of one of the aircraft involved in a previous evacuation attempt; at that time, it seemed like it might be a good idea to find another draw to mask my flight path. I crossed over into another gully and sped along. I quickly flew by the second downed VNAF aircraft on the ground, oops, better find a different way to go. I crossed yet another ridge crest then down into another little draw, passing by VNAF aircraft number three, time to slip over to another draw. Changing draws twice more took us over the fourth and fifth previously downed helicopters, one of which was an OH-58. Seeing those destroyed VNAF aircraft was not encouraging and added to my continuing sense of apprehension.

As we were nearing the ARVN positions a green smoke appeared on a low grassy hill then maybe a half mile distant. I was heading toward it and thinking that it was nice to be this close. Unfortunately it was the wrong colored smoke, then off more in the distance to the left I saw the previously coordinated and correct-colored purple smoke. It was maybe another 3/4 of a mile farther away; piece of cake, head toward that smoke. As we got closer, I was happily surprised that we were not attracting any attention from the NVA. (I had been given permission to abort the attempt if we began to take any kind of fire). That changed real soon, it might have been 1/4 mile from the LZ when all of a sudden there were huge columns of dirt erupting from the ground and the intense small arms welcoming reception began. I was past the point of no return. Since we were almost there, might as well continue, if we were hit, we would be close to going down near the ARVN forces. I don't remember if the door gunner and crew chief began engaging the NVA with their M-60s or not, my co-pilot was screaming on the radio over my report of "taking fire, taking fire, taking heavy fire." Besides, I needed to stay focused on the approach and landing. Once on the ground, the door gunner and crew chief heroically assisted in the loading of the wounded ARVNs; the explosions and columns of dirt were still erupting all around us. As we sat there, all I could see in front of the aircraft was the wall of brown dirt filling the air. After the twelve wounded ARVNs were packed aboard there was a break in the dirt deluge and I was more than glad to pull pitch and nosed the aircraft over to get off the little hill to race back east toward the highway and safer ground. The flight route going east and south was a blur. We landed back at the firebase where the casualties were unloaded, I shook the hand of the adviser who had accompanied us. The Good Lord had protected all of us! The four gunships had expended all of their ordnance. No additional evacuation attempts were made that day. Divine Providence had been with us, none of the aircraft had been hit.

Subsequent to leaving Vietnam in August 1972, I returned to my wonderful wife, Betty and sons Mike and Mark. We were stationed at Fort Jackson, SC where I served in several Basic Combat Training assignments including Company Commander.

In June 1975, I received notification that I was being RIFFED. I felt devastated but there was however, an opportunity to stay in the Army as an Aviation Warrant Officer going to the 7th Aviation Battalion at Fort Ord, CA. In 1979 I felt that I was away from my family too much and decided to leave the military. The next 37 years I was able to stay in an aviation-related career working F-16 Logistics with some very exceptional folks. I was able to reestablish contact with Mike Williams which helped tremendously by filling in some gaps. For many years that mission haunted me daily. With the political and social climate after Vietnam I felt like I had done something wrong rather than to be proud of. With Mike, somebody actually did acknowledge that the July 14, 1972 mission was not an ordinary one. I still think of the events of that day but not nearly as much. I am thankful that the Good Lord and those Cobras were alongside me. My fellow aviators and crew members who accompanied me on that mission put it all on the line. The 48th Assault Helicopter Company stood down the day after I left the unit. Coincidence???

Mike Williams

That one mission was probably one of the most intense I flew. Over the years, the memories have faded, but the desire to close that one out hasn't gone away. My memories are of four

Cobras, two from D Troop 17th Cav (formerly D Troop 1/1 Cav), and two others (Blue Max) and the Slicks. We escorted the Slick (now one, the others having been detached), two Cobras on one side, and two on the other, through some of the worst fire we'd ever seen. It was all a blur to me, as we were on the deck, going balls to the wall, spraying rocket and minigun fire in front of us. I remember seeing NVA popping up and hosing us with small arms, waiting until we were beyond the flex limit of our turrets before engaging. As the Slick approached the LZ I saw the ground erupt with explosions so close together it looked almost like a forest. I thought for sure he would abort the mission as no one could survive flying into that maelstrom. He kept going; I couldn't believe what I was seeing. As soon as the Slick landed in the LZ, it was almost obscured by rocket and artillery impacts all around it. I remember the pilot saying they were taking heavy artillery fire. A moment after that I thought we'd lost him; he was invisible in the impacts.

For a Snake driver, protecting someone he was escorting was more important than life, to see him go down was unconscionable. At that point, my lead Cobra passed the LZ and was breaking left to come back in. I continued in, firing everything I had (I was completely empty as we egressed). Just as I started my left break, as leader had turned back inbound, the Slick lifted off and came out to the left. Somehow, they had loaded up and made it out. That was the bravest thing I'd ever seen. Sort of reminds me of a little jingle we had making fun of Hueys (normal between Huey and Cobra Pilots) based on a cereal advertisement, "Trix were meant for kids:" Slicks were meant for kids... with b*lls THIS BIG! I figured the pilot of that Huey must have had to haul his to his aircraft in a wheelbarrow. That was the bravest thing I've ever seen in 30 years of flying Cobras with both the Army and Marine Corps.

I departed RVN a couple of weeks after the mission. I transferred to Ft. Knox, KY Sep 1972 and flew with C Troop 7/1 Cav. After completing my Army obligation, I got out of the Army to finish my degree and join the Marine Corp. I was a Marine Cobra Pilot for the next 26 years, accumulating 5,000 flight hours and retiring as a Colonel. That mission was perhaps my most significant Vietnam mission. I can still see Roger flying into that forest of artillery and rocket explosions, a vision I will take with me to my grave. Many years later, I decided to try to reestablish contact with him (I had known him at Marble Mountain, mainly at the O Club where we discussed the mission afterward) and through a series of "coincidences" was able to link up. We share a special bond, a relationship I treasure. One day I hope to see that he gets appropriately recognized.

Big issue with all of this, we were promised medals but never received them. At that point in the war, units were scrambling to stand down and leave country, so a lot of those promised were either forgotten or discarded. I later tried to track Roger down to close the loop on that mission. I tried several times to submit an award for him and his crew, but was not successful. I was never able to find the Blue Max pilots who flew on that mission. Of the D Troop Cobra pilots, I'm the only one alive. Two were late KIA and one recently died. . Unfortunately, I am the only remaining witness, that I know of, to what that crew did that day.

If there is anyone who participated in this mission or knew the Blue Max guys who flew the other two Cobras, please let me know at mw775269@gmail.com. I am still attempting to get an award for that Huey crew.

Full color. 20" x 28" limited edition print of Huey SOG / LRRP ladder extraction. Standard version as shown, $80.00 ea. **Customized** version with markings of your choice, $125.00 including postage. Satisfaction Guaranteed.

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LOOKING FOR

Good afternoon Vietnam Helicopter Pilot Association,

My name is Jon Edward Arnold, son of WO1 Edward L. Arnold. I grew up never knowing my father, but knew that he served as a medic and Helicopter Pilot during the Vietnam War. I am also a ten-year Army Veteran and Purple Heart recipient. I am putting together a Shadow Box with my father's military awards and decorations and would like to include a picture of him in uniform. Is there a VHPA Historian or someone I could reach out to, to see if anyone has a picture I could get? Thanks and thank you for ensuring the legacy of our VHPs is preserved!

Respectfully,

Jon E. Arnold: SSG, US Army retired, 210-364-9145
jeag78@gmail.com

Edward, A time frame and a unit assignment would help to identify friends of your Dad. Alternately, one of our readers may have what you seek, by recognizing the name. ~ Ed.

Greetings VHPA,

I'm writing a book about Operation Tailwind. It's the story of a SOG Hatchet Force that was inserted by Marine CH-53s into southern Laos (northwest of Dak To) on 11 September 1970.They were extracted on14 September 1970. An attempted medevac on the 12th failed resulting in a 53 being shot down. My research shows that some Army Hueys and Cobras attempted a medevac later on 12 Sept. and I'm trying to track down the crews or at least confirm the information I've gotten from a couple of declassified JCS memos. There are two separate memos about Tailwind and both on 12 Sept, show different tail numbers and different (but close) coordinates so I'm trying to clear up the confusion.

Any help you can provide would be appreciated.

Barry Pencek, pencekb@bellsouth.net

Gary Roush responds:

There were five UH-1H Hueys with the last three of 560. They were 67-17560, 67-18560, 68-15560, 68-16560 and 69-15560. We do not have any hostile fire information about any of these Hueys during the time period you are interested in. The only AH-1G with the last three of 640 was 67-15640 It was involved in a major accident on 07/16/1970 and was out of service for several months.

The AH-1G that was shot down on 12 September 1970 was 67-15849. We do not know who the crew was. I have copied Mike Sheuerman on this e-mail. Mike was in the 361st in 71-72 so he may be able to help you. The other AH-1G with damage on 12 September 1970 was 67-15571 also with the 361st. AH-1G 67-15479 from 361st was also damaged, We do not know who was flying these Cobras that day.

(Google Search: Press Herald fifty-years-after-they-saved-his-life-vietnam-veteran)

To The Editor of the Aviator

This article was forwarded to me last week. The story is about an artilleryman, Rich Newcombe, who was rescued in Vietnam fifty years ago. He would like to get in touch with the medical evacuation team who saved his life. To give this search wider exposure, perhaps it could be reprinted in The VHPA Aviator.

The article states that Mr. Newcombe was with the 8th Battalion, 6th Artillery, and the battalion commander was LTC John H. Mitchell. Perhaps some of your readers were in this battalion and can give Mr. Newcombe his requested information, which is more detailed in the article. I hope he finds his heroes through your magazine. I'm sure there are many more requests for information of this type.

Adalbert (Bert) E. Toepel, Jr., Eugene, Oregon, mbtoepel@msn.com

Bert, many newspapers are reluctant to provide reprint permission. One must first identify who has the authority to release the material and then actually receive an answer to the request. In addition, we cannot edit the narrative in any fashion and it is often too long for our purposes. Hopefully someone familiar with the details will read the on-line version and respond. ~ Ed.

To the Editor of the Aviator,

I was contacted by Les Hines regarding the article found at the following website:

https://www.military.com/daily-news/2019/04/07/vietnam-war-widow-meets-person-who-killed-her-husband-1969.html

1800 TFC, BS445752 at 1407H, LOH-6 called in "going down, going down". Message came in weak, it sounded like he was taking fire. Alt was about 400'. LOH went down. Three bodies were found in the vicinity of crash site. Aircraft had burned, time of discovery 151615H. The three US that were found around A/C were shot in head and stripped of all military equipment, weapons, and boots - Pilot from 198th Bde and 2 passengers from 1/14 Arty.

I replied with following:

Les, this sounds like the incident with an OH6 that left the Batangan peninsula headed back to Chu Lai. In that incident the pilot low leveled west and missed highway one ended up at the horseshoe in the river that runs through Quang Ngai and was shot down. When the three occupants were found at the burning Loach, they had been executed. General Cooksey asked me to take (I think it was the Divarty Commander) and follow up on the mayday. The Colonel told me that one of his Lieutenants was on board. We joined a search along highway 1, but circling back someone called the smoke from the loach. We provided cover for the bird that recovered the bodies and followed back to graves reg. We joined the Col and saw all three had been shot in the head. The Col told me the Lieutenant was on his first day in the AO.

So....being the truly remarkable historian you are, you already know about this. In reading the deceased pilot's wife's story, I thought it remarkably similar. The date and location, etc...I looked at Google earth and found a Thon 1, 2, and 3. Ba being the translation for 3, I figured this has to be it...the location is right on the horseshoe in the river and there is a road. What say you?

Dennis DeWine
Dennis.DeWine@colonialrealestate.com
Les Hines americalhistory@gmail.com

Les, Dennis, Military.com indicated they were unable to authorize a reprint (due to some convoluted protocol). I urge readers to avail themselves of the on line version. ~ Ed

To whoever receives this,

I am a Vietnam War Research Analyst for the Defense POW/MIA Accounting Agency (DPAA) in Washington DC. I am responsible for researching and developing leads for about 200 cases of individuals who did not return from Vietnam, one case being an aircrew that disappeared in Apr 1972 from the37th Signals Battalion in the vicinity of the DMZ. This was during the onset of the Easter Offensive as well as the SAR efforts for Bat 21, and the loss may be associated with either, neither, or both events.

According to some records of the loss, prior to this aircrew's UH-1H going missing, they were acting as radio relay for a Dustoff aircraft, Dustoff 500, on 3 Apr 72. I'm trying to determine if any information was passed that might give us a better idea of where to look for their aircraft (it has still never been located). Someone associated with the Dustoff association informed me that the 500 designation callsign indicated the aircraft may have belonged to the 571st, which used 500 series callsigns at the time.

I'm trying to run down any info on the mission they were on when their helicopter went missing (we assume) in Quang Tri Province. I have a similar query out to members of the 37th Signals Battalion, but am trying to cover all my bases.

Any information that may help resolve this case, or tell me who to contact to get more information on it, would be extremely helpful. If you are interested in looking up their loss specifics, look up Larry Zich on this page http://www.vvmf.org/Wall-of-Faces/58054/LARRY-A-ZICH and there should be a synopsis of the loss and the full names of the other crew members involved. I can be reached at the email address or phone number below.

Thanks for any assistance you are able to provide.

Chris
M. Christopher Williamson
Defense POW/MIA Accounting Agency Research Support Team/Southeast Asia.
Tel. 703-699-1245
E-mail: michael.c.williamson.civ@mail.mil

Dear members

We have discovered some bad data in our helicopter database and could use your help to try to correct it. We have 378 helicopter tail numbers for non-CH-54A helicopters associated with the 355th Heavy Helicopter Company which was made up of CH-54A Tarhe (sky cranes) only. If you have information about a helicopter incorrectly associated with the 355 HHC or 355 AVN, please let me know.

Gary Roush
webmaster@vhpa.org

To the Editor:

I am a Marine Helicopter Pilot veteran from Vietnam. In March or April of 1964, our crew rescued the crew of a downed Army helicopter. I have been looking for them for years – they owe me a beer!

We were on a "milk run" at the time south of DaNang (or Quan Ngi) west of the A Shau valley.

It's been a long time and I have no log book reference. I don't know where to find the After Action

LOOKING FOR

report for more detail. I was the co-pilot and did not complete the form.

I'd like to meet them before I move on. I'm 81 and still looking for that beer. Thanks for your help.

Ed Moore CPT USMC jetr75@cox.net

Message from: James A Karasch Navy seaman USS DENVER

If "Woody" A Gunship Pilot aboard the USS Denver LPD 9 Late 1970-Late 1972 is still around I'd like to contact him. I can recall our morning coffee chats. Woody a Marine LT was a pilot on one of our two gunships. I was the voice in CIC (combat information and communication) and my daytime job was in the print shop; having a TS clearance. I knew what Woody went through each night but our morning talks were NEVER about missions. I made damn sure of that. We talked about the good times back home, wild women and plenty of jokes and soon Woody would be smiling and then we would both be laughing, We were best friends the entire time.

My heart sank that night when I was in CIC and Woody called in that he was taking heavy ground fire, and screamed into the mic "I'm hit. I'm hit", Then we lost communication. We had him on radar, so I yelled, "Talk Him in he might still have incoming messaging. I locked up my station and ran out to the flight deck just as he was touching down, One bullet hole was dead center where his head was; then he opened the hatch and came out on his own power and we could see he had not been hurt. Our eyes locked and he gave me a slight nod and we both went back to work.

James Karsch
jimandsheila@centurylink.net

To the Editor of the Aviator

I am assisting a friend whose late brother, Harold Elwood Benson, Jr., graduated with WORWAC Class 68-11 (started in 68-09) and apparently then served a tour in RVN. He apparently separated from the Army after his tour and moved to Colorado. His sister is looking for any information on his flight school and Vietnam service from friends and unit members.

There is very little information in the VHPA databanks other than Flight School class numbers. If anyone comes forward with information I will put them in direct contact with his sister. I can be contacted at bordingk@aol.com or 904-525-1394. Ken Bording CW5, Ret.

Dear Editor:

I came across the DAT information from the VHPA while searching for more information on my father. I was only 2 when he passed during this accident and sadly don't know much about him other than what my mother has told me. I have now lived 4 years longer than he did and I often wonder what my life would have become had he not been on this training mission.

Things happen though and I believe everything happens for a reason. I would probably have gone into the military myself (I thought about many times over the years) had it not been for my grieving mother and her fears stemming from my father's passing.

If you know anyone from this accident report or that worked with John or know about any other missions, military experiences or personal, I would love to hear from them.

Christopher Williams, Winder, Georgia
cwilliamsbase@gmail.com

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Letters to the Editor

The following letter was sent to Julie Kink. I sat with its author at the Gold Star Breakfast and his words reflect much of our conversation. I thought the membership would appreciate his feelings for the VHPA Annual Reunion and in particular, Julie's Gold Star outreach. ~ Ed

Hello Everyone. I hope the event went very well and everyone was happy.

I want to thank everyone for making my Son and me feel so welcome. I have always been very close to my Son but this event has brought us even closer as Father and Son. He was very impressed with the meeting and everything he was part of and now he is doing research on the war for himself. This was a game changer for him because now he is very interested about the war and his Grandfather.

I want to make sure everyone understands how this event gave me clarity into how my Father lived in the war and why my mother always said he loved the guys he served with and wanted to stay in the Army and retire. I truly feel that "He served with the finest men in the world". As I listened to stories about the time all of the men spent in country I realized why my Mother always said he was happy because the values of all the pilots I met were so high and the attitudes they all had about each other were of the highest I felt like even though my Father had passed away he did not die alone. Men truly cared about each and every one over there so it finally gave me peace that he was happy helping everyone and may not have been scared.

The bravery I spoke about with many there I found very uplifting. Each and every man I talked to did not think they were brave just young and doing a job. I did not understand before this event how men that young could do the things they did and now I truly understand that they did it for each other. I have seen movies that talked about how everyone looked out for everyone but I always thought it was a movie line. As I looked at pictures and talked to everyone I soon realized that you were all brothers and I could have done things like that to save a family member.

All the pilots are very special people and you all have changed my life. I am not quite as sad about my Father because "He was with friends".

Again thanks everyone for inviting my Son and me to this special event. If everything goes correctly, I want to try and bring my mother to meet everyone next year in Denver.

Thanks and Have a Safe Day,

Dick Tejano dick.tejano@gmail.com

Dear Mr. Kirk,

I am writing to ask that you extend a well-deserved thank you to the 2019 reunion planning committee members. My wife, Janet, and I thoroughly enjoyed the entire week. During the months before the event I had located and contacted over 20 B Troop, 3rd/17th Air Cav pilots who I had flown with as well as a few pilots that I had only heard about from my two primary in country mentors. That contact effort resulted in over 16 of those B Troop pilots attending the Kansas City event along with their wives and a reunion for most of them after decades of not being together. It was almost like we had never been apart which was probably not a unique experience. No doubt it is a similar experience for other units who gather together for one of these reunions. According to my unofficial polling I suspect there will be a group of B Troop "Stogies" meeting up again in Denver next May 21st - 24th.

The yellow cards at each banquet place setting with the name of a fallen pilot and the subsequent toast to our respective pilot was particularly appropriate given the proximity to Memorial Day. I doubt whether any of us just happen to know anything about the person named on our yellow card unless by sheer coincidence. I stuck my pilot's name in my wallet for safe keeping until yesterday when I finally pulled it out, went to the VHPA directory and looked this man up. What a sad story I found through all of the information available right there on our website. Indeed sad for the loss of a young 23 year old pilot only in country four months in I Corp, but more so sad because both Cobra pilots were lost through a weather related crash in April of 1970 where apparently the pilots' remains were not immediately found or declared dead until August 28, 1978.

Just imagine the years of pain and torment of waiting and wondering that the parents and sibling went through- truly tragic as with the families of all the lost soldiers. I searched the internet looking for my pilot's parents and/or siblings. I was not successful at that search but instead found a second cousin that told me the parents and a younger brother had already passed. I relayed my message to him indicating I wanted to let the immediate family know of the toast to their son and that he had not been forgotten by his fellow pilots and now most assuredly would not be forgotten by me. My yellow card had the name of WO1 Dennis Keith Eads, F Troop, 8th Cav, 23, Infantry.

Please encourage all who attended that Friday evening banquet if they remember the name on their yellow card to at least look up that person in the VHPA directory. Then click on the spot for more information, and then maybe see if there is a spouse, parent or sibling to contact or let some relative

Letters to the Editor

know the pilot has not been forgotten.

Sincerely, Harley Goff, Mankato, MN

Harley, I'm certain the various committee members will welcome your remarks. I intend to save that "yellow card" if we have a similar toast at future banquets. ~ Ed

Dear Tom,

As you know, VHPA Gear advertises in each issue of the Aviator. In addition, a portion of every sale is set aside for the VHPA Scholarship Fund. Accordingly, I am looking to disseminate some information which will be mutually beneficial to the on line store and our customers.

Member response has been quite positive. Thank you to all of our customers! We receive requests on nearly a daily basis.

Almost everything is custom and made upon receipt of an order. Hats and on-line T-shirts are the exception. Hats are made in advance on most wing styles. We stock VHPA, Army Aviator, Army Senior Aviator, Army Master Aviator, Air Force Pilot, Air Force Senior Pilot, Air Force Command Pilot and Naval Aviator wings. VNAF Pilot and VNAF Senior Pilot wings are available on request. T-shirts shown online are also stocked in quantity.

Due to the nature of our custom orders, there is approximately a ten-day period required to log the order, perform the embroidery and ship shirts and light jackets. Flight jackets are stocked and take approximately 21 days to embroider and ship. The wing logo is relatively easy to apply. The embroidering of the personalized aspects of each jacket consumes the bulk of the time. For those wishing to obtain a flight jacket, I urge you to make your purchase before October 1, 2019. We have been told to expect a price increase (percentage unknown as of today) by that date. All orders for Christmas must be received on or before November 15 to allow for the holiday rush.

The Store is working on Flight Class hats and they should be available in early August.

All credit card charges will show from Sportswear World. If you have any problem getting on to the Online Store site, feel free to call Mike Sheuerman at 817-860-2430 (Sportswear World) or 214-802-4244 Cell.

Thank you for the opportunity to inform our patrons,

Mike Sheuerman gear.vhpa.org or sportswearworld@att.net

Dear Editors,

I would appreciate an outreach to our members using the Aviator to send my message. I am trying to assess the potential interest in an "Authors Chapter". Obviously, I cannot describe the structure etc., as yet, but I would welcome any feedback from our various book authors. If there is sufficient interest, we can move on to the required steps for creating a chapter. Please contact me with your thoughts.

Thank You,

Tom Morrissey: tomartist2004@yahoo.com

To the Editor of the Aviator,

Every time I see an aircraft with 1st Cav markings (and especially a gunship), it piques my interest. I'm curious as to whether, or not, the caption on the cover photo for the May/June 2019 issue of "The Aviator" is accurate.

I flew gunships for D/227th AHB, 1st Cav, and I never saw, or knew of, a Huey gunship that was armed with flex guns, rockets, and a grenade launcher. It was either flex guns, or mini-guns or a grenade launcher, plus rockets.

I could be wrong (and it certainly wouldn't be the first time).

John LaDue VHPA member

John, the photos we use are published with the agreement of the photographer and we cannot alter the captions supplied with same. My only personal experience is with Charlie models and at that, I don't believe we had a ship configured with a grenade launcher. If we did it wasn't around long enough for me to note the configuration(s). If someone will reply to us with clarification. ~ Ed

Tom Kirk

I flew B and C model gunships out of Bien Hoa from August 1965-August 1966. Our ships had three configurations: seven rockets and two flex guns on each side, 24 rockets on each side, and 14 rockets on each side with a nose mounted 40mm grenade launcher. The configuration with flex guns carried 6,000 rounds under the rear seats, one full width container for each gun. The configuration with the grenade launcher carried 250 rounds under the rear seat with the chute running on the co-pilots side of the panel between the seats.

If the aircraft shown on the cover carried 14 rockets, four flex guns and a grenade launcher - where were the 40mm rounds and 7.62 rounds carried. Also, how did they get it off the ground with all those weapons and ammunition?

I doubt there was a nose mounted grenade launcher on the aircraft shown.

Respectfully,

John Mateyko

One more vote for a mistaken description of the configuration. ~ Ed

VHPA REUNION ~ 2019

Kansas City Missouri proved an excellent venue for our annual get-together. The city had much to offer of both historic and cultural interest. The Marriott hotel delivered its typical high standard of comfort and amenities. The local residents were friendly and welcomed the attendees. Many emails to the Aviator state this reunion was the best regulars have attended. On behalf of these members and all attendees, we extend our thanks to John Powell, Art Jacobson and Don LeMaster, chair and assistant chair of the National Reunion committee.

Gary Jones, his team of volunteers and our dedicated headquarters people combined to provide excellent administrative/event support.

As is typical, many of the volunteers were wives of members. These women devote time which could be spent on other activities simply to support a reunion of pilots; when in fact it is a family event as well.

I will take this opportunity to publicly thank my wife Carolyn. She volunteered as did so many others, but handled another task on a daily basis. She was the "staff" photographer for the Aviator. We receive photos from a number of attendees each year, but for the past five years, Carolyn ensured there were photos recording a wide variety of settings and people. In addition, she took photos of the Anzac Day ceremony at Fort Rucker.

Our Past President, the dignified soft-spoken Missourian, John Sorensen asked us to publish a short piece located elsewhere in this issue. We were happy to provide the venue for his heartfelt comments. He is a man of few words, but was obviously proud of the College of the Ozarks Chapel Choir, directed by Gregg Busch, who performed at the BBQ luncheon.

Our newly installed president, Art Jacobs responded to the welcome provided by Baldwin City in his open letter, printed in this issue.

The performance of the College of the Ozarks Chapel Choir as John noted was a unique and most enjoyable event. They delivered an inspiring selection of work to include some "oldies". I, as was the case with many others had never been so moved, not only by sheer talent, but the emotion that was clearly evident. I told many of the choir members when they had completed the program how I enjoyed it far more than attending a Rolling Stones concert in Giant Stadium. Despite the glitz and pyrotechnics, there was not the sense of pure joy to be pleasing their audience or the respect for that audience. Choir photo below.

The last time a group of aviators sat so transfixed, they had just heard the words: "The target today is Schweinfurt."

Other recurring activities are related in this issue as separate articles. As a practical matter it is not realistic to recap every tour, a list of vendors and smaller gatherings. If one attended, it would also be a bit redundant.

For Tom Hirschler and me this reunion was quite special with respect to the magazine. It was the first time Kay Taylor, our layout artist and illustrator, attended after ten years of providing the VHPA with her skill and dedication. The three of us have worked as a team for almost five years. I had met Kay once; Tom Hirschler had never met Kay. The Executive Council, Chairmen and others took the time to greet Kay at the banquet and make her welcome.

One final item and then enjoy the photos which are far more entertaining. Many members and their wives took the time to express their appreciation to Tom Hirschler or me for our work on the Aviator. The value of that has little to do with ego or recognition; rather it is reassuring to know we are meeting the expectations of our "brothers."

By Tom Kirk

College of the Ozarks Chapel Choir

QUILTERS SHOW AND TELL

The highlight of every Reunion is the presentation of the quilts to each of the preselected veterans: LTC John Head, CPT Stephen Root, CPT Douglas Tollin, 1LT Charles Kinnie, CW2 Gilbert Foote, CW2 John Deer, and CW2 Kenneth Roach. Thank You For Your Service!

At the conclusion of the presentation was the quilters Show and Tell. Many had been busy this past year completing blocks and gave us a glimpse of what the quilts will look like that will be presented in Denver. Other quilters brought items they have completed for others to admire.

I'd like to thank everyone who stopped by the Quilters Table and asked questions and viewed the quilts. I'd like to also thank everyone who attended the presentation of the quilts whether they were in the Quilters Room or in the O' Club for the presentation.

The second highlight was the trip to Hamilton, MO and meeting Jenny Doan. Jenny was kind enough to set aside time in her busy schedule to meet and tell the quilters a little about herself, take pictures with each individual person and sign a book or two of hers. I explained to Jenny about the blocks and the assembling of the quilts that are presented to our veterans. Jenny wanted me to extend her "Thank You" to all the quilters in the work they are doing. I hope everyone enjoyed themselves and weren't overwhelmed at the selection of fabrics.

Even though blocks were brought to Show and Tell for next year's quilts, more blocks are needed. The deadline to accept blocks for next year's quilts is Sept 15.

Mail all blocks to:
Kathleen Sherfey

12420 W 53rd Terr
Shawnee, KS 66216

If you have any questions, you can contact me at the above address or by e-mail at: ***klskms@aol.com***
In the subject line type VHPA Quilters or call ***913-631-6811.***

CW2 Kenneth Roach

Group Arriving in Hamilton, MO.

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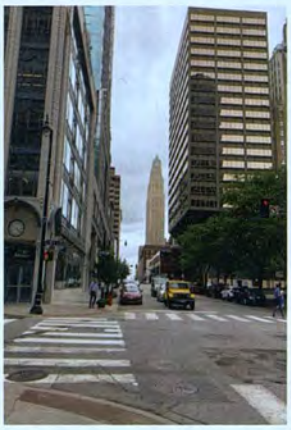

The interesting mix of Kansas City architecture

Old and new

Marriott dowwntown Kansas City

Attendees waiting in inside corridors to avoid breaking glass from a possible tornado - which missed!

The Gold Star pamphlet

Marriott Atrium and bar

Photo by John Sorensen

One of the many museum displays of artifacts recovered from the sunken sreamboat Arabia

'O' club

Gen. Terrence R. Dake (USMC Ret.) as he introduces the College of the Ozarks Chapel Choir

Photo by John Sorensen

Col Clark USA Ret., former POW speaks at a breakfast meeting

Vendor Room

Photos on this page are by Carolyn Kirk unless otherwise noted

Independence Tour

Photos by Ashley Bird at VHPA Hq.

Spouses Event

Photos by Ashley Bird at VHPA Hq.

Dinner Train

Photos by Ashley Bird at VHPA Hq.

The Cub Inn is a 5,000-square-foot log cabin that offers unique charm that blends our love of aviation with the great outdoors. Located in California's Sierra Nevada mountains just 25 miles from Yosemite National Park, our five guest rooms sleep either two or four people, and they all feature a private bath.

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The Cub Inn B&B is a life-long dream of Joe Riley, Innkeeper and Owner. Joe is also an active pilot and VHPA Life Member. Ask him about flying over Yosemite National Park together when you plan your visit.

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

KOREAN WAR VET SATISFIED CLIENT

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

Sales to date of the
Final Flight of Curious Yellow
have generated $6224 for the VHPA Scholarship Fund!

We thank those who contributed to the book, and those who purchased it!

AVAILABLE AT:
amazon.com
in paperback and kindle

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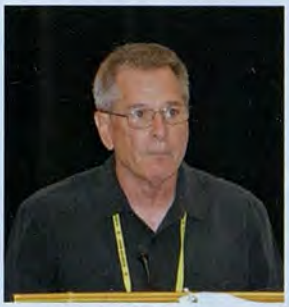
GOLD STAR FAMILIES WELCOMED AT REUNION

by JULIE KINK

Event program

A well attended event

Gold Star emblem



Jim Crigler, VHPA member

It started with a knock at the door from a man in a uniform. Suddenly, the war in Vietnam invaded our homes and our hearts, changing us forever. We became Gold Star families.

Those of us who lost a family member in the Vietnam War often had very little information. After the war, we had no way to connect with those who served with our loved ones. We would never forget them. But we had no idea that their brothers-in-arms shared our grief, that they would never forget the friends they lost.

There are still many Vietnam Gold Star families who have no idea that organizations like the VHPA exist, and do not know that their presence among veterans would be welcomed. Some discover the VHPA on their own. Some, I find in my personal sleuthing. The opportunity to meet men who served with their loved ones is a precious gift. Through fellow aviators, they can learn not only how their loved ones died, but more importantly, how they lived.

This year's Gold Star Family Breakfast drew 280 people, including 33 Gold Star family members. Sincerest thanks to all those whose contributions paid for the Gold Star family members' breakfasts and supported the event; to Jim McLaughlin for creating loss location maps for family members; to Jim Crigler for presenting each family member with a Gold Star coin; to Dave Hause and members of the 3rd BDE 101st ABN for actively seeking out families of their fallen comrades and encouraging them to come; to Don Williams, Hal Stitt and members of the 191st AHC for doing the same; and to author Roy Mark for inviting families of C/229th aviators he wrote about. And thanks to Chuck Kinnie for bringing the Donut Dollies!

Julie Kink addresses the attendees

My personal thanks to all who attended and made the families feel welcomed. Reunion first timer John Rob, 229th AHC, called the Gold Star Family Breakfast "the most memorable event in a reunion filled with camaraderie. I will certainly make it an annual event."

Barry Dunnavant, cousin of WO James Dunnavant, 176th AHC KIA 7-18-1970, said being in the presence of Vietnam aviators is a lot like being with the cousin he admired so much. Jimmy was in Vietnam less than six weeks when he lost his life.

"Going back-n-forth with another cousin, who knew Jimmy very well, I told Richard about the reunion, and how these guys were 'Jimmy', all-the-way down to the laugh. . . Though there for such a short time, barely remembered, it's good to know he wasn't just somebody else somewhere on the other side of the world. It was important for me to know he belonged."

Special thanks to Jerry Mellick for taking photos at the Gold Star Family Breakfast. They can be viewed here:

https://mellickpictures.smugmug.com/2019-GOLD-STAR-FAMILIES/

I encourage you to seek out families of your fallen unit members or flight class-mates, and invite them to a reunion. If you need help, ask the Family Contacts Committee, http://www.VirtualWall.org/contacts, fccontac@comcast.net.

See you next year in Denver!

Julie Kink,
sister of WO David Kink C Trp 1/9th CAV KIA 8-3-1969
Gold Star Family Volunteer
kink100@att.net

The VHPA Reunion 2019 welcomed these

GOLD STAR FAMILIES

(family members of CW2 Black, WO1 Holtom and WO1 Potter were unable to attend due to unforeseen circumstances)

BERNER
CW2 Edgar D.
KIA 4-29-1970
HHC 3 BDE 101 ABN • Class 69-9
Erich & Tracey Berner, son & daughter-in-law

BLACK
CW2 Nolan E.
KIA 10-30-1969
48 AHC • Class 68-505/68-3
Carol Black Wagner, wife; Laura Toler, daughter

CHENEY
1LT Daniel B.
KIA 1-6-1969
A/3/17 CAV • Class 68-514/68-24
Jerilyn Brusseau, sister

DOUGAN
CW2 Charles G.
KIA 3-5-1970
195 AHC • Class 68-513/68-23
Larry Dougan, brother

DUNNAVANT
WO1 James M. Jr.
KIA 7-18-1970
176 AHC • Class 70-7/70-5
Barry Dunnavant, cousin

FRASHER
1LT Gary D.
KIA 5-8-1970
A/25 AVN 25 INF • Class 69-34
Joan Drees & Janine Frasher, sisters

HOLTOM
WO1 Mark R.
KIA 9-26-1970
C/229 AHB 1 CAV • Class 69-41
Lyle Holtom, brother; Vince Lambert; Roy Mark, cousin

HURST
1LT Quentin F.
KIA 9-27-1968
A/9 AVN 9 INV • Class 68-508/68-12
Jeff & Loretta Hurst, brother & sister-in-law; Quentin Hurst, nephew

KINK
WO1 David R.
KIA 8-3-1969
C/1/9 CAV • Class 69-11
Julie Kink, sister

KLAVES
SP4 Jeffrey J.
KIA 4-29-1970
HHC 3 BDE 101 ABN
David Klaves, brother; Jeffrey Klaves, nephew

POTTER
WO1 William D.
KIA 3-27-1969
C/1/9 CAV • Class 68-23
Fritz Miller, nephew

SILVERBERG
WO1 Arvid O. Jr.
KIA 1-23-1969
283 MED DET • Class 68-1/67-25
Alison Messina, Robin Dawson, Elsa Gottschalk, sisters; Rob Silverberg, brother

SMOYER
2LT William S.
KIA 7-28-1968
K Co 3 BN 7 MARINES
Nancy Smoyer, sister

STINN
PFC John R.
KIA 5-15-1970
C/229 AHB 1 CAV
Sarah & Mike Oebser, sister & brother-in-law; Allan Stinn, brother

SWAYZE
CPT Gerald C.
KIA 12-30-1969
C/229 AHB 1 CAV • Class 68-16/68-26
Mickey Swayze & Nancy Kimmel, brother/friend; Hannah Stensen, niece; Gerald Swayze, nephew

TEJANO
WO1 Ricardo R.
KIA 6-5-1968
191 AHC • Class 67-19/67-17
Dick Tejano, son Rob Tejano, grandson

THOMPSON
CPT David J "JP"
KIA 1-29-2010
3 BN 3 SP FORCES, Afghanistan
C David Thompson, father (VHPA member)

WELCH
1LT Michael J.
KIA 1-25-1972
B/7/1 CAV • Class 71-20
Chris Welch, son

WILEY
1LT Thomas J
KIA 5-13-1972
196 BDE 23 INF • Class 71-18
Donna Miller-Tolar, sister; Petr Tolar; Alma (Maxine) Crowell, sister

WILKINSON
CPT Clyde D.
KIA 2-12-1971
C/2/17 CAV • Class 67-9
Mary Wilkinson, sister; Jackie Vallario, sister-in-law

Pictures of crewmembers lost in Vietnam.

Family members speak of their experiences.

Gold Star group picture

UPCOMING REUNIONS

Distinguished Flying Cross Society
When: 15-19 September 2019
Where: Dayton/Fairborn, OH.
Contact: Warren Eastman: 760-985-2810.
email - weastman@dfcsociety.org

61 AHC – Lucky Stars/Starblazers
When: 7-8 September, 2019
Where: The Zogelman's, College Springs, IA.
Contact/Information: website - www.61ahc.org

Fifth Annual Reunion of the 119th AHC
When: September 10 -12, 2019
Where: Branson MO, Radisson Branson hotel
Contact Spencer Gardner: for more information and registration
spencerhgardner619@gmail.com

The 116th AHC Hornets
will be in Branson, MO **23 to 27 September 2019.**
Contact Dave McAdams at
hornetreunion@gmail.com for information.

173rd Assault Helicopter Company
(Robin Hood/Cross Bows) Reunion
When: 25-29 September 2019
Where: The Westin Hotel, Huntsville, AL
Contact: Rich Johnson – rich.johnson9837@gmail.com or Jim
Roop –jim.roop@aol.com

281 AHC 50-Years Reunion
When: October 2-5, 2019
Where: Menger Hotel, San Antonio TX
Information: 281st.com

92nd AHC: Stallions and Sidekicks Reunion
When: October 3-6, 2019
Where: Oklahoma City, OK, "Bricktown"
Hampton Inn & Suites
Contact: website, www.92ahc.org/Reunion2019.html
Or Haydn Decker: uh1hd@aol.com

The 192 AHC 2019 Reunion
When: November 7-10, 2019
Where: Radisson Suites Hotel, 6555 Speedway Blvd, Tucson, AZ 85710 Tel. 520-721-7100
Contact Dennis Javens (Polecat 19)
dennisjavens43@gmail.com 805-903-3967

E Battery 82nd Artillery 1 CAV
(All former unit members and their guests)
When: Nov 8th to 13th
Where: San Antonio TX
Contacts: Patrick McIntyre: **pat@mcintyrec.com**
Gordon Eatley: **geatley@cox.net**
See also: https://ebtry.myfreesites.net
Facebook:
https://www.facebook.com/groups/1687347068170409/
Note: Please put E battery reunion in subject line on emails

281st AHC 50th Year Reunion

San Antonio, TX
October 2-5 2019

Location: The Historic Menger Hotel beside the Alamo, across the street from the River Walk
Hotel link and Reunion registration form on:

281st.com

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DFCSociety.org/membership

ANZAC DAY AT FORT RUCKER

COVER STORY

Recipients and dignitaries gathered in Memorial Park. Fourth from left Fred Dunawa USA LTC Ret., sixth from left Don Agren (135 AHC), seventh from left David Farthing RAN Commodore Ret., center MG William K. Gayler, Commanding General USAACE and Fort Rucker, tenth from left LTC Hayden Archibald, Senior Australian Army Liaison, Fort Rucker.

On April 25, 2019, outside the Aviation Museum at Fort Rucker Australian and US military personnel (active and retired) were gathered just before sunrise. The occasion was Anzac day, a day of remembrance for the fallen service members of Australia and New Zealand. The two countries have fought beside US forces since WWI. The Fort Rucker Anzac Day event is sponsored at the American/Australian Memorial, Veteran's Park annually by a small contingent of Australian Army aviation personnel stationed at Fort Rucker.

Following the memorial service, another ceremony commenced. This was the awarding of the Unit Citation for Gallantry (UCG) of Australia to all members of the 135 AHC Company for the period 1967-1971.

The unit described as an Experimental Military Unit (EMUs) was composed of US Army and Royal Australian Navy (RAN) pilots and support personnel. All were fully integrated for every aspect of support, maintenance and flight activities.

The UCG had been previously awarded to the RAN members who were deployed to augment the unit for the time period. The government of Australia decided the award should include the US Army members for operations conducted in concert with that of the RAN. The US Army approved the receipt of the award. Veterans of the 135 AHC in attendance were provided with a ribbon and a citation.

The last CO of the EMUs, LTC Fred Dunaway USA Ret. was present as was Commodore David Farthing RAN Ret., the XO during my tour. It was a very special moment to receive the award and shake each man's hand after 49 years.

Fred Dunaway worked tirelessly to notify as many former members of the unit as possible and in some cases a surviving relative for those who died after tour. He was assisted by unit members in Australia in ensuring any eligible service member was provided with the award.

Tom Kirk 135 AHC 70-71

Note: If you can verify you were a member of the 135th AHC or a family member of a deceased member during the mentioned time, contact Fred Dunaway for assistance with the process to receive your Australian Unit Citation for Gallantry ribbon and citation. fcdunaway55@att.net

Photos on pages 24-25 by Carolyn Kirk.

Impressions and Recollections from Serving with the EMUs

By Thomas Kirk; RVN: Jan. 70 to Jan. 71

Any helicopter pilot fresh out of flight school in the era of the Vietnam War had a great deal of anxiety about his first assignment. The difference between student and graduate is far more distinctive than is true of most other military schools. Becoming an operational pilot is both a challenge and an opportunity. The emphasis is on challenge when one's first assignment is in Vietnam.

At once, everything is strange. The people, the smell of the country and the smell of the war and the total exposure to things never seen or experienced are initially overwhelming.

As is the custom, the ceremony commences before dawn.

One of the EMU crewchiefs in a moment of reflection.

The Army actually queried new pilots for their choice of where they would like to be assigned. To my knowledge, few of these requests were ever honored. There may, however, have been some occasions where a specific request actually favored a need for pilots in that same location, but in the main it was simply an exercise.

I had no knowledge of the various areas in the country and simply received my assignment to the 135th Assault Helicopter Company without any particular expectations. From Saigon, it was a fairly short helicopter ride to my unit.

It took me only a few hours to understand that I was an 'EMU'. This was not just the call sign, but was in fact an Experimental Military Unit comprised of US Army and Royal Australian Navy pilots as well as all of the unit's admin/maintenance slots.

Reired Commodore RAN David Farthing (behind podium) hands out citations.

I know that for many soldiers, sailors and marines, service in Vietnam came with disturbing memories and experiences. I was witness to many, but had a relatively uneventful tour (in the context of now knowing some of the more extreme scenarios that have been described). My overwhelming recollections, however, are focused on the very positive experience I had serving with the Australian contingent that constituted a large portion of our unit.

These brave and talented pilots and support crew defined for me what an ally meant in war. Serving with these sailors

Relatives of KIA and DAT unit members receive citations.

and aviators affected my whole experience and my outlook.

The bond we established in that unique military unit saved the lives of Americans and Australians alike. We were one...and we were very good at our jobs. We were proud of our record of accomplishments. Even one casualty is regrettable, but our overall number of same did not reflect the pace and scope of our activities. We were tasked with support of an ARVN Division. That mission created some very unique problems at times. I won't expand on the comment, but it complicated most missions to some degree.

It was not the US Army or the RAN alone, it was the combination that created a special group of warriors in the aggressive sense, yet prudent enough to live to fight another day whenever feasible. I had no idea that a random assignment would place me in a position to enjoy some great experiences, even in the face of combat which constituted the less enjoyable reality of the job. I remember, however, that the combat although frequent, was conducted with a mixture of determination, skill and simple common sense. That approach personified the RAN and reflected the actions of US Army pilots of the unit as well. Neither group was intent on outdoing the other. They simply combined the best of both to get "The Bloody Job Done."

Peter Cosgrove

Governor-General of the Commonwealth of Australia and Commander-in-Chief of the Defence Force

BE IT KNOWN that with the authority of Her Majesty Queen Elizabeth The Second, Queen of Australia, I have awarded the

UNIT CITATION for GALLANTRY

to

ROYAL AUSTRALIAN NAVY HELICOPTER FLIGHT VIETNAM

in recognition of acts of extraordinary gallantry in action

CITATION

For acts of extraordinary gallantry in action in South Vietnam from October 1967 to June 1971.

GIVEN at Government House, Canberra this first day of June 2018.

By His Excellency's Command

Mark Fraser

Official Secretary to the Governor-General

ON THE COVER:

"Emus, Go Trail" was the command from the lead ship as the group flew into the sunset at Moc Hoa Airfield, southwest of Saigon in the Plain of Reeds region. VHPA member Don Agren, Emu 10 of the 135th AHC '70 - '71 took the photo of his flight leader in 1971.

THIS COULD BE WHERE YOUR STORY STARTS!

It was a dark and stormy night, and there I was, guarding the aircraft revetments. I had my three-candle-power flashlight, my .38 revolver, and 20 rounds of ball ammunition. The communist hoards were all about me...

WELCOME TOTHE 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 13 New Members and covers the period 04-22-19 to 06-19-19

Bridges Gary J. **
Apollo Beach Florida
Army
68-21 68-37
227 AHB 1 CAV in 69-70

Colby Rollie L **
Osseo Wisconsin
Army
66-19 66-17
121 AHC in 67-68; 355 AVN in 70

Cyr Philip R. 'Phil' **
Northbridge Massachusetts
Army
68-19 68-33
3 BDE 1 CAV in 69; 20 ENG BDE in 70

Davis Thomas Clifford **
Fairfax Virginia
Navy
69-1
HA(L)-3 in 71-72; HS-7 in 72-73

Harris John D 'Dean' **
Newland North Carolina
Navy
HM-12 in 72-73

Jennison Christopher D 'Chris'
Tehachapi California
Army
70-39
B/7/1 CAV in 71-72; B/3/17 CAV in 71-71

Kolb Thomas M. **
Tomball Texas
Army
B/101 AVN 101 ABN in 70-70

Rairdon Eric M. **
Auburn Washington
Army
68-11 68-17
HHC 3 BDE 101 ABN in 68-69

Ruth Henry C.
Springfield Tennessee
Army

Scherstuhl Martin S.
Lenexa Kansas
Army
68-501 67-25
114 AHC in 68-69

Torrescartagena Jorge L **
Mont Vernon New Hampshire
Army
66-23 66-21
68 AHC in 67-68

Vecellio Michael C 'Mike' **
Houston Texas
Army
66-18
B/3/17 CAV in 67-68

Vera Oscar J. **
Fort Worth Texas
Army
69-33
D/227 AWC 1 CAV in 70-70

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David Swanson, President
Email: desch47@hotmail.com

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 918-813-5132 (cell) or 918-298-5132 (home) or via E-mail at ka5hzd@att.net. 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

ALAMO CHAPTER

Our ladies continued their tradition of monthly lunches on April 17th when they met at Paula Deen's Family Kitchen, in The Rim, San Antonio. The pilots met for lunch at Bourbon Street Seafood Restaurant in San Antonio on April 10th. On May 15th, we lunched together as couples at O'Brien's Restaurant in the quaint little Texas town of Bergheim.

Charter Member Al Flory has resigned as our Chapter secretary. Thank you, Al, for your years of fine service. In a special election, Mike Patterson was elected to replace Al. Welcome to the Board of Directors, Mike.

A number of us will have attended the VHPA Reunion in Kansas City by the time you read this. The Alamo Chapter arranged for its own set of tables at the banquet.

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

Chuck Oualline

AMERICAN HUEY CHAPTER

Now we're having fun! We are two months into our flying season - April to October - with four events (Kentucky, Ohio, Indiana, Michigan) completed through June.

During the last week of May, several of us attended the VHPA reunion in Kansas City. A nice surprise during the business meeting was Art Jacobs' kind recognition of our fledgling chapter. Thanks, Art.

Scheduled for this season are 17 veterans or patriotic events across five states. We take one, two, or all three Hueys, typically conducting membership flights.

Our mission is to preserve these iconic Hueys that served in Vietnam, to educate current and future generations about the history of the Huey and the men who served on them, and most importantly, the men who sacrificed their lives for us and their Gold Star family members.

Robert Fureigh
Chuck Canfield, President

With seven events scheduled for July and August, a lot more funi is around the corner.

July 3, 4 & 5- 150th Ann. of Baseball & Honoring Our Military - Great American Ball Park - Membership flights will be available on Sunday at Lunken Field Airport - Cincinnati, OH

July 20 - Honoring Our Heroes - Triple LLL Truck Repair - membership flights available - 8254 W. Co. Rd. 300 N., Andrews, IN (rain date July 21)

July 27 - Fly In / Drive In - Peru Municipal Airport - Membership Flights available - Peru, IN (rain date July 28)

August 10 & 11 - 13th Annual Gathering of Veterans & Patriots - American Huey Museum (on the new Museum property, weather permitting)- membership flights available - Peru, IN

August 16, 17 & 18 - Fort Fest - Fort Jennings Park - membership flights available - Fort Jennings, OH

August 23, 24 & 25 - Sheboygan Co. Veterans Memorial - Membership flights available - Sheboygan, WI

August 29, 30, 31 & Sept. 1, 2 -Moving Wall Memorial Event - Manly Bennett Memorial Park - aircraft will be at an adjacent location - membership flights available - Hamburg, MI

80' pole; 2-30' poles; 20'x30'American flag.

UH-1B 049; UH-1Hs 803 & 369

Numerous chapter members among some of the volunteers at the Spring Knob Creek (Kentucky) Machine Gun Shoot.

Ron Paye (E/2 Bn, 9th Marines and 129 AHC), one of our sage PICs.

Pete Verbeek (176th AHC; CE Musket 534), Robert Fureigh (Musket 39), and Suzanne Stair (AR ARNG UH-1 CE and Drill Sergeant).

Mark Hopkins makes good use of his GoPro cameras on Gunship 049.

AMERICAN HUEY CHAPTER *continued*

Our future Huey History Museum, superimposed on our nice tract of land (paid for).

Shadow of the pass in review.

CALIFORNIA NORTH CHAPTER

13 APR - UH-1C/M 66-000563 Departs LZ Fritz (VHPA-CCN) for LZ ICE (AAHF) in Phoenix, AZ.

A sad day for CCN. Our beloved Huey UH-1C/M 66-00563 was retired. We had a workday at LZ Fritz to prepare 563 for a long mission and load its support U-HAUL truck. Afterwards, we had a great BBQ and beverages to reminisce the good times.

Our Huey has been stored outside for the last several years and although mostly covered, it is showing its age and requires significant cost and effort to maintain as a worthy static display. We were approached by the Army Aviation Heritage Foundation (AAHF) in Mesa, AZ to obtain 563 for further restoration and indoor storage in their museum. AAHF will have plaques noting that members of VHPA-CCN restored and donated the aircraft.

The VHPA-CCN officers voted to accept their offer. We donated the helicopter, the trailer, truck and all spare parts to the AAHF on 13 April 2019. The AAHF in turn made a generous donation to CCN.

It pains us all to lose 563, which has been the "glue" for our successful chapter, but we know it is going to a good home.

History of 66-00563

UH1-C/M SN 66-00563 entered active duty with the US Army in August 1966. It served 3 tours in Vietnam with units of the 1st Aviation Brigade, 1st Cavalry Division, and 4th Infantry Division from October 1966 to March 1972. After 2419 combat flight hours, 3 major factory rebuilds, 2 major depot repairs, and numerous combat damage repairs, it spent its last active duty days with the 101st Airborne Division at Ft. Campbell, KY. In January 1976 it was sent to the California National Guard in Fresno, CA and when the UH-1Ms were replaced with AH-1Gs it was sent to the Sacramento Army Depot as a non-flying avionics training platform until the facility closure in March 1995.

The VHPA-CCN wanted to preserve 563 and the Depot wanted it gone. It was sitting outside, basically a shell of a fuselage with tail boom and doors. It had no engine, transmission, rotor assembly, tail rotor, seats, instruments, radios, circuit breakers panels, controls, front battery compartment cover, greenhouses , insulation blankets, or much of anything else. Many of the panels were dented and fit improperly. No spare parts came with it.

With no place to store it, VHPA-CCN set it up as a sad static display in front of the now defunct Orangevale VFW in Orangevale, CA for a year, where vandals damaged the doors. A local helicopter operator then agreed to store 563 in his hanger, while CCN was collecting parts. During this time that operator removed the original C model tail boom for his own use and installed an old B model tail boom before returning 563 to CCN a few years later for restoration in a storage facility in West Sacramento (thanks to Mike Nord and Western Truck School). We could not get the original tail boom back!

A custom trailer was built and restoration was "completed" enough to start showing 563 in late 2003. It has been shown since then at numerous veteran's events, schools, and parades throughout Northern, CA to tell the story of the pilots and crew who flew combat in Vietnam. Many thousands of veterans, adults, and children have experienced sitting in a real helicopter and learning a little more about the Vietnam War and the pilots who flew the helicopters "Above the Best". In the past seven years we showed 563 in 68 different events!

VHPA-CCN members are proud of their accomplishments of flying in Vietnam and the restoration of 563. Showing the Huey and telling its story to the public has been a very satisfying experience. But we lost our indoor storage and we did not want 563 to succumb the ravages of rain and sun outdoors. We realized it is time to get the restoration completed and moved to a secure facility, where the public can continue to enjoy her. The mission of the AAHF-AZ chapter fits those requirements perfectly.

VHPA Chapter Activities

Loading Spare parts in the U-HAUL.

UH-1C/M 66-00563 at LZ Fritz.

VHPA-CCN members saying Goodbye.

Ken Fritz handing off the keys.

Leaving LZ Fritz.

563 departs over the CA rice fields.

563 enters Arizona.

563 Arrives at LZ ICE (AAAHF-AZ).

Example of AAHF Restored UH-1C interior at Arizona Facility.

Example of AAHF Restored UH-1C at Arizona Facility.

Above and to the right photos...
Meet before eating at Alamar Marina!

On 22 May, we had eight members and four guests meet for lunch at the Alamar Marina Restaurant on the Sacramento River. We had a good meeting and discussion on some important chapter business and collected ideas for the next few events. The next event will likely be a visit to the Travis Air Force base museum. Also, we are exploring a visit to the Vacaville airport aviation museum (they actually have a UH-1 displayed) and possibly a Napa Valley wine tour. To our members - please keep the ideas coming!

By the time you read this you probably know our MOC did not make it to Kansas City. We will try again for next year.

Please check our website **www.vhpaccn.org** for more info.

Dave Anderson,
VHPA-CCN Secretary

VHPA Chapter Activities

GEORGIA CHAPTER

Our bi-monthly Georgia VHPA breakfast gathering was held on May 18th at the pilot's ready room located at the Del Ray Diner in Marietta, GA. Attendance was very light due to all the Grandkids graduating from the various schools in the area. My youngest grandson, Scott, graduated from Riverside Military Academy in Gainesville, GA. Still can't make up his mind in which Service to enlist.

Bill McRae, utilizing his computer, entertained us in the period prior to the meeting with songs and pictures of Vietnam, some of which were provided by our own members. After getting our "Rotors" up to speed we opened our meeting with the National Anthem.

After taking care of the Chapter business, we settled in for a very interesting program from our guest speaker.

Harrison Jones served in the Navy as an enlisted man and learned to fly after his discharge. He worked as an aircraft mechanic, a pilot ground school instructor, and a flight instructor to build hours, and worked his way up to Airline Captain. He retired as an international captain with more than 20,000 hours in the cockpit flying throughout Europe, Asia, South America, and the Middle East. He was recognized by the Air Mobility Command with the Aerial Achievement Medal for flying numerous troop transport missions into Kuwait.

As an Aviation Author of fiction and non-fiction books, his writing features realism and plausibility that is uncommon in aviation novels. His program for us was about the crash of Rocky Mountain Airway Flight 217 that crashed between Steamboat Springs, CO, and Denver, CO.

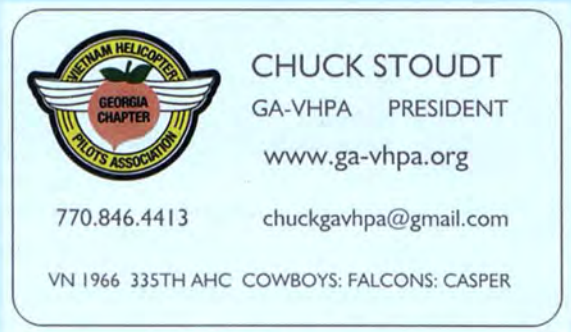
Miracle on Buffalo Pass: Rocky Mountain Airways Flight 217
by Harrison Jones (Goodreads Author)

On the evening of December 4, 1978, Rocky Mountain Airways Flight 217 departed Steamboat Springs and was forced down on Buffalo Pass at an altitude of 10,500 feet when it encountered severe icing conditions and downdrafts created by the winds of a mountain wave. The tragic accident triggered one of the most intense search and rescue efforts in Rocky Mountain history. This true story is told in the words of the courageous passengers and crew - who found themselves struggling to survive the arctic type blizzard conditions with no hope of immediate help - and the heroic search and rescue personnel who risked lives to save lives. Led by an elite Civil Air Patrol unit, with the assistance of other rescue units and civilian volunteers, the search and rescue effort is considered one of the most successful in Civil Air Patrol's history.

Harrison rewarded those attending our breakfast with copies of two of his books, "Shadow Flight" and "Equal Time Point." Also, the oldest and youngest members were given a copy of the Rocky Mountain Rescue.

I am reaching out to all of our VHPA members in the N Georgia area to give us a visit for our next breakfast. July 20th at the Del Ray Diner in Marietta, GA.

Chuck Stoudt, President



Chuck's card.

This is how I looked when I arrived in Vietnam in Dec 65.

Harrison Jones.

Scott Stoudt.

MICHIGAN CHAPTER

The Michigan Chapter has been very active already this year, with much more to come.

May 2nd was the monthly lunch gathering at Brady's in Traverse City. Member At Large Mark Benjamin filed an AAR but apparently the group is becoming camera shy as no photo was taken. But 15 people showed up including Mark Benjamin, Denny Klein, Walter Topp, Bart Holiday, Bob Matlis, Ed and Susan Canright, Joe Meredith, Bruce Whipple, Pat Mullen, Steve Retherford, Bob Potvin, Don Pond, Gary Neumann, and Ron Hofmeister. Mark diligently collected annual dues "from most."

Mark included some discussion of Michigan Chapter member Gary Neumann which led to correcting his branch status on our chapter roster to USMC. Gary flew H-46s in Vietnam and then flew H-3s. Mark said, "There's only one place you could fly H-3s in the Marine Corps." Yup, Marine one. Gary flew Nixon, Ford, and Carter.

It sounds like the group has used up all their war stories because Mark reported that cell phones were passed around to see who was catching the biggest fish. Yes. It's true. But STILL, no pool.

Their discussions did include the Welcome Home Vietnam Veteran Memorial restoration project. Chuck Benson of Bay Supply

stopped by to advise that he has arranged for a lift to clean and shine the flagpole at the memorial.

The May 4th spring meeting of the chapter set a record with 24 attending including three spouses. The Log Jam restaurant was very accommodating and quickly adjusted to the larger than expected gathering. Members present took advantage of the full menu and fine service provided by the Log Jam staff.

May 4th 2019 Michigan Chapter Spring Meeting.

To start the business meeting, special recognition was given to past president Charlie Martin who was the founder of the Michigan Chapter. Charlie gave a brief history of how the chapter came to be and its early activities.

Nominations were open for all chapter officers, but none were made. Rich Deer continues as president and Dave James as vice president. Rich noted he had designated member-at-large status to Glen Veno, Lee Luck, Dave James and Mark Benjamin for their work on behalf of the chapter.

Chapter activities for 2019 were discussed. Mark Benjamin's monthly gathering at Brady's in Traverse City continues with good participation. He noted the change in dates to the 1st Thursday of each month.

Nine chapter members registered to attend the VHPA reunion in Kansas City: Bill Andrew, Mark Benjamin, Pete Frazier, Terry Hunt, Lee Luck, Rod Offhaus, Bob Rich, David Sebright and Peter Verbeek.

By the time this goes to press, several activities will have occurred.

June 22 & 23 Lest We Forget was at the St Joe River Basin with Vice President Dave James as the OIC. This very big event includes the American Huey 369 group.

June 28 was the US Coast Guard Ramp Night at USCG Air Station Traverse City. Mark Benjamin was the OIC for this event which coincided with the National Cherry Festival Airshow which followed and attracts many visitors.

June 22-28 was the EAA Airventure in Oshkosh, WI which Dave James attends and coordinated details for those who joined him.

Events still coming up include Thunder Over Michigan on August 3 & 4 at Willow Run Airport. The Army Aviation Heritage Foundation is participating. Sandy McLeod led the charge on this last year, is unable to attend this time, but can help with initial coordination. Chapter participation pending.

August 17 is Mason Aviation Day. Dave James is the OIC for this one-day event with lots of aircraft and other activities.

August 29 – September 2 – The Moving Wall will be at Hamburg, MI and the American Huey 369 group will be participating. They will operate out of a separate area a short distance away due to

Michigan Chapter Members @ VHPA KC Reunion.

landing restrictions in the park. Glen Veno advises there will be static displays for Michigan Army National Guard helicopters as well as numerous other military and veterans displays. This chapter participated in this event in 2014 as our first major event and it drew a lot of interest. A Bob Hope impersonator is among many activities along with the Wall. Mark Benjamin is exploring the possibility of working this and Charlie Marvin is interested in participating as well.

September 8 is the Maple Grove Fly-In near Fowlerville. Lots of aircraft, a big pancake breakfast and large community gathering are all part of this event. It has become a traditional end of the year event for our chapter and only lasts until about noon. We then move to the Great Lakes Family Restaurant in Fowlerville for a Michigan Chapter lunch gathering. Dave James is the OIC.

Mark Benjamin gave a detailed update on the restoration project for the Welcome Home Vietnam Veteran Memorial in Traverse City. Besides many of his Brady gathering crew, the project is being supported by other local veterans' groups and the city of Traverse City. Just a few of the details involved include removal of

VHPA Chapter Activities

Bob Rich with MI VHPA logo mounted at Log Jam Restaurant.

May 11 Stone Cleaning.

Sue Canright & Shirley Benjamin at Monument.

Coast Guard Assisting Garden Renovation.

Before & After - Vietnam Veteran Welcome Home Monument

eight inches of turf, replaced by topsoil and planted with new flowers; cleaning of the memorial itself; repair of the flagpole, removal and replacement of the overgrown hedge behind the memorial, and intent to restore it to the original condition including flowers arranged to represent the Vietnam Service Medal. This summary does not do justice to the tremendous effort and commitment to the project by all involved.

Mark also reported he has obtained a new canopy for chapter use at our activities. It prominently displays the Michigan chapter logo as provided by Bob Rich. It supplements his earlier Michigan chapter canopies that were damaged last year. Those are being studied for continued use as well. Mark has provided these at his own expense; they are most impressive.

Bob Rich was recognized for his extensive work on the Michigan chapter logo. One of his works is on permanent display at the Log Jam restaurant.

Bob also caused the creation of a beautiful Michigan chapter challenge coin at his own expense which was unveiled and distributed to many members over the past year. With the initial supply exhausted, Bob was asked to arrange for another batch to be reimbursed from the chapter treasury.

Rich Deer advised of frequent contact with the VHPA Chapter Liaison, Tom Payne, and passed on Tom's greeting to the members present. Through Tom, the VHPA has been emphasizing the increasing importance of the chapters in keeping our legacy alive. Besides activities such as ours, the VHPA has suggested working with local entities to create new monuments or naming streets or prominent buildings after Vietnam Veterans with emphasis on helicopter aircrews. Bob Rich detailed any number of places in prominent cemeteries that would be very suitable for such a monument. These efforts need to be pursued soon as our membership continues to age.

Rich noted the VHPA Aviator now has extensive space dedicated to chapter news. It has also served as a way to successfully recruit new members into our chapter. He asked that anyone participating in a chapter activity to report it to him and include photos whenever possible for submission to the Aviator.

The new American Huey Chapter was announced and discussion about its distinction from the American Huey 369 group. Glen Veno and John Akley provided details about both organizations.

Treasurer's Report showed $600.95 on hand with many contributing dues during the meeting. ($980.85 at the end of the day).

Membership Report showed 112 members with new member Tom McBeath added today (he showed up – thanks to Gary Copp – and was immediately drafted). 24 new members have been added since last year's spring meeting. Two were lost as of this year's meeting including Medal of Honor recipient Charles Kettles who passed away earlier. Several chapter members attended his funeral and three – Sandy McLeod, Glen Veno and Bob Rich – had visited with him on the day of his passing. Since the meeting another chapter member, Bob Potvin, has also passed away. Bob was known and respected by many including those who knew him from his work with the VHPA HQ.

Unofficially the roster includes 96 Army, 8 Marines, 2 Air Force, 1 Navy, 1 Coast Guard, and 3 unknown services. 11 associates include 5 Vietnam crewchiefs, 2 Vietnam enlisted, 2 Vietnam

non-helicopter pilots, and 2 others. The roster also includes 9 members with out of state home addresses.

In open discussion, Lee Luck provided details of helicopter pilot KIAs from the Vietnam War who were with his unit – 48th Assault Helicopter Company - including one who was a native of Grand Ledge, CW2 Larry D. Leitch killed on March 1, 1970. Rich Deer, who was also with the 48th AHC, noted that Leitch's nickname was Nibbler and he was a classmate at Grand Ledge High School.

As the meeting ended, several continued conversations as the bonding continued.

At the VHPA reunion in Kansas City, nine chapter members were registered to attend. A group photo was available but individual photos were taken of Bob Hesselbein, Bob & Susan Rich, Carol & Lee Luck, Norman Lillie, Rod & Joyce Offhaus, Ed Luck, Mark Benjamin, Bill Andrew, Karen & Terry Hunt, and Shirley Benjamin. Mark Benjamin recruited new members Bob Hesselbein and Norman Lillie – and collected dues.

Mark Benjamin and Bob Rich attended the Presidents Meeting which went well until a tornado came through northern Kansas and into the Kansas City, MO area. They spent the remainder of the evening drinking beer and avoiding windows on the ground floor of the Marriott. The meeting covered yearly activity of each chapter represented and a rundown by VHPA Aviator Editor Tom Kirk of the editorial process involved. He mentioned the Michigan chapter's contributions and the attention they give to chapter news.

On June 4th, a work crew descended on the Vietnam Veteran Welcome Home Memorial in Traverse City. A tremendous amount of work had been completed by city officials, Michigan chapter members, other local veteran groups, as well as stone cleaning by Scott Schwander. This was the day to plant 15 flats of flowers and with the help of the local Coast Guard station, it was mission accomplished. The Memorial and grounds have been restored, but more work is planned, including adding park benches to the site as well as restoring another garden.

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 richdeer@att.net. 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 vhpa-mi.wordpress.com and on Facebook at Michigan Chapter of the VHPA.

Submitted by Rich Deer, President

NORTH ALABAMA CHAPTER

As reported in a previous edition of the Aviator, NAVHPA was a significant contributor to the huge success of The Wall That Heals' visit to Huntsville. In addition to being a Silver donor, we contributed hundreds of volunteer hours during TWTH's four-day Huntsville visit. At our monthly dinner meeting on 9 April 2019, The Wall That Heals organizing committee recognized our contributions by presenting us with a very nice plaque containing an aerial photo of the TWTH in Huntsville, TWHT logo, and our NAVHPA logo.

On April 15th, NAVHPA member Bob Monette was inducted into the Army Aviation Hall of Fame. A truly great honor to be inducted into this very prestigious group of 169 men and women who have significantly contributed to making Army Aviation what it is today.

Bob was cited for his outstanding contributions to the Army and Army Aviation over nearly five decades. During two tours in Vietnam, he was awarded the Silver Star, DFC, two Bronze Stars, 49 Air Medals (one for valor) and several other awards. He has 1,600 combat hours and 6,000 total accident-free hours. He was hit by a SA-7 IR guided air-to-air missile while participating in the rescue of a downed C-130 crew. Bob has left a lasting legacy in the attack helicopter community. NAVHPA is proud to have Bob as a member of our Board of Directors, serving as our Director of Activities.

On April 27th, the NAVHPA Chapter held a "pot-luck" social at Johnny and Darlene Purser's home in Elkmont, AL. Everyone remembered having such a good time there last year and hoped we would meet there again. Well, we did ,and we could not have had a more beautiful day to have fun in the sun and some great food provided by all the guests. 36 Chapter members and spouses attended.

Perhaps the most surprising guests were Galen and Ilah Rosher. Galen had hip replacement and had to go back in to get it repaired after taking a tumble. With loud cheering and clapping

Bob Monette at his induction into the Aviation Hall of Fame with his wife, Judy Monette.

The Chapter's party brought out Galen Rosher soon after surgery. Galen is watching his wife Ilah compete in the Corn hole tournament.

VHPA Chapter Activities

Medal of Honor recipient Mike Sprayberry greets fellow recipient Mike Rose at the rededication of the memorial wall at the Madison County Veterans Memorial.

Buc 3 is always a hit with kids of all ages.

The US Space and Rocket Center's Aviation Challenge Cobra after some TLC by members of the NAVHPA.

we welcomed the Roshers. Galen rolled in with a bunch of pink Hydrangea on the front of his walker and someone asked if he grew them himself. He answered like a true aviator, "Hell, no!"

We don't know how many games of cornhole everyone played, but it sure made a fun day for all. The Makis brought the CD that was made for the VHPA at one of the reunions. You may remember that it was a parody of the tune "YMCA". The crowd loved it!! We are thankful that we can get together at such a great place out in the country at Johnny and Darlene's own bar. For those who couldn't make it, there is always next year.

The Huntsville Madison County Veterans Memorial "exists to honor those countless individuals who have answered the call of duty by serving in the Armed Forces that protect our country and our way of life. So many have proven their courage in battle, and so many have defended liberty and freedom at great sacrifice. This Memorial will hold before present and future generations the principle that freedom is not free and that a free people must always be prepared to defend that freedom at whatever cost." One of the center pieces of the Memorial is the Medal of Honor (MOH) Wall which contains the names of all MOH recipients from Madison County, AL. Over the last few years two more MOH recipients have moved to Madison County. Mike Sprayberry and Mike Rose. Mike Sprayberry is the husband of NAVHPA Honorary member Julie Kink (you know her from the Gold Star Family Breakfasts she organizes at the VHPA reunions). Many of you know Mike from his work with Julie and his other activities at VHPA reunions. On 30 April 2019, the Medal of Honor Wall was Rededicated with the names of "both" Mikes. Mike Sprayberry received the Medal of Honor for actions in Vietnam on 25 April 1968, while a 1st Lt with Company D, 5th Battalion, 7th Cavalry, 1st Cavalry Division (Airmobile). If you have not had a chance to read the MOH Citation, you should. It is an amazing set of events. NAVHPA is honored to have Mike in our company, he is a true gentleman and American hero.

In early May, the NAVHPA had several opportunities to show off our restored UH-1C "Buc 3". We towed Buc 3 onto Redstone Arsenal for "Redstone Protection Day" activities. Protection day gives the residents and workers on Redstone the opportunity to see and experience the people and equipment that keeps them safe every day. As always Buc 3 was packed with children and adults who wanted to experience this Vietnam veteran aircraft and speak to some of us who flew there. Later, we participated in Armed Forces Day festivities at the Madison County Veterans Memorial Museum.

Huntsville's US Space and Rocket Center (USSRC), Home of the world renowned Space Camp, also hosts a lesser known but equally challenging facility to interest young people, and some not-quite-so-young people, in the science and technology of flight. This camp, which can range from one day to one week, is known as Aviation Challenge (AC). Part of this facility is a display of a number of retired military aircraft. The North Alabama Chapter noted that the AH-1S (mod) displayed at AC was suffering from the effects of age and the weather. So, in conjunction with the staff of USSRC, we have recently completed an external makeover of this venerable old Cobra. We were forced to stop short of our original plans to fully cosmetically restore the helicopter, including the cockpit. The USSRC decided that the liability of having young people actually climb in and sit in a Vietnam-era helicopter gun ship, placed the kids (physically) and the center at risk (from a liability standpoint). But we are happy to present a finished product to the USSRC AC.

On 27 May 2019, NAVHPA members participated in the Huntsville Memorial Day Commemoration held at the Huntsville Madison County Veterans Memorial. The master of ceremonies was Dr Joe Fitzgerald, Civilian Aide to the Secretary of the Army for North Alabama. The keynote address was given by GEN Gus Perna, Commanding General, Army Material Command, Redstone Arsenal, AL. A key part of the program was the laying of commemorative wreaths by 30 North Alabama veterans, military, and related organizations. The NAVHPA wreath was laid by members Rich Hudgens, Hal Stitt and Clair Parr, widow of our fallen brother Bernie Parr. All dozen NAVHPA attendees survived the 95-degree weather to remember and honor our fallen comrades in arms.

VHPA Chapter Activities

The Chapter meets in Huntsville, on the 2nd Tuesday of most months at 6:00 PM (1800) at the Huntsville Country Club. 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.navhpa.org. Come on out!! If you aren't a member of a chapter, please come on. We know all our war stories. You need to get yours out of your system. We need new war stories and comrades! "There I was..."

Ralph Weber

NORTH CAROLINA CHAPTER

The North Carolina Vietnam Helicopter Pilots Association (NCVHPA) has had an eventful year thus far. The reading of the names of those still MIA or POW from North Carolina took place February 2nd on the capitol grounds in Raleigh, NC, with 18 pilots present. The annual meeting followed with a luncheon, annual reports, and installation of new officers with a change of Presidential leadership from Ed Hughes to Gerald Phelps. President Phelps, was out of commission with a new knee for several weeks, but is in high gear now!

NCVHPA at Capitol Grounds in Raleigh, NC.

April 20 found the NCVHPA in Walstonburg, NC, for their Military Appreciation Day with Allan Hoffman, Ed and Claudia Hughes, Brock Nicholson, and Jerry Seago. April 26 through 29 was Denton, NC, for their Military Equipment Display. Four of the NCVHPA wives, Janet Gay, Claudia Hughes, Colleen Nicholson, and Barbara Seago took their first Huey ride sitting in door gunner seats with Army Aviation Heritage Foundation and lived to tell about it!

On May 21, Brock Nicholson (48th AHC) took a Huey to Harnett Center High School for show and tell for Mrs. Godfrey's AP US History classes. Ben and Janet Gay's grandson, Mason Carson, coordinated efforts for his teacher. VHPA members Todd Petersen from Oregon and Pat Ewing from Texas (both also of the 48th) joined the teaching/training sessions followed by Q and A time with excellent questions.

May 25th was departure for four couples aboard the NCVHPA van (Di Di Mau) headed for Kansas City, MO, for the 36th annual meeting of VHPA. Ben and Janet Gay, Ed and Claudia Hughes, Brock and Colleen Nicholson, and Jerry and Barbara Seago spent 10 days together, stopping first at Dayton, Ohio, at the Wright Patterson AFB Museum the day before the tornado. Kansas City was a good reunion seeing the usual excursions and then some. The ladies especially enjoyed the bus trip to Missouri Star Quilt Company in Hamilton. Budgets were shot that day! Departure on June 1 took Di Di Mau south to North Carolina.

Due to many conflicts this summer, events are slow but, October will find us in New Bern, NC, for the Mum Festival. Come on by if you are in the area and we'll put you to work doing your favorite thing...talking helicopters!

Barbara Seago

NCVHPA Wives Take First Huey Ride, L to R: Claudia Hughes, Colleen Nicholson, Barbara Seago, Janet Gay.

HARNET Center High School AP History Class.

VHPA Chapter Activities

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

By the time you read this we would have already held our June and July meetings. We will meet in June at the American Legion Post 32 in Longmont, CO. By holding the meeting 60 miles north of Denver we were hoping to capture some members who live in the northern portion of the state. In July, we will hold our board elections. At our last meeting, we discussed the new By-Laws that were presented by Secretary Bill Bates. We received a tentative approval vote and sent it on to "Legal", our very own Michael Poindexter, for review. We'll let you know how all this turns out in the next issue of the Aviator.

Also, in the last issue we reported that the Huey Gunship name "Sweet Sioux" that was donated by Col Bill McPherson, to the Wings over the Rockies Air and Space Museum, in Denver, CO, was to be placed in a diorama representing a revetment and operations building. The diorama has been completed and was built by members of the Vietnam Veterans Association, using PSP, sand-bags and 55 gal drums which were once Agent Orange (simulated). "Sweet Sioux" flew for the last time (by crane into the diorama). The Grand Opening Ceremony of that exhibit was held on May 19, 2019. It was a formal ceremony with a lot of attendees including Mrs. Colorado; drinks and hors d'oeuvres (those are appetizers to you RLOs out there) made a great combination for this occasion. The Rocky Mountain Chapter was well represented with approximately 20 members and their wives. Photos by our own Cliff Lawson.

We reported in the last issue of the Aviator that we would hold our Memorial weekend in Fort Collins. That event did not happen and instead we attended ceremonies on Saturday, May 25, 2019, at the Colorado Freedom Memorial (CFM). The theme was "Colorado Remembers". The Monument is dedicated to those soldiers who gave their lives on foreign shores for our freedom and who have not returned; this was appropriate on the 75th anniversary of 'D' Day. The day was spent honoring those soldiers and all those who have given their lives in pursuit of our freedoms. Ceremonies included an Invocation, Posting of the Colors, wreath laying ceremony, TAPS, and Benediction, all hosted by Rick Crandall, Founder and President of the CFM. The CFM is also gaining a new monument to the grounds, "The Gold Star Families Memorial Monument" to be installed later this year. The "Crusader's, Valor for Veterans" came by and formally thanked us for our donation and pictures were taken. A "Donut Dolly", Barbara Lilly, caught up with us after the ceremony and spoke with several members including Rick Beaver and Bill Robie. Our Docent members were George Mayl, Bill Robie, Bill Bates, Rick Beaver, Doug Neal, Cliff Lawson, and of course, Dale and Candy House, and Mike and Susie Silva. Cliff Lawson provided the photography.

Col Bill McPherson Addressing group at Colorado Freedom Memorial Event.

Ceremonies were held on June 6, 2019, in Frisco, CO, in memory of Rocky Mountain Chapter member Patrick E. Mahany Jr. who was killed in an Air Ambulance helicopter crash in that community. The Dedication ceremony was to rename the Frisco, Colorado Post Office to "The Patrick E Mahany Jr. Post Office Building" in tribute to Mahany's decades of military and civilian service. Colorado Governor Jared Polis gave a tribute as well as did Representative Joe Neguse, Colorado's 2nd Congressional District, Frisco Mayor Gary Wilkinson, and USPS District Manager Kevin Romero. CW4 Ryan Mahany, Patrick's Son, Kevin Mahany, Patrick's brother, who arrived from New York, joined Karen Mahany, Patrick's Wife, for the ceremony. Our Chapter Members in attendance were Rick Beaver, Bill Bates, Bill Robie and his wife Diane, Mike Silva and his wife Susie, Jim McGrevy, Jim McNamee, Brian Wold, and Dale House.

Invocation was conducted by Deacon Chuck Lamar, Colors were posted by The Frisco Fire Department Honor Guard, Pledge of Allegiance was led by Postmaster Jim Armstrong, and the National Anthem was sung by the Children's Choir of Frisco, CO.

Freedom Memorial Event.

Chapter Members with Karen Mahany at the Patrick Mahany Post Office Dedication Ceremony.

VHPA Chapter Activities

Opening Sweet Sioux to the public.

HWM Museum at CFM.

CW4 Ryan Mahany and Kevin Mahany at Patrick Mahany Memorial Walk in Frisco, CO.

Group Photo with Mrs Colorado.

Crusaders at CFM.

Other Chapter and Upcoming Activities:

On July 4th we will be returning to Lions Park in Golden CO. On July 27, 2019 we will be at the Front Range Airport for the Warbird and Auto Classic. High Plains Honor Flight will have their first flight scheduled for Sept 15 - 16, 2019, which will be comprised mostly of Vietnam Veterans, some Korean Veterans, and hopefully a few WWII Veterans. Our Chapter will provide refreshments as well as a traditional "Welcome Home" to the returning veterans from Washington DC to Denver International Airport.

Other chapter activities will continue to be announced on our Web site. www.RMCVHPA.com

We are excited that the 2020 reunion will be held here in Denver. We are so looking forward to seeing you May 21-24, 2020.

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 as noted above, so contact us at the address below to verify dates, times and location. We do not meet in December, instead we have our annual Xmas party. The Museum committee will meet periodically to continue categorizing inventory, developing additional displays, and conducting Museum maintenance. 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: RMC.mailbox@yahoo.com

Dale House

Ricker Beaver and Barbara Lilly DD at CFM.

Patrick Mahany Memorial in Frisco, CO.

Susie Silva at CFM, very patriotic.

VHPA Chapter Activities

SOUTHERN CALIFORNIA CHAPTER

Annual meeting of the SoCal VHPA chapter was held again at French Valley Airport – hosted by Pat Rogers and his crew – with Augie providing the outstanding food...

Next on the SoCal VHPA Chapter's agenda was our participation, support and donation to Inland Empire Chapter of The Distinguished Flying Cross Society during the formal National Memorial Commemorative Dedication on May 25th, 2019. This memorial helps perpetuate the narratives of those military veterans who served so honorably. United States Air Force Colonel Warren Eastman and United States Army Captain Jim Davidson were selected to lay a wreath at the closing of the dedication.

The United States Marines Honor Guard marching in during May "Unclaimed Veterans Services at Riverside National Cemetery."

Left to Right - Captain Michael Ripley, Riverside Mayor Rusty Bailey (United State Army / West Point / Helicopter Pilot and Captain Jim Davidson. The Cavalry in full dress blue uniforms stole the day)

The California Detachment of the Army Aviation Heritage Foundation (Arizona Chapter), the SoCal VHPA, and the AAAA are moving forward with our scheduled September (now almost annual) BBQ meeting / fly day / get together. This gathering of the local "bald eagles" in the area is tentatively scheduled for the next to last weekend in September. The Black Pearl AH-1F Cobra will be returning to Arizona via the Palm Springs Airport Air Museum for two days of Cobra rides on September 28th and 29th. It's a fun-filled weekend in the sunshine. So come one – come all and enjoy mixing with the Museum and the AH-1F Cobra crew in the desert.

The Black Pearl amongst 8 high end exotic car cars each worth one million dollars or more at the Annual Huntington Beach Cars and Copters show.

SoCal VHPA Chapter members Captain Jim Davidson (Bravo Troop 1/9 Cavalry, 1st Cavalry Division) and Captain Michael Ripley (11th Armored Cavalry Regiment) who are now regularly attending the monthly "Unclaimed Veterans Services" at Riverside National Cemetery representing the United States Army amongst a large contingency of United States Marines who form core Honor Guard, paying our final respects to those unclaimed veterans that are interned without a ceremony. Last year Riverside National Cemetery received 204 unclaimed veterans from all the services. This year we are approaching 150 veterans as of the June services.

Other members of the SoCal VHPA (Sven Akesson, Jim Grimm and Jim Davidson) were honored again at Corona Del Mar High school luncheon June 13th, 2019 as part of the Living History High School programs were students have the chance to interview veterans who served our county in times of war and peace. Pictures to follow next issue...

Jim Davidson

UPPER MIDWEST CHAPTER

The Upper Midwest Chapter of VHPA held a bi-monthly meeting on May 16, 2019. We met at the Lone Oak Café, located in the Eagan, MN Holiday Inn.

We were delighted to have three new members attend the meeting and we had a lot of business to discuss this month. After lots of discussion, we decided to try something new for a Summer activity this year. The Upper Midwest Chapter of the VHPA will hold its summer outing for members and their families at the China Beach Veterans Gathering, Trimbelle, WI. This will take place on Saturday, August 10. The location is the Gaslite Bar and Grill Campground located about: 13 miles East of Prescott, WI on US Highway 10, and/or about four miles West of Ellsworth on US Highway 10. The pavilion, which will have a US and a POW-MIA Flag

Left-Right: Ed Luck, Jim Ottman, Neal Powell, Tim Callister, Bert Leach.

flying, is located adjacent to Highway 10 and near the Gaslight Bar and Grill. The grounds have both a covered and enclosed socializing, eating, & drinking area. There is a bar for refreshments and food will be available starting at 1400 hours with a donation asked for the meal. There will be a flyable Huey available for rides and a towable Huey for static display.

Left-Right: Dick Staiert, Mike Rynerson, George Stenehiem, Steve Young, Dick Anderson, Keith Aakre.

We will be joining The Vietnam Veterans of America Chapter 331 at the campground as part of their annual gathering. It should be a great afternoon for socializing, reconnecting, and meeting new people.

The Chapter will not have a July meeting this year. However, if we have time and necessary attendance at the China Beach event, we will try to hold a short meeting to discuss any important items or events that need to be discussed. We are looking forward to seeing all our members, spouses, and friends on Saturday, August 10th.

The Upper Midwest Chapter of VHPA meets every other month. Our next meeting is planned for September 19. Our Facebook page is **https://www.facebook.com/UMCVHPA/.** Leave a message for any inquiries you may have.

Article and Photos provided by Dave Larson

Tom Melville and Doug Drury of the Utah Chapter.

Vietnam Memorial at the Utah State Capitol. List of names of 388 Utah Vets who died in country.

Photos courtesy of Lloyd Blackburn

Vietnam Veterans commemerative statue.

Semi-annual meeting attendees: Left to right: Seated: Duane Schmutz; Shauna Jackson, wife of Colonel Steve Jackson, Steve Jackson, Lloyd Blackburn. Standing: Steve Smith, Doug Drury, Tom Melville, Gary Campbell, Lew Olson. Scott Shupe also attended the meeting but left early due to another engagement so Scott is not shown in the picture.

UTAH CHAPTER

Utah Vietnam Veterans Memoria Day:

The Utah chapter participated in the March 29 memorial to Utah Vietnam Veterans. Several veterans' organizations were in attendance.

Utah Chapter Report of May 11:

The Utah VHPA Chapter held its semi-annual general meeting on May 11, 2019 at the Sizzler Steak House in Orem, UT. The Chapter discussed what our objective would be over the next six months. Since its inception the chapter has focused on educational audiences, trying to provide an accurate account of events surrounding the war as viewed by those of us who were there. Our focus will continue to be on presentations before academic groups, High School Junior ROTC, College ROTC, University panels sponsored by the universities, Civil Air Patrol, Utah Military Academy Cadets, Middle School students, etc. There is a high interest in the politics of the era, attitudes displayed toward men and women in uniform, and the outcome. Generally, when we conduct a panel discussion, each member takes three to four minutes to explain what we did and what our role was; then we take questions from the audience. The most common question is, "if you had it to do over again would you go?" And the answer is a resounding, "yes." We explain that country and patriotism were first and foremost in our minds then and now.

We also have a display created by Doug Drury with photos, equipment, things we carried with us, etc.

Thomas Melville

VHPA Chapter Activities

WASHINGTON CHAPTER

Washington State was well represented at the recent VHPA reunion in Kansas City. We counted 24 Washington members in attendance, eight of which are local chapter members. Those attending this year's event agreed it was an excellent reunion with a large number of activities available for the attendees. It will be remembered as a truly outstanding reunion. Congratulations to all those who worked so hard to put on this splendid event! Next year's reunion will be held in Denver, 21 - 24 May, so start making plans now to attend.

Our most recent chapter meeting was held in conjunction with the Olympic Air Show at the Olympia Airport on 15 June. The meeting was opened by our president, Dave Swanson. Dave led us in reciting the Pledge of Allegiance and Bill Lyon followed with a prayer. We were saddened to learn that chapter member and VHPA life member, Dick Latimer passed away just a few days before our meeting. Fair skies and following winds Dick, you are missed. The minutes of the previous chapter meeting held in February were read and approved by the membership. Nikki Loehmer, from Honor Flight, provided a presentation about the Vietnam Veteran's inclusion into the Honor Flight program. She provided a description of the mission of Honor Flight; where they go and what they do. Bill Lyon related his experience with a recent Honor Flight operation that he took part in. We also received a presentation by Brittany Hamilton. Brittany is with Operation Ward 57, a non-profit which supports wounded, injured and ill service members, veterans, their caregivers and those who aid by providing assistance and outreach in their recovery.

Our chapter is looking for a volunteer who is willing to transport our Huey to events with his truck. The chapter can pay for the cost of a trailer hitch and installation if needed and transportation expenses. We may be scaling back the number of off-airport events for our Huey, due to increased costs of insurance and transport costs. We expect more on that possibility as we get updated insurance information.

Our next meeting will be held in Spokane on Saturday, September 14, at the Timber Creek Grill Buffet, 9211 East Montgomery Avenue, Spokane, WA. We'll have more to follow in the coming months regarding the agenda.

Attendees at our recent Washington State Chapter meeting listen to Nikki Loehmer explain the mission of "Honor Flight" which is now bringing Vietnam Veterans into the program.

I know we're just getting into summer, but it's not too early to mark your calendars for the Auburn Veteran's Day Parade scheduled for the 11th of November. Go to our website at vhpawa.org for more information on upcoming activities. As always, we welcome all VHPA members to any and all of our functions and events. Finally, thanks to all our members who put in the hours to make our chapter a success. You are appreciated!

Dave Swanson, President
Submitted by Steve Lodwig

Our chapter getting a group photo taken during the recent Olympic Air Show in Olympia Washington.

TAPS

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.

Amick, Carl L. Jr. USA, CW4 Ret.; Flight Classes: 70-1/69-49; RVN: 70-71 335 AHC.

Carl LeGrand Amick, Jr. of Thonotosassa, FL, died February 10, 2018, at James A. Haley Veterans Hospital in Tampa, FL. He was born on November 6, 1945, in Newberry.

He was a graduate of Newberry High School and Pepperdine University. He served in the U.S.Air Force and retired from the U.S. Army. Following his military career he worked as a pilot for the S.C. Governor's Office. He then worked at the University of South Florida and the Moffitt Cancer Center in Tampa, FL. Mr. Amick was a member of the Lutheran Church of the Redeemer.

Beardall, Willis H. USMC; Flight Class: 12-69; RVN: 70-71 HMH-463; DFC; Callsign: Dimmer.

Willis "Bill" Herrera Beardall of Asheville, NC passed away April 22, 2019 at Solace Hospice Center in Asheville. Bill was born October 9, 1943, in Colon, Republic of Panama and grew up in Panama City. He graduated from Balboa High School, Balboa, Panama Canal Zone. He earned a B.A. in Art History from the University of Arkansas in 1966, where he was a member of the U.S. Air Force Reserve Officers Training Corps and Tau Kappa Epsilon social fraternity. He received a master's in Landscape Architecture from North Carolina State University's School of Design in 1977.

With 10 other members of the North Carolina Vietnam Veterans Memorial Committee, Inc., Bill was instrumental in the creation of the North Carolina Vietnam Veterans Memorial monument, "After the Firefight." The sculpture was dedicated in 1987 at the state capitol grounds in Raleigh, NC.

He is survived by his wife, Judith "Judy" Lorene Smith.

Cox, Jeffrey L. USA, CW4 Ret.; Flight Classes: 67-11/67-9; RVN: 68-69 57 AHC, 70-71 114 AHC; Callsigns: Cougar 20/Cobra 37.

Jeffrey (Jeff) L. Cox passed away on May 15 at Arbor Terrace in Ponte Vedra Beach following a lengthy illness. He was born in Detroit, MI on May 6, 1942.

Jeff graduated from Hanahan High School in Hanahan, SC and later received a BS in Aeronautical Studies from Embry-Riddle Aeronautical University. He served in the Air Force and Army for a total of 23 years, active and reserve. He was a member of the Vietnam Helicopter Pilots Association.

Cronin, James F. USA, CW4 Ret.; Flight Classes: 62-1W/62-1; RVN: 65-66 170 AHC, 68-69 79 TC CO.

James F. Cronin, 84, of Belleville, IL, born Sunday, May 20, 1934, in St. Louis, MO, passed away April 27, 2019 at St. Elizabeth's Hospital in O Fallon, IL.

Jim retired after 33 years from the United States Army as a helicopter pilot and served in the Korean War and Vietnam War.

Crow, Richard R. USA; Flight Class: 69-21; RVN: 69-70 A/1 AVN 1 INF, 70 173 AHC; Callsigns: Bulldog 23/Robinhood 10.

Mr. Richard Randell Crow Sr., known to friends and family as Dick Crow, 69, entered into rest on May 15, 2019.

Dick honorably served as an Army helicopter pilot for many years of his life. He was active duty military during the Vietnam War, and then continued out his military career as a pilot for several years with the Florida National Guard and the Georgia National Guard. In addition to his combat missions, Dick also had other missions that included hurricane relief operations, firefighting, the 1996 Olympics, the G8 Summit, and numerous National Training Center (NTC) rotations. For a number of years, Dick also worked with CSX Railroad.

He is survived by his wife, Renate.

Douglas, Robert B. USA; Flight Class: 69-47; RVN: 70-71 HHC/227 AHB 1 CAV; SS, DFC (3), BS (2); Callsign: Chickenman 25.

Robert Bruce "Chief" Douglas passed away on April 6, 2019, at Carl Vinson VA Medical Center.

Bruce was born in Pinellas County, FL, on September 15, 1947. Bruce earned a bachelor's degree in Political Science. He was a farmer for over forty years.

Left to cherish the memories of Bruce is his loving and devoted wife of 21 years, Betty.

Eldridge, Edward G. USA, CW4 Ret.; Flight Class: 69-31/69-29; RVN: 70-71 D/101 AVN 101 ABN; Callsign: HAWK 29.

Mr. Edward Gail Eldridge of Douglasville, GA passed away April 6, 2019. He was born May 22, 1939.

Mr. Eldridge retired from Flight Safety International. Edward was a retired Veteran serving in the Marines and the Army.

He is survived by his wife, Charo Portilla.

TAPS

Hollanshead, Robert J. USA; Flight Classes: 69-41/69-43; RVN: 70 A/25 AVN 25 INF, 70-71 B/25 AVN 25 INF, 71-72 188 AHC; Callsign: Diamondhead 53.

Robert J. Hollanshead of Upper Sandusky died at St. Vincent Mercy Hospital, Toledo on April 21, 2019. He was born November 14, 1945 in Columbus, OH.

Mr. Hollanshead was a graduate of Upper Sandusky High School. He was a member of St. Paul Lutheran Church and helped with the audio system during services. Mr. Hollanshead was a member of the Vietnam Helicopter Assoc.

He is survived by his wife, Jean.

Jenkins, John J. USA, LTC Ret.; Flight Class: 55-1; RVN: 66-67 HHC/11 CAG 1 CAV, 69-70 C/158 AVN 101 ABN, 70 HHC 158 AVN 101 ABN; Callsigns: PHOENIX 6/66.

John Jenkins, 87, Port Orange, FL, a retired US Army pilot and farmer, passed away April 15, 2019.

Jones, Floyd M. III USA, Ret.; Flight Class: 71-20; RVN: 71-72 114 AHC; Callsigns: Knight 23/Knight.

Floyd "Mike" Jones III died July 30, 2018 at his home in Greenville, MO. Floyd was born March 16, 1948 in Kennett, MO.

Mike is survived by his wife, Marie.

Latimer, Richard L. USA; Flight Class: 66-15; RVN: 66 155 AHC, 67 240 AHC.

Dick passed away after a long battle with congestive heart failure. He was born in Minot, ND and his family moved to the Everett, WA area in 1942. He went through the Marysville school system and went on to receive bachelors and master's degrees from PLU. He taught in numerous Tacoma schools for over twenty years.

He flew helicopters in Vietnam and then with the Army National Guard and was involved with Mt St. Helen's. He also flew fire detail for the National Forests.

Dick is survived by his wife, Judy.

Offutt, Robert L. USA; Flight Class: 67-501; RVN: 68-69 336 AHC; Callsign: Warrior 15.

Robert Lyle Offutt of Branson West, MO, passed away March 24, 2019. He began his life March 31, 1944, in Kansas City, MO.

Robert proudly served our country in the U.S. Army during Vietnam as a helicopter pilot and made his way in rank to Chief Warrant Officer. He always was a jokester, liked to grow plants and trees, collected a lot of flea market finds, owned several small businesses, tinkered with projects 'till he fixed them, was an avid reader, and enjoyed watching NASCAR.

Potvin, Robert F. USA; Flight Class: 67-15; RVN: 67-68 HHC 1 BDE 1 CAV; SS, DFC, BS, PH; Callsigns: Stingray White 25/Hoss.

Robert Potvin of Suttons Bay left this world on May 5, 2019 at Munson Healthcare Cadillac Hospital. He was born May 31, 1947 in Detroit.

Bob graduated from Benedictine High School in Detroit, and started attending Michigan State University in the fall of 1965, but with the escalation of the war in Vietnam, his life choices changed.

After graduating with a degree in Criminal Justice from Michigan State University in 1973, Bob worked as a Special Agent for the IRS, then as Director of the Police and Fire Department in South Bend, IN. In 1981, Bob started working as a Financial Advisor for E.F. Hutton in East Lansing and remained working in the financial business until his retirement in 2016.

He is survived by his wife Kate.

Ritchey, Jerald L. USA; Flight Class: 64-6W; RVN: 64-65 A/502 AVN; Callsign: Outlaw 23.

Jerald Lee "Jerry" Ritchey died April 19, 2019. He was born September 19, 1942 in Daylight, TN.

Jerry attended MTSU and left to join the Army, completed flight school and flew helicopters in Vietnam, after Vietnam he became a test pilot at Fort Rucker, AL. He retired from the FAA and Army National Guard in 1996. He was a lifelong member of the Tullahoma downtown Lions Club; he was a member of the Quiet Birdmen and a Hospice volunteer.

Rockwell, Jerry USA; Flight Classes: 70-3/70-1; RVN: 70-71 A/158 AVN 101 ABN; Callsign: Ghost Rider 19.

On April 20, 2019, Gerald Lee Rockwell (Rocky/Jerry), passed away at the age of 70 years. Rocky was born in Patterson, NJ. His life's love was a career spanning over 40 years flying helicopters, first in the Army in Vietnam and then for a private corp. in many locations across the US.

Rocky is survived by his wife, Gwen.

Segura, Robert G. Sr. USA, CW4 Ret.; Flight Class: 71-7; RVN: 71-72 A/2/17 CAV 101 ABN; Callsign: Scotty 88.

Robert G. Segura Sr. of East Moline passed away April 11, 2019 at University of Iowa Hospital, Iowa City. Robert was born March 6, 1951 in Davenport.

Robert graduated from Rock Island High School. He then graduated from Blackhawk College and St Ambrose College. Robert retired from the Moline Police Department after 31 years, then retired after 34 years from the Iowa Army National Guard.

He is survived by his wife, Lynn.

Stiver, Donald L. USA, LTC Ret.; Flight Class: 68-2; RVN: 69-70 A/1/9 CAV 1 CAV; Callsign: Apache 56.

Donald Stiver of Merritt Island, FL passed away March 31, 2019. He was born June 9, 1943, in Alexandria, LA.

He graduated from Charlotte High School, Charlotte, MI and then attended Michigan State University.

While in the Army, he attended the Navy Test Pilot School. After retirement, he was an avid airplane builder and pilot as a member of the Experimental Aviation Association. He received his bachelor's degree in economics from St. Martin's University and his master's in systems management from USC. After his career in the Army, Donald worked for several government contractors (FMC, Lockheed Martin and DRS).

He is survived by his wife, Phyllis.

TAPS

Study, Donald G. USA; Flight Classes: 69-17/69-11; RVN: 65-66 617 ENG CO, 69-70 237 MED DET; Callsign: Dustoff712.

Donald George Study went to meet the Great Spirit on Monday, March 25, 2019. Don was born on December 6, 1946, in Walla Walla, WA. He grew up in Hermiston, OR, graduating from Hermiston High School. In 1964, he enlisted in the U.S. Army as a combat engineer and served in Korea. He re-enlisted to attend flight school.

He worked throughout the Lower 48 in construction. In 1988, Don and his children moved to Alaska, where he worked as a safety engineer and was the director with the Department of Labor and Standards for the State of Alaska from 1992-94. He retired in 2002 from state service.

Don is survived by his wife of 47 years, Betty.

Welch, Russell L. USA; Flight Class: 67-16; RVN: 67-68 187 AHC; Callsigns: Blackhawk/Rat Pack 6.

Russell was born in College Station, TX on January 5, 1944. He graduated from A&M Consolidated High School, then attended Texas Tech University.

He obtained the rank of Captain in the US Army. Russell graduated from Texas Tech Law School in 1973.

A local attorney in Denton, Russell was also on the faculty in the Business Department at UNT. He was active in the Denton art and music scene for many years.

He is survived by his wife, Isabel.

Williams, William F. USAF, LTC Ret.; Flight Class: 56-S; RVN: 67-68 40 ARRS; Callsign: Jolly Green.

"Billy" Williams passed away on May 3, 2019. He was born at home on Tiny Oak Road on January 17, 1929.

Billy graduated from Swan Quarter High School. He graduated from East Carolina Teachers College with a degree in Music Education and the Air Force ROTC program in 1953 and was commissioned as a second lieutenant.

He began his Air Force career as a radar officer, but soon found his way to pilot training and on to helicopters. He served in various capacities as a helicopter pilot, most notably as a "Jolly Green" in the rescue and recovery service during the Vietnam War and up to his retirement in September 1973.

While stationed at Eglin Air force Base he was selected as aircraft commander on the first Trans-pacific helicopter flight, flying the Sikorsky HH-53C from August 1st to August 24th, 1970.

Upon his retirement, Billy served the citizens of Hyde County as a County Commissioner, Chairman of the Hyde County Board of Elections, Weigh Master for Farm Bureau Hog Market, President of Eastern Carolina Health System Agency, Chairman of Hyde County Rural Health, Contract Officer of the Hyde County Dike Project, and a member of the Hyde County Airport Board.

He is survived by his wife, Ellen.

Wilt, Cecil H. USA, CW4 Ret.; Flight Classes: 66-17/66-15; RVN: 66-67 336 AHC, 69 227 AHB 1 CAV, 69-70 13 CAB; DFC, BS, MSM, ACM (2 OLK); Callsign: T-Bird.

Cecil H. Wilt of Fayetteville, NC took his last solo flight after a short illness on May 11, 2019. He was born near Rowlesburg, WV, on 4 May 1942.

He graduated from Collinwood High School, Cleveland, OH. After flight school he became fixed wing qualified in 1974; graduated from Embry-Riddle Aeronautical University at Fort Rucker with a degree in aviation management in 1977.

Following more than 20 years of Army service, he became a Flight Simulator Instructor at Simmons Army Airfield. He was a member of the Distinguished Flying Cross Society, Vietnam Helicopter Pilots Association, and the 82nd Airborne Division Association.

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 1-800-505-VHPA (8472) so it can be added to our database.

Andrews, Horace A. USA; Flight Class: 55-I; died April 14, 2019.

Anjewierden, Bernard G. USA, LTC Ret.; Flight Class: 70-44; died April 2, 2019.

Choura, Donald; Flight Classes: 70-9/70-7; RVN: 70-71 11 ACR; died on or about July 3, 2019.

Crumpler, June W. USA; Flight Class: 69-19; died April 6, 2019.

Drury, Richard L. USMC; RVN: 66 VMO-2; DFC (2) PH; died March 30, 2019.

Dupont, Joseph USAF, LTC Ret.; BS, MSM w/1 device; died April 6, 2019.

Gasparian, Richard G. USAF; RVN: 70-71 20 SOS; LM, DFC (3) AM, MSM (6); Callsign: Green Hornet 10; died April 2019.

Johnson, Donald K. USA; Flight Class: 69-43; DFC, PH (2); died February 25, 2019.

Hamblin, Michael W. USA, CW4 Ret.; Flight Classes: 67-21/67-19; RVN; 3 Tours (no dates); BS, PH (2); died May 6, 2019.

Hinson, William T. USN; died April 14, 2019.

Jeanes, Cecil B. Jr. USAF, MAJ Ret.; died April 12, 2019.

Hueter, Harvey H. USA, COL Ret.; Flight Class: 67-6; LM (2), DFC, PH, MSM, ACM; died May 7, 2019.

TAPS

Huntington, Raymond F. USA, Ret.; Flight Class: 66-4Q; LM, DFC, BS; died April 23, 2019.

Martz, Wallace C. USA; Flight Class: 66-2; DFC (2), BS; died February 3, 2019.

Mcquestion John R. USA, COL Ret.; Flight Class: 63-7; RVN: 66-67 162 AHC, 69-70, AH-1G NETT, 70 334 AWC; Callsign(s): Copperhead 18, Snake 6; died January 26th, 2019.

Peterson, Carl M. USN, CPT Ret.; RVN: 68-69 HA(L)-3 DET 7; DFC, NCM; died March 31, 2019.

Rambo, Carl P. USA/USAF, Ret.; Flight Classes: 67-3/66-21; died June 3, 2018.

Richard, Newton M. III USA; Flight Class: 67-26; RVN: 68-69 B/7/17 CAV; SS, DFC, BS, PH; died March 29, 2019.

Shipman, Clifton A. USAF, LTC Ret.; RVN: 69-70 40 ARRS; SS; Callsign: Jolly Green; died April 14, 2019.

Simpson, Donald G. USAF; died April 9, 2019.

Smith, Hubert G. USA, LTC Ret.; RVN: 64 DECCA NAV, 67 ARMY CONCEPT TEAM; died February 26, 2019.

Sukalski, Mitchel V. USA; DFC; died April 27, 2019.

Waitt, Edward J., Jr. MD USN; RVN: 71 HA(L) - 3; died May 10, 2019.

~ BOOK REVIEWS ~

Marc Liebman, a VHPA Life Member, is a retired Navy Captain and Naval Aviator who flew combat search and rescue missions during the Vietnam War.
He is also the author of five published novels with more coming.

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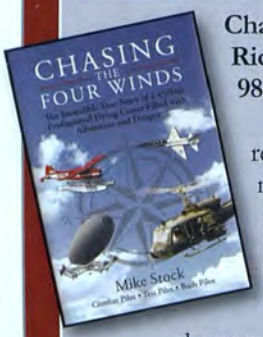
Tears Across the Mekong, Marc Philip Yablonka, Figueroa Press, Los Angles, CA, ISBN: 978-0-18-220249-2, Price through Amazon - $14.99

The U.S. Military waged war in Laos against the Communist Pathet Lao and their North Vietnamese allies up to our proverbial eyeballs. We had many allies amongst the general population and the hill tribes who fought valiantly against the communists. When Pathet Lao won, the agony of war was replaced by the agony of the regime to "re-educate" the Laotian people about the benefits of communism began. Those atrocities perpetrated by the Pathet Lao are not well documented.

Tears Across the Mekong is a heart-wrenching anthology about Laotians who were hunted by the Pathet Lao and were tossed into re-education camps and persecuted. Many died but some escaped. This is the story of those whose desire for freedom was greater than their fear of death.

Each vignette will pull your heart strings as you read about what the Pathet Lao did, what it took to escape and then only to fall victims to Thai pirates, corruption and unfortunately, bureaucratic indifference. The good news is that that many of the men and women made it to the U.S. and other Western countries. The bad news is that they suffered horribly for no other reason than they didn't believe or want to accept communism. There's a lesson in Tears Across the Mekong for all of us. Reading this wonderful book is a poignant reminder of what it means to be an American and why so many people want to come live here. Read Tears Across the Mekong, you'll be better for it.



Chasing the Four Winds, Mike Stock, Aspen Ridge Press, Traverse City, MI, ISBN: 978-0-9841542-5-8, $19.99.

As a wee lad, way back in the 1950s, I began reading anecdotal memoirs of pilots. It drove my parents nuts because I didn't care who the author was, I just wanted to read about their flying experiences. Now, in my mid-70s, I still love these types of books and Chasing the Four Winds by Mike Stock is a great book about aviation. He got his wings in 1965 and after a stint in HC-4, went to Vietnam as a pilot in Helicopter Attack Squadron (Light) Three a.k.a. HAL-3.

In the Navy, he went through test pilot school and retired from the Navy in 1984 as an O-5. As a civilian Mike was an aviation gypsy flying as a corporate, airline, bush pilot as well as an instructor up until when he pulled the mixture to idle cut off and turned off the ignition for the last time in 2009. If it had wings or rotors, Mike flew it. The tales from his many hours in the cockpit are fascinating. Readers of this magazine will relate to the hours and hours of boredom punctuated by moments of stark raving terror, some of which were caused by being in the wrong cockpit at the wrong time. Others were self-inflicted and will have you wondering "what was he thinking?"

Mike is candid in saying the book started out as a memoir for his descendants. All I can say is thanks for sharing. Chasing the Four Winds is a great read. Warning light - once you start reading, you'll find it hard to put down.

VIETNAM HELICOPTER PILOTS ASSOCIATION

2100 N. Highway 360, Suite 907, Grand Prairie, TX 75050

(800) 505-VHPA (8472) (voice) • (817) 200-7309 (fax) • HQ@vhpa.org (e-mail) • www.vhpa.org (website)

Membership application/change of address

❑ New application ❑ Address change ❑ Directory correction

NAME DATE OF BIRTH:

ADDRESS:

CITY: STATE: ZIP:

HOME PHONE: ( ) WORK PHONE: ( )

E-MAIL ADDRESS: OCCUPATION:

Membership Dues: ❑ Annual $36 ❑ Three year $99 ❑ Lifetime (based on applicants' age*) Total: $ _____

*age 59 and below ($450), 60-64 ($350), 65-69 ($250), 70-74 ($150), 75-79 ($100) 80 and above ($75)

❑ Add $15 for printed Membership Directory ** ❑ Add $10 for Membership Directory on CD **

❑ Add _____ for Membership Fund Contribution ❑ Add _____ for Scholarship Fund Contribution

Aviator Subscription only ❑ Annual $36 ❑ Three Year ❑ Lifetime- see above membership rates*

❑ Charge my MasterCard/Visa C/Card ❑ Personal check/money order enclosed

Credit card No.: Expiration date:

SIGNATURE:

FLIGHT SCHOOL CLASS: SERVICE BRANCH:

COMBAT FLIGHT HOURS: SOCIAL SECURITY NO.:

Information about each Vietnam unit:

Dates in units			Unit	Location	Call sign
	From:	To:			
1st					
2nd					
3rd					
4th					

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

How did you learn about the Vietnam Helicopter Pilots Association? Referred by? Was membership a gift? From whom?

**NOTE: Lifetime Membership and/or Subscriber Dues are based on the applicants' age - please provide your date of birth.*

*** NOTE: Membership Directories are not available to Aviator-only subscribers.*

Periodical

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S14408
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Texas Tech University
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Lubbock TX 79409-1041

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HATS AND JACKETS NOW AVAILABLE!

Flight Jackets can be embroidered with your wings, call sign, unit name AND YOUR NAME

GO TO gear.vhpa.org

OR CALL 817-860-2430