



The VHPPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association



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PRESIDENT'S CORNER



AAAA / 160th SOAR to Commemorate Helicopter Pilots in Vietnam

I am very pleased to announce that during the AAAA Annual Convention in Nashville next April, that AAAA along with the 160th Special Operations Aviation Regiment (SOAR), the "Nightstalkers" will be commemorating our Vietnam service to the country – being the "pioneers" in developing helicopter combat operations in Vietnam – The Helicopter War.

In addition to the special activities planned for the actual convention in Nashville, the 160th would like to invite about 25 Vietnam helicopter pilots to not only take a VIP tour of their facilities (a base within the base) at Fort Campbell, Kentucky, but to experience piloting the sophisticated Blackhawk and Chinook simulators.

I have been asked to be the Liaison and Coordinator for the VHPA, AAAA, and the 160th for this truly unique and amazing day. Twenty-five is not a large number, and the demand from our members could be quite high. Therefore, the VHPA Executive Council has decided upon the following criteria in order to be selected (on a first-come / first-served basis). You must be:

- A Life Member of the VHPA
- A Life Member of AAAA



- Registered for the AAAA Convention

Please note that you will also have to supply your full name, SSN, and date of birth for a security check to enter the 160th compound. You must also bring a picture ID with you to receive a tour badge.

I will be building the list of those who meet the qualifications above and would like to participate. I will also compile a Waiting List in the event that any of the initial 25 are no-shows.

Note: You will NOT be allowed to sign up until you have registered for the AAAA Convention.

There will be more details forthcoming on the planned activities in the run up to the convention, and a formal announcement will be published in the AVIATOR on how and where to sign up. See you in Nashville.

Art Jacobs

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FROM THE STAFF AT HQ!

We hope everyone had an awesome holiday!

Information about the 37th Annual VHPA Reunion in Denver, CO, May 21 thru May 25, 2020 is included further in this issue! Due to the implementation of the new VHPA database, registration will not open until mid to late January. If any changes must be made to the schedule they will be posted on the reunion page of vhpa.org so please continue to check the website for the most up to date information. Hope to see you there!

Directories purchased beginning September 1, 2019 are for the 2020 directory that will be delivered in October 2020. The deadline for ordering the 2020 directory is August 31, 2020. The price for a copy of the paper directory has increased to \$25. The price of a CD copy remains \$10. The on line directory is free at <https://directory.vhpa.org>

Dues can be paid and a directory can be ordered on line via the On Line Directory at <https://directory.vhpa.org>

HQ still has copies of the Vietnam Helicopter & Crew Members Monument Dedication Ceremony at Arlington National Cemetery DVD for purchase. The price is \$15 which includes shipping cost. A copy of the program will be included with each order, while supplies last. Call HQ at 800-505-8472 to place your order. T-shirts with a photo of the monument on them are also available online at <https://gear.vhpa.org>.

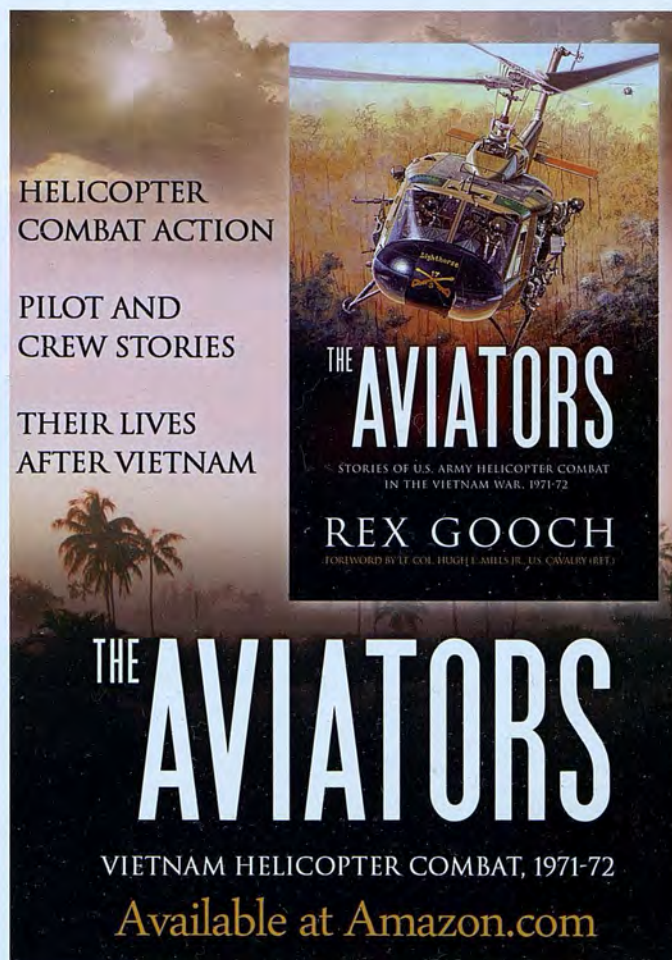
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also call HQ with an update to your contact information.

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 improve our services - we'd like to hear from you.

Sherry Rodgers, VHPA Office Manager



The Roommate

Any helicopter pilot who served in Vietnam with a reasonably intact memory may be a bit fuzzy on some dates/events. No one, however, is likely to have forgotten those early days of adjusting to a vastly different environment. Similar to flight school, but even more so, the making of friends was essential to the adjustment.

On my second day in country my best friend from Fort Rucker training showed up at my unit. He had asked where I had been assigned and managed to be sent to the 135 AHC. Phil Russo was a welcome sight. We also arranged to share a room. Phil was a truly "fun" guy, albeit a bit impulsive at times.

Phil requested an assignment to the gun platoon and was brought onboard very early in his tour. He was a natural and loved all things explosive. This latter penchant would soon reveal itself in a surprising way.

One day, a few months into our tour, I walked into the room and saw Phil concentrating on an object I could not, at first, identify. I questioned Phil about his project. He replied, displaying a fragmentation grenade, "I'm removing the explosives from this to use as a souvenir". I told him to remove himself and his project, "Now."

Some weeks later, Phil popped his head into the room and said, "think quick TJ"! He then threw a hand grenade behind our plywood bar. My whole life began to flash by, but the BANG occurred somewhere just past first grade. Several things contributed to what seemed a horrific incident: The hollow partitions behind the bar face amplified the noise of the primer (remember, no explosives in the grenade proper); the seven-foot long bar toppled only a second after the initial noise with a resounding boom; and finally; the pervasive red dust [apparently the maids had constantly swept – but only re-located the dust as opposed to removing it] became a huge cloud billowing out of the room. Only a few seconds later, I had recovered my wits sufficiently to get up from my bed and "feel" my way out of the choking dust.

The faces of the crowd which had gathered were astonished when I told them I was unharmed. I could not locate Phil among them.

It didn't take long for me to be able to laugh about this outrageous stunt. I knew Phil well and he was my best friend. Phil insisted I request a transfer to the gun platoon where we have a "great time". How could I ignore his logic? Not long thereafter, I was in guns. One memorable day I was Phil's pater pilot and it was a great time. He knew his stuff and was a true warrior – nothing boring on this flight.

At some point, we were told to check out some guys crossing a canal and at about the same time cleared to engage them. Phil proceeded to make a run, when I

reminded him we were out of rockets and did not have mini-guns on this aircraft. Undeterred, he announced "We'll get them with door guns and rolled in. Unfortunately, one of our proposed attackers was changing a barrel on his .60. The other managed to send one round downrange before his jammed. My friend, my roommate, but more importantly my aircraft commander instructed me to fire my .38 at the rapidly disappearing bunch. I complied, firing in an easterly direction as I recall. Phil excitedly told me "You got one, I saw him fall". I think this VC saw a pilot sitting in a 'charlie' model without front doors aiming a pistol into an 80 knot slipstream and fell down laughing. Flush with suc-

cess, Phil said re-load we're making another run. I simply turned to him and stared. "Bad idea?" he said. "One of your worst", I said. It was time to go home.

When Phil first arrived, he informed me he would be shot in the arm and sent home at the six-month point in his tour. This information was neither helpful nor believable...and I ignored it. Seven months along, Phil was shot in the arm and after a brief time in Long Binh, medevaced to the States. I was going to ask him when I visited the hospital - "which arm" he predicted, but thought it was too picky. I was glad he would recover, but sad to see him leave. On the plus side, I no longer had nightmares about a beer can stuffed with rocket fuel smashing through the O-club wall.



The author and Phil Russo

Tom Kirk



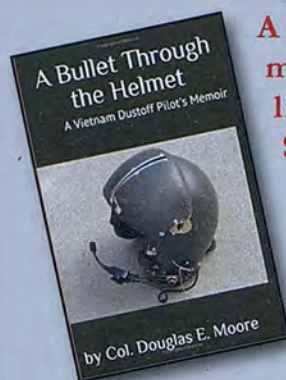
~ BOOK REVIEWS ~

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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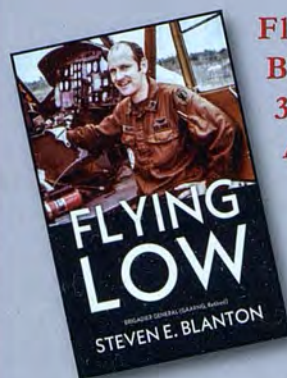


A Bullet Through the Helmet, by Doug Moore, published through Create Space.

**ISBN-13:978-1726311724,
\$12.95, paperback only,
225 pages.**

Not enough has been written about the guys who flew Medevac helicopters in any war, but Vietnam in particular. These guys willingly went into hot LZs when common sense said stay far away. Why did they go in? Because if they didn't, many of the wounded would have come home in body bags instead of being alive. One

statistic says it all – Dustoff crews extracted 855,000 men and flew them to medical facilities where they received life-saving care. The cover of the book has a picture of a helmet with a bullet hole. Most, when they see it for the first time, would assume that the wearer was either dead or at best, severely wounded. Through luck and the grace of God, the author Colonel Moore was not hurt. A Bullet Through the Helmet is one harrowing story after another about the missions Dustoff pilots flew. It is worth noting that all the profits from the sale of this book go to the American Huey 369 Organization. Read the book, it will make you think and the money goes to a great cause.



Flying Low by Steven E. Blanton, Deeds Publishing, 345 W Hancock Ave Athens, GA.

**ISBN: 978-1-947309-60-9,
213 pages, 19.95.**

In the first part of the book, Steve Blanton takes the reader down the road he took to become an Army Aviator. In many ways, the times and places were different, but the motivation for most of us was the same. We all wanted to fly and to serve our country. General Blanton has, like the rest of us, stories

from the Army's training command and as an author and Naval Aviator, it is always gratifying to learn that others didn't whisk their way to earning their wings. The book changes when Blanton gets to Vietnam. From that point on, it reads like a combination of a diary and a logbook with days and times of missions and terse, but descriptive language to describe what happened. It was fascinating to read the words, probably tempered by decades of storage in the back of his mind and insight gained from experience. This is another story well told. Flying Low is a great read and I highly recommend it.

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

Patrick Leary, FVSO President and VHPA Life Member



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I may be the only pilot ever who had too much fuel.

By Ben Brown

I was with the 159th ASHB at Phu Bai in 1970 & 1971. Not long after I made AC, I was scheduled for battalion standby one day. I had done that several times as a Peter Pilot, but this was the first time as an aircraft commander. In all the times I had been on standby, all we ever did was drink really bad coffee and read anything we could find laying around. I started taking a paper-back with me after the first time drawing this duty.

One thing the operations officer always told us was just get a half tank of fuel when you go down to battalion. I heard him every time and only forgot it once. This time.

We stopped to hot refuel off the taxiway on the east side of the active at Phu Bai, and I just tuned out I guess while that routine stuff was going on outside. Before I realized what had happened, I was topped off instead of half full. I didn't think it was a big deal since all we ever did was taxi down to battalion and taxi back at 1700 or whatever it was.

Well, luckily, we had been there about an hour when someone came in and told us to go recover a downed aircraft and gave

us coordinates. We started the bird up and I got out my map, hoping we were going clear to the DMZ so I could burn off some fuel. No such luck.

To the west of Camp Eagle the ground started rising toward the mountains. There was a long, deep ravine running to the west not long after you got into the steeper terrain. I had seen it many times on the way to Firebases Birmingham and Bastogne. The coordinates I was given said this downed aircraft was right near there. The ground above the ravine was fairly flat and I didn't think this was going to be a big deal even if I was a little heavy.

We got close and I was searching ahead for something on the ground but I couldn't see anything. I called on the FM frequency I had been given and whoever was on the other end said he could see me above him. I still couldn't see an aircraft out there and said so, and the guy on the ground said, "Look in the ravine."

Yup, there was a Cobra sitting right down in the bottom of that ravine, several hundred feet lower than the flatter ground above. I immediately knew I was in deep kimchi because there was almost no chance I was going to be able to take advantage of any wind there might be down in that gorge. This was going to be straight Chinook lifting power and the only thing I could hope for was that the Cobra did not have much gas or any armament on it to make up for the extra weight in fuel I was bringing to the party. That was not to happen.

I had to get down in the gorge to the west and fly back east to the Cobra. It was so close to the abrupt end of the gorge that I was going to have to go back west to get enough airspeed to get back out again. On a perfect day I would have been low on fuel myself and the Cobra would have been at the end of theirs and all out of bullets, too. I could nearly have picked it up and hovered out of ground effect to the top of the ravine and transitioned to flight into the wind from there. Wasn't happening.

We hooked up to the Snake and when I lifted it to a hover, the rpm was bleeding like crazy. I ran it up as far as it would go and we were good to stand still, but leaving was iffy. Obviously, the Cobra had just come off of Camp Eagle, full of fuel and fully armed. Had we been anywhere except at the bottom of this nasty, spooky gorge, I would have begged off and flown around for a half hour to get rid of that extra fuel. But I wouldn't have wanted to stay down there and I didn't expect anyone else to think that was a good idea either, so I decided to see if I was as good as I thought I was and we turned to the west and left.

I never took off with that low an rpm showing on the gauges before and learned never to do it again. It just scared the hell out of me, but I didn't over-torque the engines and we somehow got going fast enough to feel that good old shudder that let you know you were going to make it after all.

We took a long, high route back to Phu Bai and burned enough fuel to come in and set the Cobra down like nothing had ever happened.

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THE ARMED TAXI

By John McCluskey

We were covering a combined 199th Light Infantry Brigade / ARVN operation in the Duc Hua area not far from Saigon. We had a standard, 2-ship, light fire team of C-Model Huey gunships. My bird was armed with a 40mm grenade launcher mounted in the nose, 18 2.75" FFA rockets, and two door gunners with M-60s. My wingman had the same rocket and door gunner configuration and 4, pylon mounted M-60s. This was in 1967 before the introduction of 7.62 mm miniguns.

Nothing happened until the grunts reached a small stream they had to cross. It wasn't very wide – four-five meters – but it was chest high for the US troopers and probably over the heads of the ARVN.

The lead elements started across the stream and the VC opened up from a tree line parallel to the stream. We did what we were supposed to do and suppressed the fire with several runs along the axis of the tree line but as soon as we broke to return to the target, the fire continued. We made two or three runs and I noted that only about five of the troopers had made it across the stream and they looked to be exhausted. This was clearly not going to work. We would be out of ammo before two squads were across and they had already taken a casualty.

Time for a field expedient: the armed taxi.

I directed my wingman to keep up the cover and I dropped down to the near side of the stream bank. I off-loaded my door gunners, picked up a load of grunts and hovered across the stream. As I popped up, I lobbed 40mm into the tree line before dropping the troopers on the far side, then hovered backwards across the stream, keeping the 40mm chunking away while we were exposed, then repeated the process. Without a single radio command, my wingman saw what I was doing and timed his runs to cover us when my 40mm wasn't firing.

We got the entire unit - a reinforced company I believe - across in about 15 minutes (and 100 rounds of 40mm).

My resourceful door gunners had organized the loads so as soon as I touched down, they had another stick ready to go. I don't think another round came in from the tree line during the whole shuttle. We then loaded up the WIA, handed the target off to our replacement team and headed back to the pig-pen (our gun platoon was called the Razorbacks and our revetment area at Tan Son Nhut was the Pig Pen).

I'm not sure what happened after we left. Our replacement team finished the mission and didn't know either, but every grunt we loaded on the helicopter shuttle was grinning ear-to-ear and gave us numerous thumbs-up.

It was cool to see everyone immediately assume the roles necessary to get the mission done without any planning or briefing. Just a nod, a point, and a few words were enough.

It wasn't always that easy

John McCluskey

Colonel Matt Jackson has catalogued the process of reporting to the Induction Center to earning his Army Aviator wings in a way which reveals the long road (in effort – not time) many will find both entertaining and informative. For those unaware of the journey from young man to combat seasoned veteran it is a fascinating tale.

For those who have made the journey it is a poignant reprise of a time long ago and a proud achievement.

*His brothers in arms
will find it accurate
and well... nostalgic.*



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During the Denver Reunion

Thursday May 21 ~ Saturday May 23

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**Mike Law: calendar@vhpa.org or
830-730-0950**

23rd Cambodian Infantry Brigade Mission

By Carl Bell

During my second tour in Vietnam, one of the units to which I was assigned was the 18th Corps Aviation Company (CAC) - Callsign: Green Delta. Based at Can Tho in the Mekong Delta, the 18th CAC was part of the 164th Combat Aviation Group. When I joined the unit in April 1972, it consisted of two platoons of UH-1Hs, one platoon of OH-58s, and a platoon of CH-47s. The only other Army Aviation unit in the Delta at that time was C/16 Cav, also based in Can Tho.

One of the missions the 18th CAC had was to supply two UH-1H aircraft to fly once a month for the U.S. Embassy in Phnom Penh. An interesting aspect of this mission was we had to tape over the "United States Army" on the tail boom of the aircraft and put a sign in the side window saying, "United States of America." I was never told why we had to do that, but I suspect there was something in the Status of Forces agreement between the U.S. and Cambodia, or within some diplomatic protocol that said the aircraft could not be used for military missions (hence, taping over the United States Army identification on the tail boom). We were also limited as to the amount of time we could spend inside Cambodia.

On one of these missions, we picked up a Cambodian Colonel (Brigade Commander of the 23rd Infantry Brigade) in Phnom Penh and flew him and his S3 to a base camp that one of his battalions was constructing on the southern corner of this huge lake called the Tonle Sap – it's about an hour and a half's flying time



Taped over tail boom on the UH-1H.



United States of America sign in the side window.



View of the village boat

north of Phnom Penh. Talk about bandit country! All we had was two Hueys. It turns out the place we landed was an old Japanese airfield; in fact, the runway numbers were done by burying rocks in the ground in the shape of the numbers 030 and 210 at either end, as I recall.

That was an interesting day. We had no US with us (other than ourselves), but we had a Cambodian LT who had gone to school in America at UCLA, believe it or not. He spoke excellent English and was our guide for the day.

After we got up there, we had to refuel. The fuel barrels were stored in a village about five km from the airfield, so after we dropped off the COL and the S3, we went there to re-fuel. The soldier guarding the hut with the JP4 drums was wearing NVA web gear and carrying an AK-47.

Naturally, this gave us some concern.

This was 1972, and things were sort of chaotic in Cambodia at that time. As we flew from Phnom Penh, we would see artillery impacting on the ground and then start frantically looking for the fire base it was coming out of. In South Vietnam we had artillery flight following as we went through each province. When you hit the province boundary, there was an FM frequency that you'd call and they'd tell you what arty was going out of what firebase and where it was impacting and what the maximum ordnance was.

That way you could determine what flight path to take and how high to fly to be above the arty. We had no artillery flight

following in Cambodia, except for the rudimentary method I described above – see impacting rounds, look for the firebase, hope you weren't between the two.

Back to the soldier with the AK-47 – when I was on short final into the LZ next to where the fuel was supposed to be and I saw the guy guarding the fuel, I told our wingman to stay aloft and circle low covering us. I also told the door gunner on that side of the aircraft to stay on his gun and cover the guy with the AK. We kept the engine running, so the other pilot stayed light on the controls while the crew chief and I got out and refueled the aircraft with a hand pump. Then we got up and did the circling maneuver while the wingman got his fuel.

Then we went back to the airfield, landed, shut down, and spent an hour or so walking around the village adjacent to the base camp. We were treated very well by the residents – they showed us their local pagoda, a serene, beautiful place; their cemetery; and their village boat – a large dugout canoe-looking thing they evidently used in races during the rainy season when the lake overflowed its banks.

I was to find that the Cambodian army was equipped with a variety of weapons – the battalion we were visiting had four companies – one with M-16s and M-60s; two with WW II vintage US weapons: Garand M1s, carbines, Thompson SMGs, .30 cal LMGs; and one with Soviet bloc weapons AK-47s, SKS, RPD machineguns. I'll bet the S4 cried himself to sleep every night! I guess the soldier guarding the fuel was from the 4th Company, the one with the Soviet weapons.

We then went back to the base camp and were asked to participate in a banquet the Battalion Commander had for the Brigade Commander. We were treated like royalty.

After the banquet, we took the Brigade Commander up near the ruins at Angkor Wat which were definitely in NVA hands at that time – he may have been doing a recon, but it was for an op that never happened. We then headed back for Phnom Penh. I was actually closer to Bangkok that day than I was to my home base.

We dropped the Brigade Commander off back at Phnom Penh; his other two battalions were helping to defend the city. Refueled again, we headed back for Can Tho. It was a long day.

I was struck by what a gentle, friendly people the Cambodians were, and was shocked to find that the



Another view of the village boat (they were really proud of that boat and kept it in a covered space until the rainy season)



The village Pagoda.



The author with some of the younger Soldiers of the 23rd Cambodian Infantry Brigade (some of these kids were only 12 years old).

same ethnic group had the capacity to do the Killing Fields. I never would have believed it. The people I met were almost child-like. I got to be friends with the Brigade S3, a Major Sar Sokonne – he wore French jump wings and had been in a Colonial regiment at some point in his life. I've often wondered if he or the LT from UCLA survived. I sort of doubt it.



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LETTERS TO THE EDITOR

The below Looking For was published in the July/August 2019 issue of the Aviator. The requester received a reply, but has misplaced the letter. If this was you, please reply again. Thank you.

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 Ngai 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 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

To the Editor:

Just to clarify the picture on the cover of the (November/December) Aviator, Joe Bowen (Centaur 3) is the one standing outside the cargo bay wearing the Cav hat. Dennis Hogan (Centaur 28) is in the left seat. The crew chief, whose name I can't recall, is sitting in the right seat. The story refers to Joe as a CWO when in reality he was a Captain and the troop operations officer.

Dennis Hogan

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USAF Admin Supervisor 1974-83

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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

1.509.523.4213

email:

KHABT114@FRONTIER.COM



**VIETNAM HELICOPTER PILOTS
ASSOCIATION SATISFIED CLIENTS**

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

KOREAN WAR VET SATISFIED CLIENT

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

GENERAL REUNION INFORMATION

Last updated 10 DEC 2019

Due to the implementation of the new VHPA database,
Reunion Registration will not open until mid to late January.

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

As a general rule, since VHPA Membership and Subscriber dues expire on the last day of the month, someone who is dues current when they register could be non dues current on the 1st day of the Reunion (21 May 2020). Because of this, the VHPA Reunion Registration software is “forward looking” regarding dues status.

Reunion hotel: Sheraton Denver Downtown Hotel, 1550 Court Place, Denver, CO 80202.

Reunion hotel reservations: There are at least three ways to make your hotel reservations while insuring that you receive the VHPA Group Rate of **\$125 plus tax** over the dates of **18 May 2020 thru 25 May 2020 (based on availability)**. **Cutoff date for the hotel rate is 16 April, 2020.**

Please consider the following:

- Via the Reunion’s personalized website, go to: <https://book.passkey.com/e/49900388>
- Via www.vhpa.org, then Reunion Information and use the reserve your hotel room link.
- By calling the hotel’s reservation line at **(888) 627-8405**. You need to **mention “VHPA 37th Annual Reunion 2020”**. **PLEASE DO NOT CALL THE HOTEL DIRECTLY or MARRIOTT’S CENTRAL RESERVATIONS NUMBERS.** You **MUST** speak to a Passkey Agent.

Transportation from the Airport: The hotel does not offer a shuttle to/from the airport. There are several options for going to and from Denver International Airport:

■ **A Line Train** – The A Line Train travels to and from the airport every 15 minutes throughout the day and costs \$10.50 or \$5.25, with a discount of 65+ years of age, in each direction. Travel time is 45 minutes. The train is accessed from the airport transit center which is down an escalator and below the Westin Hotel. Follow RTD Train to City signs located at the airport. Ticket machines are on the platform at both locations and cash or credit can be used. When traveling from the airport on the train, the train will end at Union Station. When exiting the train at Union Station, follow signs to 16th street which is on the west side of Union Station. Once on 16th St., Σ Super Shuttle - Super Shuttle: Super Shuttle is a shared ride service that will take anywhere up to 40 minutes to an hour between the hotel and the airport. The cost is \$31 for one person and \$8 for each additional person on the same reservation. Rides can be scheduled online at www.supershuttle.com

■ **Uber/Lyft** - Depending on the time of day and weather conditions the ride between the airport and downtown is usually around \$40 and will take 40 to 50 minutes. Rides are booked via either company’s smartphone app. Rides from the airport should be scheduled once you have your luggage, and they pick up passengers on level 6 at the airport. Your ride confirmation will indicate which exit door to meet your ride.

■ **Taxi** - Taxis are available outside the airport terminal on level 5 and for return to the airport outside the hotel front entrance. It is a flat fare of \$56 to get downtown and \$51 back to the airport. Let the cab driver know you want the “flat” fare as they do tend to overcharge. Ask for a receipt upfront just in case you need to dispute a charge. Then add

Parking: VHPA has negotiated a 50% discounted price of \$20 on self-parking. The adjustment will be made on your final hotel statement.

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

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

- It is a good idea to wear your Reunion lanyard so other attendees can recognize that you are with VHPA.
- At the Closing Banquet, many men wear a suit and tie with the ladies wearing a nice dress. You will even see Dress Blues.

Vendor Area: The Vendor Area has been a huge success for the past several years! If you are interested in becoming a Vendor for R2020 please go to www.vhpa.org and download the Vendor/ Book Seller/ Exhibitor Contract, Waiver and Vendor/Book Seller/Exhibitor Policy Rules & Regulations. Complete the forms and mail, fax or email to VHPA HQ. If you know of anyone that you think would be an asset to the Reunion Vendor Area be sure to let them know or contact VHPA HQ to give us the info and we will be happy to give them a call. Space is limited this year so be sure to send your form in early.

This will be the seventh year Witness to War (WTW) has sent at least one Interviewer to record and collect Oral Histories. As we have done in past years, we will be signing attendees up for 90-minute slots ahead of time. Please contact VHPA HQ or visit www.vhpa.org for details about how to sign up prior to coming to Denver so you fit this history preserving events into your Reunion schedule.

Volunteers: The Rocky Mountain Chapter is this reunion's Host Chapter and as such will organize the volunteers. Volunteer opportunities are organized around stations and then shifts with the number of volunteers needed for that shift. Sounds like a Duty Roster! We've found that 3-hour shifts will not take up much of your time or make you too tired. Additionally, we can guarantee everyone is trained on their duties. Needless to say but WE GREATLY APPRECIATE having volunteers! Not only do we avoid the cost of hiring local convention bureau temps but we get a chance to interact with each other while performing the tasks EXACTLY as a VHPAer would have it done. As is our tradition, the Host Chapter, Rocky Mountain Chapter, gets "first shot" at the Duty Roster. If you are interested in volunteering you can contact Dale House of the Rocky Mountain Chapter at 818-825-7003 or dehouse4@yahoo.com or contact HQ at 800-505-8472. In February the Duty Roster is loaded onto the Reunion Information page at VHPA.ORG for the rest of us to "join in on the fun"! Instructions for how to volunteer at that point will be posted on the website. BTW, husband and wife teams are welcome to volunteer.

Reunion T-Shirts - T-shirts will be offered in two colors this year, black and gray. You are welcome to order as many as you wish with your Reunion Registration until 17 April 2020. All cancellations made prior to 17 April 2020 come with the option to have the T-shirt mailed to you after the Reunion or having the amount paid for the T-shirt refunded. There is a \$7 shipping & handling fee per shirt when HQ mails the T-shirts.

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

Cutoff date to order a T-shirt is 17 April 2020

S, M, L & XL - \$18 XXL - \$19 XXXL - \$20

Primary Attendee (Member or Subscriber) Registration - The registration fee for the member is \$40 through 4/17/2020 and \$50 thereafter.

Adult Guest Registration - The registration fee for the guest is \$40 through 4/17/2020 and \$50 thereafter.

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

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

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

Cancelling a Reunion Registration - The VHPA Member or Subscriber who made the Reunion Registration is known as the Primary Registrant (PR). A PR may cancel all or portions of his or her registration **any time prior to the first official day of the reunion** by contacting HQ via US Mail at 2100 North Highway 360, Suite 907, Grand Prairie, TX 75050, Email to HQ@vhpa.org, Phone at 800-505-8472 or Fax at 817-200-7309. It is important to note that reunion registration cancellations and hotel reservation cancellations are completely separate business processes. The PR is responsible for both processes. PRs cannot assume that when they cancel their hotel reservation that the hotel will notify HQ to cancel the reunion registration or vice versa.

Reunion Refunds - The Executive Council establishes the official cancellation date (OCD) for each reunion. **The OCD for R2020 is Friday, 17 April 2020.** Only cancellations received by HQ by close of business Central Daylight Time (normally 3pm) on the OCD (including those via US Mail) are considered for refunds, unless covered by Guarantee Refund Insurance (GRI) described below. It is important to note that the following reunion registration items are non-refundable even with purchase of GRI: registration fees, dues payments, directory orders, donations or voluntary contributions plus any event designated as non-refundable. Please note there are two (2) non-refundable events for R2020. For cancellations after the OCD, the GRI fee is non-refundable. As a general rule, HQ starts processing refunds about two weeks after the reunion ends. No refunds are processed until after the reunion is over. For PRs receiving a refund, there is a two step process. First, the PR receives a letter and/or a statement from HQ outlining the details of the refund including the amount. Normally this correspondence is sent from HQ by US mail but it can be via email. Second, the PR receives a check via US mail from the VHPA's bank. The goal is to complete the entire refund process not later than one calendar month after the reunion ends. Any clerical errors in the details of the refund should be brought to the attention of HQ.

Guarantee Refund Insurance (GRI) Program - As part of their initial registration transaction a PR may enroll in the Guarantee Refund Insurance (GRI) program by paying a fee calculated at 10% of event ticket purchases. If GRI is purchased with the initial registration, the GRI fee will be added to any paid events added to member's registration. As mentioned above, registration fees, dues payments, directory orders, donations or voluntary contributions are not included in this calculation. The GRI program allows the PR to receive a refund for himself/herself and/or their guests that have to cancel or have their reunion travel plans interrupted for any of the following reasons:

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

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

Mini-Reunions: 21 May through 24 May - Keeping in mind that one of the primary reasons for our Reunion is to reconnect with past compatriots from your RVN unit and flight school. The best way to meet up with unit members is to schedule your own Mini-Reunion. If your unit does not have a Mini-Reunion, why not take the initiative to start one up, or you could combine with other sister units you are familiar with if you wish. In addition to specific units and flight classes, we've had Mini-Reunions for such subjects as tandem rotor, Dust-off, Operation Lam Son 719, anyone who was stationed at Soc Trang, VHPA chapters, anyone interested in radio controlled aircraft models. Mini-Reunions are typically scheduled in 4-hour blocks and are available for booking on most days during the Reunion. You can also request a second four-hour block. However, this second block will be granted on a space available basis with priority for the particular space given to units requesting only one block. Due to decreased usage and increased expenses, the Reunion no longer provides AV equipment for Mini-Reunions. Once your Mini-Reunion is scheduled the details will appear on the webpage. You still should make an effort to get the word out to your buds. Use your directory to contact members (encourage them to re-up with the VHPA if they are not dues current), write a short article for the VHPA Aviator, and schedule early so we can list your unit in articles such as this.

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

It is easy to schedule a Mini-Reunion or TOC. Complete the Mini-Reunion Request form available at VHPA.ORG and email it to Sherry Rodgers at Sherry@vhpa.org or call 800-505-8472 or mail the completed form to HQ in Grand Prairie, TX. *Space is limited this year so get your request in early!*

KIA/MIA Gold Star Breakfast Sponsorship - \$25

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

O'Club: 20 May – 4:00pm-8:00pm / 21 May – 23 May – 11:00am – 11:00pm / 24 May – 12:30pm – 11:00pm

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



**WEDNESDAY,
20 MAY 2020**

Early Bird Gathering: 20 May – 7:00pm – 9:00pm - **NC**

This social gathering continues the long standing tradition of having an appointed place and time for everyone who comes "early" to the Reunion to meet and greet others.

Note: No food is provided at this gathering.



**THURSDAY,
21 MAY 2020**

Banjo Billy's History City Tour #1: 21 May – 9:00am – 10:30am - **\$25**

The history of Colorado and Denver is full of interesting characters and great stories. Enjoy this tour on a one of a kind funky bus as your tour guide entertains you with tales of scoundrels, scandals, murders, and rivalry that made Denver what it is today. Beware, there will be a few jokes thrown in as well, but the stories are all true! This city tour is unique, fun and VHPA guests will learn something new, even if you grew up in the area. Sign up for this 90-minute Denver tour to learn about Denver's corrupt past, promising future, and the ghosts and criminals who still form Denver's identity today. A few things this tour will cover are how Denver got its name for the price of a barrel of whiskey, the real story of Molly Brown, before and after the Titanic incident, fascinating stories of oil, corruption, and a mysterious death.

Capacity: This event is limited to 50 participants.

Molly Brown Museum #1: 21 May – 10:10am – 12:15pm - **\$23**

On this short private tour, VHPA Guests will have the opportunity to explore the home of Titanic heroine Margaret "Molly" Brown, an outspoken Western woman whose activism and charity impacted the lives of many around the world. This antique-filled Victorian house was the home of Molly Brown, not only a famous survivor of the Titanic, but so much more. This Museum is the premier place to explore Denver's history. Learn the stories of the many individuals

and groups that shaped the world and the Denver community & interact with knowledgeable docents who share the Progressive Era changes Margaret and mining engineer husband J.J. saw in their lifetime and learn their role in shaping Denver. From the front porch of the home, see the State Capitol's gold dome and the spires of the Cathedral of the Immaculate Conception to connect the economic activities of mining to Denver's built environment and civic gathering places. Once inside, make connections between how families lived 100 years ago compared to today. Discover the rich history of immigration to Denver by hearing about the Tobin and Brown families as well as their servants.

Note: This tour does include walking up stairs. There is no elevator to reach the second level.

Capacity: This event is limited to 40 participants.

Adam's Mystery Playhouse Lunch: 21 May – 11:10am – 3:00pm - **\$55**

Fun starts the minute you walk into this unique, whimsical and inviting mansion. No matter what age, VHPA guests can expect to enjoy several types of theatre with this hilariously fun murder mystery lunch. Participate in as much or as little as you like. The five hilarious and professional actors weave together a story that you will never forget! Enjoy a lunch buffet of beef brisket, potato salad, baked beans, fresh green salad, dinner rolls, brownies, macaroons and tea and soda. Cash bar will be available.

Note: THIS IS A NON-REFUNDABLE EVENT.

Capacity: This event is limited to 112 participants.

Foothills of the Rockies #1: 21 May – 12:00pm – 5:00pm - **\$56**

Board a coach bus with your tour guide and head into the mountains for breathtaking views and visit top tourist sites. Enjoy a beautiful walk while witnessing the majesty of Red Rocks Park and Amphitheater and explore the historic western Town of Golden where there will be a set amount of time to check out the local shops, sample some craft beer at one of the many local Tap Houses or grab a snack (purchases not included). Travel 2000 feet up to the top of Lookout Mountain while viewing a breathtaking 200-mile panorama of the city and, have time to visit the Buffalo Bill Museum (included in price of tour) and Grave at Lookout Mountain.

Note: Dressing warm and a jacket recommended!

Capacity: This event is limited to 100 participants.

City Tour #2: 21 May – 1:00pm – 2:30pm - **\$25**

See description for City Tour #1 above.

Capacity: This event is limited to 50 participants.

Forney Museum of Transportation: 21 May – 1:25pm – 3:45pm - **\$25**

The Forney Museum of Transportation is a one-of-a-kind collection of over 600 artifacts relating to historical transportation. It began 60 years ago with a single 1921 Kissel, but soon expanded to include vehicles of all kinds. Today it includes not just vehicles, but also buggies, motorcycles, steam locomotives, aircraft, carriages, rail equipment, fire apparatus, public transportation, sleighs, bicycles, toys and diecast models, vintage apparel and much, much more! Also view Amelia Earhart's Kissel Car! Some collection highlights include: Union Pacific 'Big Boy' Steam Locomotive #4005, Amelia Earhart's 1923 Kissel 'Gold Bug', Forney Locomotive, Colorado & Southern Caboose, 1923 Hispano-Suiza, 1913-53 Indian Motorcycle Collection, Denver & Rio Grande Dining Car, Stutz Fire Engine, 1888 Denver Cable Car, 1923 Case Steam Tractor, 1817 Draisienne Bicycle, 500 Piece Matchbox Collection, and more!

Capacity: This event is limited to 55 participants.

Symposium of Speakers: 21 May – 2:00pm – 4:00pm - **NC**

Diane Carlson Evans, Myrna Williamson, VHPA Scholarships, Witness to War and VHPA/Texas Tech Legacy Presentation

There are several guest speakers this year along with presentations regarding VHPA Scholarships, Witness to War and the VHPA/Texas Tech Legacy Presentation. Detailed info will be posted on the reunion page at vhpa.org at a later date.

Denver Brewery Tour #1: 21 May - 3:00pm – 6:00pm - **\$50**

Take a ride on an old school bus tricked out to look like a traveling hillbilly shack for a Brewery Tour with Banjo Billy's. This Denver Brew Tour will be the craziest ride you have ever taken as you'll be sitting on a couch, recliner or saddle on the bus as it rolls through the Mile-High City. Banjo Billy's Brewery Tour includes three brewery stops, Renegade Brewing, Prost Brewing and Black Shirt Brewing Co, with a full pint at each stop and a tour of each location. Call it a Brewery Tour, a Brew Bus, a Brew Hop, a Beer Bus....by any name, this Brewery Tour will be lots of fun!

Note: Consumption of food and alcohol is permitted on the bus and munchies can be purchased at breweries!

Capacity: This event is limited to 50 participants.

Welcome / First Time Attendee Reception: 21 May – 7:00pm – 9:00pm - **NC**

Traditionally this reception was the first official event

for everyone to get together FOR SURE at a Reunion. Now it is just a "get together" at an appointed place and time for everyone who attends the Reunion. We'll position cash bars to make certain no one has to stand in a long line. During the reception you will be entertained by the College of the Ozarks Chapel Choir. They are known for their patriotic songs, and the college itself is a great supporter of veterans. This will be a highlight of the reunion that you will surely remember.



Golf Outing at Legacy Ridge Golf Course at Westminster: 22 May – 7:15am – 4:00pm - **\$145**

This year we will play at Legacy Ridge Golf Course at Westminster. Your golf ticket includes bus transportation, green fees, carts, score cards, complimentary range balls, one Power Pack, and LUNCH. Rental clubs are available for \$32/round with advance notice. This year we will be playing a best ball scramble.

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

- Two each Mulligan's (from the tee only) per side (total of 4 per team member). Mulligans are for each player and cannot be used by another team member.
- One "Get-Out of Hazard Free" per side (total of 2) per 18 holes. Place ball where it last traveled before entering the hazard or OB, no penalty. Used for sand traps, water, and Out of Bounds with no penalty.

www.cityofwestminster.us/ParksRecreation/GolfWestminster/LegacyRidgeGolfCourse

For details about the course, visit

Capacity: This event is limited to 50 participants.

Breakfast w/Speaker Thanh Boyer: 22 May – 7:30am – 9:00am – **\$25**

This is the first of three breakfasts offered at this Reunion. Thanh Du'ong Boyer was born in the Mekong Delta, South Vietnam, in May 1967. She is the oldest of six children, born in a wealthy family, according to Vietnamese standards. Then, as a young child, she saw her family struggle to survive after the North Vietnamese takeover. At twelve years old, her

parents put Thanh and one sister on a boat, during the nighttime hours in an effort to escape Vietnam and its suppressive government.

Fifteen months later, she finally arrived in the United States as a refugee. Although unable to speak English, she worked hard, learning the language, becoming a U. S. citizen, and committing herself to bringing her parents and siblings to the states. She married and succeeded in having her family join her stateside. Thanh has two children who are examples of achieving The American Dream; her daughter is in medical school and her son is an electrical engineer. Her brother and three sisters also achieved success and are electrical engineers.

Today Thanh gives inspirational talks to groups. She and her husband, John, live in Madison, Alabama.

Enjoy the Sheraton's Breakfast Buffet including scrambled eggs w/white cheddar cheese & chives, savory breakfast sausage, oven roasted redskin potatoes w/sautéed onions & herbs, Boulder Breadwork's Artisan Breads, yogurt, local honey & jams, whipped butter w/maple, a selection of juices, coffee & tea. We've scheduled each breakfast to conclude prior to most other Reunion tours or events for the day.

Georgetown Loop Railroad #1: 22 May - 9:05am – 2:00pm - **\$58**

Enjoy a coach ride into the mountains on this 75 minute bus ride to Silver Plume Depot. Once there, climb aboard a private charter of one of Colorado's famous historic narrow-gauge railroads. The thriving mining towns of Georgetown and Silver Plume lie two miles apart in a steep and narrow mountain canyon. Ride this historic loop railroad roundtrip from Georgetown and Silver Plume, CO. Guests will travel 3.1 miles, up 640 feet, around 2 loops and across 4 bridges, including the impressive Devil's Gate High Bridge.

The train ride will start at the Silver Plume location, stop at the Georgetown depot and give guests a brief break to explore and then head back to Silver Plume. The private charter train cars will be covered but still open on the sides so bringing a blanket or jacket is advised because it can be chilly this time of year in the mountains. Once the roundtrip is complete, enjoy a BBQ buffet as you get to check out the museum located at the Silver Plume Depot. The buffet will consist of chicken, pork, baked beans, coleslaw, dessert, and sodas/water.

Note: Dressing warm and a jacket recommended!

Capacity: This event is limited to 150 participants.

Coors Tour #1: 22 May - 9:20am - 12:15pm - **\$32** (*Tour Subject to Change*)

See and taste traditional brewing at the foot of the Rocky Mountains in the largest single-site brewery in the world! The Coors Brewery Tour will showcase their history and passion for brewing. Get a look at malting, brewing and packaging processes. Enjoy a look at old photos, neon signs, historical beer cans, bottles and memorabilia from the archives. After the tour, enjoy beer samples in their hospitality lounge.

At the time of printing, Coors would not confirm private tours for 2020. This tour is subject to change.

Capacity: This event is limited to 50 participants.

City Tour #3: 22 May - 9:30am - 11:00am - **\$25**

See description for City Tour #1 on 21 May.

Capacity: This event is limited to 50 participants.

Coors Tour #2: 22 May - 10:55am - 1:45pm - **\$32**

(*Tour Subject to Change*)

See description for Coors Tour #1 above.

At the time of printing, Coors would not confirm private tours for 2020. This tour is subject to change.

Capacity: This event is limited to 50 participants.

City Tour #4: 22 May - 2:00pm - 3:30pm - **\$25**

See description for City Tour #1 on 21 May.

Capacity: This event is limited to 50 participants.

Wings Over the Rockies #1: 22 May - 2:00pm - 5:00pm - **\$26**

The Wings over the Rockies Air and Space Museum is located on the former Lowry Air Force Base in Denver. The museum preserves the history of Lowry AFB's operations from 1938 to 1994 in its collections. With over fifty iconic aircraft and the most realistic flight simulators in Colorado, Wings Over the Rockies Air & Space Museum has something for everyone. With more than 182,000 square feet of hangar space full of iconic aircraft, space vehicles, artifacts, military uniforms and much more, VHPA guests will walk alongside majestic former warbirds, a 3/4 scale X-Wing Starfighter, Vietnam era fighter jets and One Bell Huey UH1-C completely restored and owned by one of VHPA's Chapter Members. VHPA Guests will enjoy a guided tour the first half of the time and then additional time to continue exploring the museum.

Capacity: This event is limited to 90 participants.

Molly Brown Museum #2: 22 May - 2:30pm - 4:30pm - **\$23**

See Description on Tour #1 on 21 May. Tour does include walking up stairs.

Capacity: This event is limited to 40 participants.

Adam's Mystery Playhouse Dinner: 22 May - 5:40pm - 9:45pm - **\$69**

Fun starts the minute you walk into this unique, whimsical and inviting mansion. No matter what age, VHPA guests can expect to enjoy several types of theatre during the night with this hilariously fun murder mystery dinner. Participate in as much or as little as you like. The five hilarious and professional actors weave together a story that you will never forget! Enjoy a dinner buffet of beef brisket, roasted chicken, potato salad, baked beans, fresh green salad, dinner rolls, brownies, macaroons and tea and soda. Cash bar will be available.

Note: THIS IS A NON-REFUNDABLE EVENT.

Capacity: This event is limited to 125 participants.



KIA/MIA Gold Star Breakfast: 23 May - 7:30am - 9:00am - **\$25**

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

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

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

Have you been emailing back and forth with Bob's brother for years, but just never got a chance to shake his hand? This is the opportunity to do that. Invite them to attend the reunion and bring them to the Gold Star Family Breakfast. I'm happy to answer questions about the breakfast, as details get confirmed, or about how to connect with a buddy's family. Little sister, Julie Kink sister of WO David Kink C Troop 1/9th CAV KIA 8-3-1969. I am also a member of VHFCN Family Contacts Committee. Visit www.VirtualWall.org/contacts or email me at Kink100@att.net.

Enjoy the Sheraton's Breakfast Buffet including butter-milk biscuits & sawmill cream gravy, crisp hickory smoked bacon, scrambled eggs w/white cheddar cheese & chives, hashbrown casserole, danishes, croissants & muffins, yogurt, fruit, a selection of juices, coffee & tea.

We've scheduled each breakfast to conclude prior to most other Reunion tours or events for the day.

Georgetown Loop Railroad #2: 23 May – 9:05am – 2:00pm - **\$58**

See Description on Tour #1 on 22 May.

Note: Dressing warm and a jacket recommended!

Capacity: This event is limited to 150 participants.

City Tour #5: 23 May – 9:30am – 11:00am - **\$25**

See description for City Tour #1 on 21 May.

Capacity: This event is limited to 50 participants.

Foothills of the Rockies #2: 23 May – 9:30am – 2:30pm - **\$56**

See Description on Tour #1 on 21 May.

Note: Dressing warm and a jacket recommended!

Capacity: This event is limited to 100 participants.

Denver Brewery Tour #2: 23 May – 11:30am – 2:30pm - **\$50**

See Description on Tour #1 on 21 May.

Note: Consumption of food and alcohol is permitted on the bus and munchies can be purchased at breweries!

Capacity: This event is limited to 50 participants.

Wings over the Rockies #2: 23 May – 11:45am – 2:45pm - **\$26**

See Description on Tour #1 on 22 May.

Note: There is no food inside WOR Museum so bring snacks/eat late breakfast or bring lunch to eat on bus!

Capacity: This event is limited to 55 participants.

Quilter's Show & Tell: 23 May – 2:00pm – 4:00pm - **NC**

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

City Tour #6: 23 May – 3:00pm – 4:30pm - **\$25**

See description for City Tour #1 on 21 May.

Capacity: This event is limited to 50 participants.

Forney Museum of Transportation #2: 23 May – 3:10pm – 5:30pm - **\$25**

See Description on Tour #1 on 21 May.

Capacity: This event is limited to 55 participants.

Rockies Baseball Game: 23 May – 6:00pm – 11:00pm - **\$48**

Enjoy a night out with VHPA Guests at the beautiful

Coors Field while cheering on the MLB team Colorado Rockies as they take on the Philadelphia Phillies with a 7:10 PM start time. VHPA will have designated group seating for this event in Section 117 which is down the first baseline. This ticket will include a shuttle to and from the hotel at several set times and \$10 credit to be used at any concession stand. Final hotel return shuttles will be in the middle of the 6th inning and 15 minutes after the final inning. A ticket swap for your actual baseball ticket will be at a designated time at the hotel and it is strongly encouraged that you pick up your baseball tickets at the same time as anyone you would like to sit next to. *We cannot guarantee seating with anyone.*
Capacity: This event is limited to 200 participants.



Pre-Memorial Service Breakfast: 24 May – 7:30am – 8:45am - **\$25**

This is the third and final breakfast offered at this Reunion. The Memorial Service, scheduled to begin at 9am is primarily a time to honor the several hundred VHPA members and potential members who passed away since the 2019 Reunion in Kansas City.

Enjoy the Sheraton's Breakfast Buffet including smoky bacon, traditional & blueberry buttermilk pancakes, assorted syrups, house made preserves, muffins, croissants, & danish, a selection of juices, coffee & tea. We've scheduled each breakfast to conclude prior to most other Reunion tours or events for the day.

Memorial Service: 24 May – 9:00am – 9:30am - **NC**

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

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

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

Spouse/Guest Event – The Craftsman & Apprentice: 24 May – 10:00am – 12:00pm – **\$25**

This hidden gem was Named “Best Place to Learn Your Craft” in the Best of Denver 2016; VHPA Ladies will tap into their creative side with a craft class with Craftsman and Apprentice at the Sheraton. In this event, guests will be learning Mini-Weaving and making wall hangings that can be taken home. Using a small loom, you will be given a crash course in tapestry style weaving. Learn three different weaving techniques to create a beautiful and unique wall hanging. Then use chunky yarn to weave and hang your work on a willow branch. We promise you will be hooked and it's never too late to learn something new or perfect a hobby. Everyone loves a good ladies party and there's no better way to spend time with folks you really like than to get together and make things. All materials, instruction and know how are provided.

Capacity: This event is limited to 100 participants.

Annual Business Meeting: 24 May – 10:00am – 12:30pm – **NC**

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

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

Closing Banquet: Registered Adults – 24 May – 5:45pm – 10:30pm – **\$75**

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

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

For those who just want to visit after the closing remarks, please know you can stay at your table until 11 pm. Cash

bars remain open until they are no longer needed.

Closing Banquet: Registered Child <10 – 24 May – 5:45pm – 10:30pm – **\$25**

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

Closing Banquet: Non-Registered Guest – 24 May – 5:45pm – 10:30pm – **\$85**

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

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

Quilters Show and Tell

The Quilters Show and Tell was started by Diana Law many years ago. It was to bring quilters together and show everyone who attended their treasures that they had created and to learn from each other. Today our quilters are creating not only for themselves, but also, for our veterans.

Word has spread to many VHPA Quilters as well as their quilting friends, and as a result, I am happy to report that there will be eight or nine quilts presented this year at the Denver reunion.

Blocks are still being requested. Please wash all fabrics as some will bleed. Size: 12 and one half inches, Color: Red, White (tone on tone) or Cream and Blue.

The recipients are randomly selected from registered attendees. Our cutoff date for selection is April 1st, so register early to ensure you are considered in the selection. See you in Denver; the Quilters Show and Tell is currently scheduled for May 23rd, 2-4 pm. Bring your blocks and other projects you have made or in production as your Show and Tell.

And so, the tradition of presenting quilts to our veterans continues for another year.

Any questions, contact me at
klskms@aol.com Subject: VHPA Quilters
Kathleen Sherfey

OFFICIAL SCHEDULE OF EVENTS

See our Website at: www.VHPA.org for the latest details and to register for the Reunion

Due to publication lead times, the status of tour availability may have changed in the interim.
Please consult our website at: www.VHPA.org for the latest details and to register for the reunion.

Time	Event
WEDNESDAY, MAY 20	
4:00 pm - 8:00 pm	Pre-Registered Packet Pickup
4:00 pm - 8:00 pm	HQ Registration Desk
4:00 pm - 8:00 pm	Welcome Desk
4:00 pm - 8:00 pm	O' Club Open
7:00 pm - 9:00 pm	Early Bird Gathering
THURSDAY, MAY 21	
8:00 am - 12:00 pm	HQ Registration Desk
8:00 am - 8:00 pm	Pre-Registered Packet Pickup
8:00 am - 8:00 pm	Welcome Desk
8:00 am - 8:00 pm	Pre-Ordered T-shirt Pick Up
9:00 am - 10:30 am	City Tour #1
9:00 am - 8:00 pm	Vendor Room Open
9:00 am - 10:00 pm	Mini-Reunions/TOCs
10:10 am - 12:15 pm	Molly Brown Museum #1
11:00 am - 11:00 pm	O' Club Open
11:10 am - 3:00 pm	Adam's Mystery Playhouse Lunch **
12:00pm - 5:00 pm	Foothills of the Rockies #1
1:00 pm - 2:30 pm	City Tour #2
1:00 pm - 5:00 pm	HQ Registration Desk
1:25 pm - 3:45 pm	Forney Museum of Transportation #1
2:00 pm - 4:00 pm	Symposium of Speakers
3:00 pm - 6:00 pm	Denver Brewery Tour #1
6:00 pm - 8:00 pm	HQ Registration Desk
7:00 pm - 9:00 pm	Welcome Reception w/College of the Ozarks Chapel Choir
FRIDAY, MAY 22	
7:15 am - 4:00 pm	Golf
7:30 am - 9:00 am	Breakfast w/speaker Thanh Boyer
8:00 am - 11:30 am	HQ Registration Desk
8:00 am - 8:00 pm	Pre-Registered Packet Pickup
8:00 am - 8:00 pm	Welcome Desk
8:00 am - 8:00 pm	Pre-Ordered T-shirt Pick Up
9:00 am - 8:00 pm	Vendor Room Open
9:00 am - 10:00 pm	Mini Reunions / TOCs
9:05 am - 2:00 pm	Georgetown Loop Railroad #1
9:20 am - 12:15 pm	Coors Tour #1
9:30 am - 11:00 am	City Tour #3
10:55 am - 1:45 pm	Coors Tour #2
11:00 am - 11:00 pm	O' Club Open
12:30 pm - 5:00 pm	HQ Registration Desk
2:00 pm - 3:30 pm	City Tour #4
2:00 pm - 5:00 pm	Wings Over the Rockies #1
2:30 pm - 4:30 pm	Molly Brown Museum #2
3:00 pm - 5:00 pm	Banquet Seating
5:40 pm - 9:45 pm	Adam's Mystery Playhouse Dinner **
6:00 pm - 8:00 pm	HQ Registration Desk

Time	Event
SATURDAY, MAY 23	
7:30 am - 9:00 am	KIA/MIA Gold Star Breakfast
8:00 am - 11:00 am	HQ Registration Desk
8:00 am - 12:00 pm	Pre-Registered Packet Pickup
8:00 am - 12:00 pm	Pre-Ordered T-shirt Pick Up
8:00 am - 5:00 pm	Welcome Desk
9:00 am - 5:00 pm	Vendor Room Open
9:00 am - 10:00 pm	Mini-Reunions/TOCs
9:05 am - 2:00 pm	Georgetown Loop Railroad #2
9:30 am - 11:00 am	City Tour #5
9:30 am - 2:30 pm	Foothills of the Rockies #2
11:00 am - 11:00 pm	O' Club Open
11:30 am - 2:30 pm	Denver Brewery Tour #2
11:45 am - 2:45 pm	Wings Over the Rockies #2
12:00 pm - 5:00 pm	HQ Registration Desk
2:00 pm - 4:00 pm	Quilters Show & Tell
3:00 pm - 4:30 pm	City Tour #6
3:00 pm - 5:00 pm	Banquet Seating
3:10 pm - 5:30 pm	Forney Museum of Transportation #2
6:00 pm - 11:00 pm	Rockies Baseball Game
SUNDAY, MAY 24	
7:30 am - 8:45 am	Pre-Memorial Breakfast
8:00 am - 11:00 am	Consolidated HQ Reg, Pre-Reg & T-Shirts
8:00 am - 1:00 pm	Welcome Desk
9:00 am - 9:30 am	Memorial Service
10:00 am - 12:00 pm	Spouse Event
10:00 am - 12:30 pm	Annual Business Meeting
12:00 pm - 4:00 pm	Consolidated Reg, Pre-Reg & T-Shirts
12:30 pm - 10:00 pm	Vendor Room Open
12:30 pm - 11:00 pm	O' Club Open
1:00 pm - 5:00 pm	Mini-Reunions / TOCs
4:00 pm - 6:00 pm	Banquet Seating
5:45 pm - 10:30 pm	Closing Banquet w/Entertainment - TBD



PAPER TIGER

Centaur AH-1G Cobra Medevac - 25 Apr 1969

by Marty Jenkins

LOH Scout Pilot with D Troop, 3/4 Cav, 25th INF Division (Call Sign "Centaur 14")

Contributors: Jim Walt, Thomas "Sam" Dooling, and Bruce Karn

Lately I have been encouraged to record the events of April 25, 1969, as a testimony of the love and respect I have for the troopers who saved my life that day. It is a period of my life that has affected me and my family in the 50 years that followed.

I was assigned to the scout platoon of OH-6A aircraft (Loach) of the 3rd Squadron 4th Cavalry, 25th Infantry Division on 29 January 1969. I requested the 25th Infantry Division because just 3 years prior, I was the Division's Commanding General's family baby-sitter in Okinawa, where my father was assigned to the 173rd Airborne Brigade which the General commanded prior to becoming Division Commander at Cu Chi.

I was transitioned into Loaches by Mr. WO Karn, the division SIP at Cu Chi. I flew on different types of missions through February, March, and April, such as Command and Control with LTC McGowan, the Squadron Commander, and Dawn and Dusk Patrols for our road repair engineers. Loaches are natural magnets for small arms and machine gun fire. I soon earned the nickname "Superman" for receiving fire and never going down.

By the 25th day of April, the rainy season was about to begin, but that day was still very hot and humid. During preflight for the day's mission, I was approached by Specialist John Dobash, asking to fly door gunner in the back seat to collect flight time. I said okay. We were scheduled to fly scout action in front of the track troops of our Squadron in the Hobo Woods, which was a very dangerous area. Specialist Jim Walt was my veteran observer that day, and a friend of Specialist Dobash. I told the crew to roll their fire resistant Nomex shirt sleeves down and to put on gloves. I felt that we should err to caution.

Re-armed and re-fueled, and after negotiating out of the revetments, my aircraft, Tail # 66-14384 named "Paper Tiger" was handling very well, even though we were overloaded with ammo and fuel. As I got the aircraft light on its skids, I realized we would have to hop on the aircraft's shock mount skids three times to get translational lift and avoid tail rotor stabilizer problems.

I had already flown early dawn patrol and the local weather was great. As the morning wore on, scouting in front of our track troops, we burned several hundred pounds of fuel, which helped us become more maneuverable. We were in the northwest corner of an area called the "Hobo Woods" and south of a bend in the river called "The Mushroom" (Grid Coordinates XT 583292).

We were flying close to the earth (treetop height) at about 40-

60 knots when we spotted a pot of steaming rice outside an enemy fox hole. I flew several passes having Specialist Dobash try to drop grenades into the enemy fox hole. We reported the enemy fox hole to the Cavalry troop commander who was moving toward that area. We were low on fuel and proceeded to make one final pass to use a white phosphorous grenade before returning to Base.

We made our final approach and dropped the grenade while in a hard-right hand bank. A Rocket Propelled Grenade (RPG) shooter came out of a hole and fired his RPG.

Jim Walt: I never thought about this before, but it is unlikely that Dobash actually dropped the white phosphorous (WP) grenade, as it would have been pretty hard for the shooter to jump out at exactly that moment and still be able to fire on us. I guess it is possible the shooter was subsequently hit by the WP.



I tried to bank hard left when the RPG hit the lower right fuselage under Dobash's seat. It felt like a sledgehammer hitting a car door. Specialist Dobash was blown out of the aircraft by the force of the explosion. I saw fuel splashing forward onto my flight console. The front bubble was blown out by the blast, and we were on fire.

I started to be very anxious, but suddenly I settled down inside my Soul. In my mind's eye I envisioned the aircraft crashing on the battlefield. I saw my whole life flash before my eyes, and I asked for "forgiveness." Suddenly, I was back inside the aircraft fighting to keep a nose high position so as to lessen damage when we hit the ground. The tail struck the ground

first and then the skids flattened, and we rolled over and over three to five times. As the rotor blades violently hit the earth, the pedals slammed back against my right leg below my knee. I didn't feel pain until later, after we rolled to a stop on the bird's left side. Walt was on the bottom and I was on top. He got out quickly through the blown-out front aircraft bubble. I couldn't free myself as my harness release had jammed. I called to Walt to help me! He came back and helped me get the harness to release. I couldn't stand, as my leg was

to get you. The ammo was already cooking off. I remember clearly thinking, "Well, cooking off ammo isn't that dangerous." So, I rushed back, hoping to get to you before the grenades, and especially the WP, started going off. The stuck seatbelt was a big thing. We both fought that for a few secs. By the time I got you out and far enough away from the now exploding grenades and WP, I knew that going back for John was just not possible. I didn't know that he wasn't in the loach.

WO Thomas "Sam" Dooling, the aircraft commander of the two seat AH-1G Cobra Gun Ship and front seat gunner CWO Richard "Dan" Spaulding were flying as our high cover ship. They came down to rescue us. As Dooling tried to find a place to land he incurred severe scratches and gouges to his tail rotor and main rotor. Walt was able to direct the Cobra to a safer landing area.

Sam Dooling: I needed to know exactly where you guys were on the battlefield before I could protect you with suppressive firepower.

Ammo and grenades were still cooking off as Mr. Spaulding got out and surveyed our injuries. Walt was relatively unharmed, while I had severe burns on my neck and arms and the broken leg. Spaulding opened the Cobra ammo bay doors to make space for us. He and Walt loaded me onto the left-side bay door, Walt got onto the right-side door, and Spaulding got back into the Cobra. Walt and I held on to the ammo bay guidewires while WO Dooling brought the Cobra to a hover.

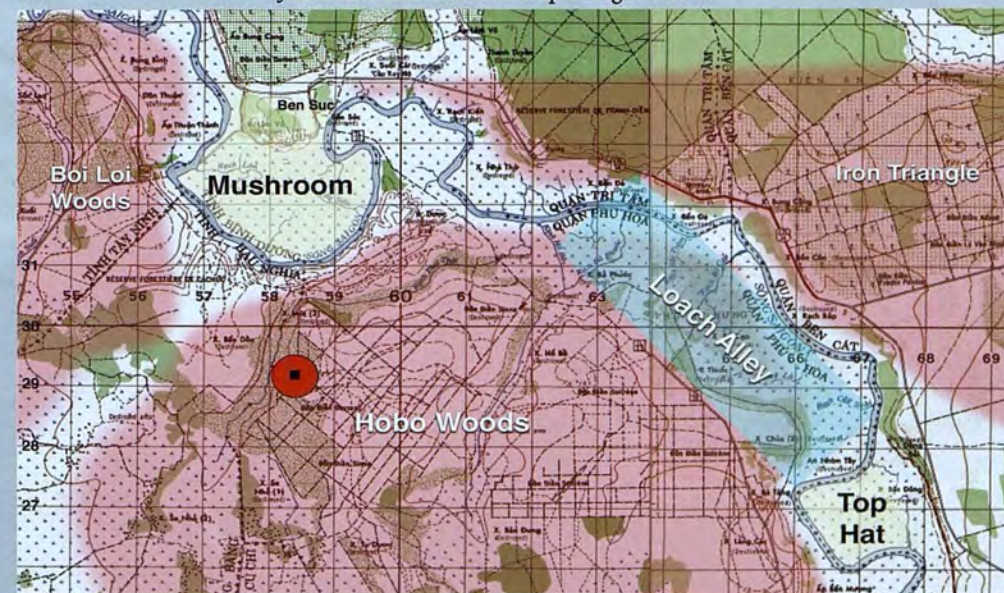
It became readily apparent that the aircraft was over grossed and very "nose heavy" which could result in running out of aft cyclic control. WO Dooling tried to set the bird back down, but as he did, the Cobra drifted over some brush and trees. As the bird descended

into the brush, the cargo doors we were perched on began to fold up on us. Walt pounded on the side of the bird to get Dooling's attention, and fortunately for us he noticed and lifted the Cobra up and over to a clearer area.

CWO Spaulding jumped out again leaving his canopy open and with Walt's help got me back off the Cobra's ammo bay door. WO



Joe Kline Illustration of Paper Tiger OH-6.



The Mushroom.

severely broken below the knee. The small arms ammunition we carried was already beginning to cook off from the intense heat of the aircraft fire. As Walt carried me to safety, our grenades and white phosphorous also began to explode.

Jim Walt: At the point where you say you called out to me because you were stuck, I remember vividly thinking about whether to go back

Dooling then lifted the Cobra up to a 30-foot hover, with the gunner's canopy still open, and while rotating in a circle right over us, fired off all his rockets. Rocket smoke and white-hot electrical debris came inside the Cobra and pelted all of us on the ground directly below the aircraft. After he sat the aircraft down again, WO Spalding and Specialist Walt got me re-situated on the ammo bay door and we departed the area RAPIDLY!

Two things: one, as the aircraft gained speed we had to tuck our heads away from the ongoing direction just to be able to breathe; and second, as we gained full flight status and cleared the M113 troop carriers and M551 Sheridan tanks, they opened up with everything they had. In an instant, I knew we were going to make it back to Cu Chi.

Sam Dooling: We just stuck them on the ammo bay doors and left the ammo cans in place. I was so pumped and anxious to get them to the hospital, I ran the Cobra up to about 100 KTS. Thankfully, Spalding kept his cool better than me and had me slow to about 50 KTS so we wouldn't blow them off. It would have been really embarrassing if we got to the hospital pad with nobody on the ammo bay doors.

Later, that summer in July, LT Jerry Odom, my Platoon Leader, and his crewmembers Dennis Rogers and Marty Lalli, also did this same scary Cobra ride, except with three guys on the bay doors!

Specialist Dobash was found by LTC McGowan and LT Jerry Odom about 200 meters back along our flight path. Odom, flying a second LOH, landed, locked the controls, then they both jumped out to rescue Dobash. They carried the severely wounded Dobash back to the LOH and flew him to the 12th EVAC Hospital at Cu Chi.

As we landed at the 12th Evacuation Hospital Pad at Chu Chi, two on-duty stretcher bearers began shooting pictures of the two of us holding on as the Cobra landed (I wish I had a copy of that image).

The nurses and surgeons of this hospital unit were awesome! They treated all of us that day, including Specialist Dobash, with

such tender care. These emergency high-danger hospitals had the finest medical people anywhere. These medical professionals stayed vigilant and attentive no matter how many wounded came through the hospital door. Later, I observed how steadfastly the nurses worked under these life or death close quarters situations day in day out.

Specialist Dobash was severely injured and passed away that evening. Specialist Walt had burned his knuckle on a smoke grenade that went off inside the cockpit. I had suffered 20% burns and a broken right tibia. I often think how blessed we were that day. Our flight Nomex suits saved our lives and my armor plate stopped more than a few pieces of sharp metal.

The next day 1LT Terry Talley flew his Loach out to survey my aircraft damage. He proceeded to receive an AK-47 rifle round through his foot. 1LT Talley and I stayed together at the 12th EVAC, Camp Zama Japan, and Scott AFB in Illinois.

The maintenance officer, CPT Bill Blair sling loaded the melted remains of 66-14384 "Paper Tiger" and bagged it up for stateside observation.

Jim and I are eternally grateful for CWO Spalding the Aircraft Gunner and WO Dooling the Aircraft Commander for saving ALL our lives.

Since that day, Jim Walt and I have become good friends, and we hope one day to thank in person Richard Spalding and Sam Dooling for saving our lives. We will always remember Specialist John Dobash, our fellow crew member. We faced the enemy together and I am proud to have flown with him and Specialist Walt.

More information on Marty Jenkins and the other Centaurs in this story can be found at centaursinvietnam.org & centaursinvietnam.org/VideoHTML/Odom-Rogers2012.html



Cobra right side Ammo Bay Door.



1Lt Jenkins and nurse.

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UPPER MIDWEST CHAPTER

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WASHINGTON STATE CHAPTER

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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 new website, www.vhpa-alamo.com, has finally arrived! Although some adjustments are still taking place, the website is ready for anyone to open and browse through the data that has been made available. We want to recognize Chic Carter and Jim Boykin as the chapter members who have dedicated many man-hours to creating our NEW website.



From the new website.

On October the 4th, the Executive Council met to conduct the business of the Alamo Chapter. The following members were present: Mike Clark, Mike Law, Ray Vaske, Mike Patterson, Jim Boykin, Fred Lyssy, Chic Carter and Tim Worley. The first order of business was to approve Ray Vaske, Tim Worley and Jim Boykin as voting members. Jim Boykin presented the details of the Christmas Party to be held on December 7th. The location and cost were approved by the council members. Mike Patterson was ratified as Secretary and appointed to be the Chapter Submission person to the "Aviator". Chic Carter was elected to be the Interim Chapter Treasurer with Ray Vaske volunteering to assist Chic as necessary. Jim Boykin will continue to maintain the Alamo Chapter roster. The topic of membership dues was tabled until the first Council meeting in 2020. Our Vice-President, Mike Law, will replace our President, Mike Clark, as we enter 2020.

A special luncheon for members and their wives was held on November the 12th. Fred Lyssy, one of our Chapter "Member at Large", setup a tour of the Center for the Intrepid followed by lunch



Center for the Intrepid.

at the San Antonio Military Medical Center (SAMMC) cafeteria. For those who are not familiar with the Center for the Intrepid, it is a rehabilitation facility dedicated to military personnel who have been wounded in combat or other situations causing disabilities. The center opened in 2006 with a total of 101 veterans being treated. In 2019, 1111 veterans have received rehabilitation. In 2017, the large number of veterans, 2017, were treated for various physical issues. In order to keep family members close to the veteran being treated, family quarters have been built close to the Center for the Intrepid. If you ever find yourself making a trip to San Antonio, a tour of the Center for the Intrepid would be a rewarding experience.

Our Chapter members are looking forward to being at the National Conference in Denver on May 2020. It should be a great deal of fun for everyone. We hope that all members of VHPA had a Merry Christmas and will have an outstanding New Year in 2020.



ALASKA CHAPTER

Another Vietnam Veteran was honored with a Quilt. Ervin "Swerv" Petty received the honor at our fall dinner. This makes 48 quilts given to our chapter by the Alaska Quilts of Valor Chapter. In addition, they have hon-



Swerv Petty receiving his quilt.

ored hundreds more Alaskan Vets as these women are relentless in their charter to recognize combat Vets and honor them with the Quilt. We thank them for their dedication and resolve.

Our fall Dinner on the 16th of November was interesting. The first snow fall of the year finally came that day and dumped about eight inches in the afternoon, keeping many from out of town getting to the event. Roads were just risky, and safety versus valor was the call of the evening. We had 48 folks originally planned to attend and 34 still made the journey. The Eagle River VFW did a great job hosting us and the atmosphere was as usual, fun. Senator Sullivan sent a representative to chat with us since he was unable to come and we had a representative from the Alaska Veterans Museum talk about the importance of the Museum, volunteering, and getting our histories recorded.

We also had Franklin Blodgett join our Chapter making us 86 strong.

It was also reported that our year-long effort to get a memorial for

VHPA CHAPTER ACTIVITIES

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We also had Franklin Blodgett join our Chapter making us 86 strong.

It was also reported that our year-long effort to get a memorial for Vietnam Helicopter Pilots was on track as the draft Alaska House Bill has been completed and should go before the House for a vote in the spring session. It would name the Matanuska River Bridge the Vietnam Helicopter Pilots Memorial Bridge. We had asked that crew members be included, and the final official name is still under consideration. The politics to name a bridge is unbelievable! Thank You to our State Representative Cathy Tilton for all her hard work to get this through the necessary hoops!



Dinner

As winter tries to set in, 45 degrees today, we will prepare for Christmas and a slow down through January with our next gatherings in February. To all the other Chapters, thank you for the great reads of all your chapters' events as they are inspiring.

Lynn Kile

AMERICAN HUEY CHAPTER

Few recruiters can match Chuck Canfield's compassion and drive. Together with the publicity provided by these articles in The Aviator, our chapter Facebook page, flyers, Chuck's group emails, and of course, three Hueys, our membership has grown to 165.

The uniqueness of the chapter lies with our emotional connection to American Huey 369 and its mission. Though we have no official connection, our chapter was founded at an organizational meeting held during the AH369 Gathering event at the temporary hangar in Peru, IN. So, naturally, many of us in the chapter are core members or supporters of AH369. Thus, while our chapter does not organize any events (flying or otherwise), we are fortunate to be able to participate in their execution. As a VHPA chapter, it is an honor and humbling to help preserve the legacy of the iconic Huey and its power to educate, bring us together, and not infrequently, to heal.



Chuck Canfield, Chapter President



The location of the 33-acre museum site is immediately east, across Highway 31, of the approach end of Grissom ARB's Runway 23.

With that, our report ...

As this report is written - late September - the last two months have been hectic, but rewarding. After September, only one event remains for the Apr-Oct flying season ...

- Oct 11-12 - Knob Creek Fall Machine Gun Shoot, Knob Creek Gun Range - West Point, Kentucky (near Fort Knox). More on that in two months.

Eight weekends, eight patriotic/veterans events - in four states!

- Aug 10-11 - Annual Gathering of Veterans & Patriots - Peru, Indiana
- Aug 16-18 - Fort Fest, Fort Jennings Park - Fort Jennings, Ohio
- Aug 23-25 - Sheboygan County Veterans Memorial - Sheboygan, Wisconsin
- Aug 29 - Sep 2 - Moving Wall Memorial Event, Manley Bennett Memorial Park - Hamburg, Michigan

VHPA CHAPTER ACTIVITIES



Entrance gate and drive, on the north side, off Route 218



The grass was mowed to depict the geometry of the future museum/hangar and its important features.

The 80' American flagpole and two 30' poles are on the left side, in the middle of a large brown (mulch) circle. From there a wide brick walkway extends through the building to the center of three helipads, with walkways extending angularly to two additional helipads



Gunship 049 leads slicks 369 and 803 in the National Anthem flyover at Saturday's opening ceremony. Peter Bales trails in his OH-6.



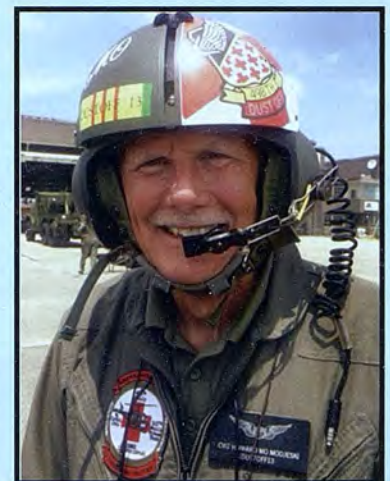
Three Muskets and founding chapter members: Chuck Canfield, Steve Kerchenfaut, Robert Fureigh, lavishing lotsa love for Gunship 049 at The Gathering.



An exhibit honoring MOH recipient.



"Fort Fest, Fort Jennings Park - Fort Jennings, Ohio "
The "Chained Eagles of Ohio" showed their appreciation, with Steve Kerchenfaut.



We are sad to report the passing on August 18 of one of our founding chapter members, Howard "Mo" Modjeski (Dustoff 13, 498th Med. Co., 1970-71). Mo was special, always smiling. We miss him dearly.

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- Sep 7-8 - Grissom Air & Space Expo, Grissom ARB - Peru, Indiana
- Sep 14 - Rotors over Mentone, Lawrence D. Bell Museum - Mentone, Indiana
- Sep 20-22 - Bringing the Sound of Hope, Todd & Claudia Eads Farm - Greentown, Indiana
- Sep 28 - Logansport Airport Awareness Fly-In, Logansport/Cass Airport - Logansport, Indiana

••• The most prominent event (Aug 10-11) was the "Annual Gathering of Veterans & Patriots" - a huge event held at home in Peru. Heretofore, the annual Gathering has been held at our temporary hangar/museum at Grissom Air Reserve Base (formerly AFB). But following much preparation, the venue for The Gathering

moved easterly, across US Highway 31, to the beautiful 33-acre future site of the American Huey History Museum.

Sponsored by the Howard County Vietnam Veterans Organization, the annual Annual Vietnam Veterans Reunion has been held for the last 38 years. It is the oldest annual Vietnam Veterans Reunion in the country, attracting several thousand Vietnam veterans to the 40-acre site, 8 miles east of Kokomo. The nickname for the property is the "Healing Fields."

Robert Fureigh, Chapter Secretary

***Editor's Note:** Due to scheduling of the November/December 2019 issue of the Aviator, American Huey's article is being published in this issue.*



CALIFORNIA NORTH CHAPTER

"Napalm" John Lett, Navy A1E pilot, RVN 1970-71 shared a few of his exploits with 13 VHPA-CCN members and guests at LZ Fritz on 9 OCT 2019.

John continued flying as a commercial pilot after Vietnam, eventually retiring as the chief flight officer for Chevron's worldwide fleet of aircraft. He did mention that he mostly hired former Army Aviators, since they always got the job done!

John flew mostly out of Danang and Pleiku up in II Corp. His Navy unit was co-located with an Air Force A1-E unit and they frequently flew together. Who knew the Navy was in Danang! Many of us had the opportunity to work with the A1-Es and have a great appreciation for the A1E pilots for keeping the enemy heads down, some of us while we were on the ground hoping to leave the area sooner than later.

We also had a Navy C-130 pilot with time over Vietnam as a guest. Lots of interesting stories from back then and we helicopter pilots learned a little more what the Navy and Air Force did in Vietnam!

We ended with a great burger feed, thanks to Ken Fritz. Thanks to Jim Cunningham for arranging to have his friend John Lett share his stories. Many of us have a great appreciation for the A1E pilots for keeping the enemy heads down, while we were on the ground hoping to leave sooner than later.

The Army Aviation Heritage Foundation(AAHF) invited CCN to a picnic on 26 OCT 2019 in Mesa, AZ to celebrate the debut of the newly refurbished UH-1C/M 66-00563. Twelve members and guests from our local chapter flew or drove to Phoenix on 25 OCT. We met up with four other VHPA members and wives and one of Ken Fritz's crew chief from Vietnam, who live in the Phoenix area. Another CCN member, who has moved out of California, caught up with us on the 26th.

On the 25th, the Army Aviation Heritage Foundation hosted us for lunch and a private tour of the Commemorative Air Force

(CAF) Museum at Falcon Field in Mesa, AZ. We ate in the hangar as they moved the CAF flyable B25 and B17 into the hangar. Got close up and personal with the aft tail guns! Dave Sale who is the President of the AAHF, AZ Chapter and a docent at the museum, then presented us with 563 they had towed over from their facility. We also met a lot of the crew who put in over 1400 hours of restoration work since we donated the helicopter to them in April 2019. Wow, a lot of great work has been done!

Dave Sale then gave us a personal tour of the museum. Most of us crawled through the B17 and got lots of information about all the WWII aircraft in the Museum. Another highlight for us was a restored UH-1B gunship displayed in the museum. The CAF is expanding its displays to Vietnam-era aircraft. They now have a CH-34 as well as the UH-1B. If you ever are in the Phoenix, AZ area, a visit here is well worth your time.

We ended the day with a group dinner at a great Mexican restaurant in Gilbert. A few of us got too trusting of our GPS navigation and saw more of main street Gilbert than we bargained for! But we finally got dinner.

The next morning, it was up to Falcon Field again. There was time to take a look at a classic car show and a second look at some of the aircraft in the CAF museum again before lunch. We rode in golf carts between the museum and the adjacent picnic grounds. They didn't let people wander down an active taxiway at the airport. The AAHF had arranged to fly in over a dozen helicopters that were parked near the picnic grounds. They had their AH-1F (The Black Pearl) and about a dozen other helicopters including a UH-1H, TH-55, and OH-23F (elongated OH23D). There also were static displays of UH-1M (563), a restored OH-6A, and parts of the next AAHF project to complete a flyable OH-6A. After a good lunch catered by the nearby Steak and Stone restaurant located on Falcon Field, it was time to rest up for a group dinner at the Steak and Stone. The restaurant owner is a big supporter of the local AAHF chapter.

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Lunch by CAF B-25 in the Hangar.



CCN members in front of 563.



CAF B-17.



OH-6 on display at the AAHF picnic



OH-13 on display at the AAHF picnic



UH-1B Gunship.



CCN members at the Picnic and Dinner that Evening.



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Great dinner for all. On Sunday, most of CCN traveled home and a few of us stayed a few days to check out Sedona and the Grand Canyon. A good time was had by all.

Please check our website www.vhpacn.org for more info.

Dave Anderson, VHPA-CCN Secretary and a few of us stayed a few days to check out Sedona and the Grand Canyon. A good time was had by all.

CCN is looking forward to our Holiday party in early January and continuing restoration work on the Mobile Officers

Club (MOC). Some work has been started and we are really trying to get it ready to appear in Denver for the annual reunion.

Hope you all had a Happy Thanksgiving and a Merry Christmas!

To our members - please keep the ideas coming for future events.

Please check our website www.vhpacn.org for more info.

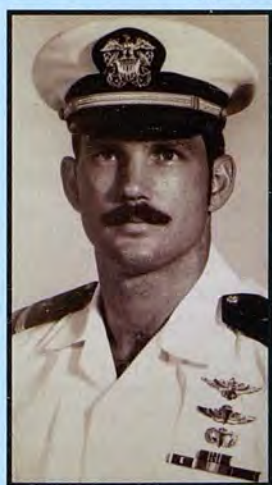
Dave Anderson, VHPA-CCN Secretary

GEORGIA CHAPTER



The Georgia Chapter of the VHPA held its bi-monthly breakfast gathering at our current meeting LZ, J Christopher's Restaurant, located at 2100 Roswell Road, Marietta, GA. The meeting room quickly filled up with our Heroes of the Vietnam Conflict. Come early if you want to sit down.

Our very own DJ, Bill McRae entertained us before the meeting with songs and videos of Vietnam. Gary Earl provided us with the treasurer's report, and our finances look very good. The national anthem and the pledge of Allegiance followed by an invocation kicked our meeting off with flying colors.



CHRIS WAGGENER

Our guest speaker, a former Navy Aviator, entertained us with a most interesting presentation.

I became acquainted with Chris through our gatherings at the Atlanta Hangar of the QB Organization.

A Navy pilot, a Delta pilot, and a Net Jets pilot, he has flown the A-4 Skyhawk, (teaching "dogfighting"), L-1011s, MD88s, 727s, 757s and 767s, Domestic and International. He earned Naval Aviator wings, Navy/Marine Corps Jump wings, and Army Jump wings. With that many wings he doesn't even need an airplane!

On Saturday, November 23rd, the Atlanta chapter of the VHPA was entertained by a presentation from Chris Waggener, (callsign "2G"), a former Naval aviator, about carrier aviation from a fixed-wing point of view. The heart of the presentation consisted of two segments from a PBS documentary filmed aboard the U.S.S. Nimitz, CVN 68, entitled "Pitching Decks". This very well produced video told the stories of several individual pilots on the carrier that were attached to two different F-18 hornet squadrons, one Navy and one Marine. The segments focused on a single day when the deck was "lively", pitching beyond plus and minus 6 feet! The producers did an excellent job of showing the difficulties of landing a modern jet fighter aboard a carrier at sea under these conditions. So compelling were the 'near-misses' that they had the presenter using "body English" trying to get them aboard! Several "Oooohhs" and "Ughs" were heard from the audience as well.

After the video, there was a question-and-answer session. In a desperate effort to look good, Mr. Waggener pleaded for easy questions and the audience mercifully complied. Fortunately, there were no fixed-wing Navy pilots in the audience, so fact-checking became a little more difficult, although Google was an ever-present threat. As his lips were moving most of his answers were highly suspect. His answers were found to be nearly correct, at least some of the time.

At the conclusion of the breakfast Mr. Waggener was presented with a commemorative "lock-and-load" ballpoint pen. An obvious over payment for the talent received but very much appreciated nonetheless by "2G".



UH-1 HERITAGE



F-18 Skyhawk landing fire.

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Mr. Waggener was deeply appreciative for the opportunity to present to such a distinguished and experienced group and thanks them sincerely for their service. Oo-rah!

In carrying on our new tradition of a 50/50 raffle for worthy Vietnam Veterans Organization, we had a very generous purchase of tickets to donate to our local veterans Chapter. vva.org

Glenn Carr spoke about the Quad A, Army Aviation, with the future Conference to be held in Nashville, TN next year. He also gave us a pep talk about the Army Aviation Heritage Foundation and Flying Museum. Having flown from Michigan to Florida with their UH-1H and AH-1G in 2019 for various civic groups and organization, he stressed the need for donations and "hands on" help at the Atlanta area airport in Hampton, GA. Tara Field.



MICHIGAN CHAPTER

The Michigan Chapter's activity this time of year mostly occurs in Traverse City with the monthly lunch gatherings along with some activity at the Welcome Home Vietnam Veterans Memorial.

For the September 5th get together at Brady's in Traverse City Ed Canright was OIC as Mark Benjamin was AWOL. Ed wrote that a total of nine people attended the September meeting of the Traverse City branch of the Michigan VHPA. Attendees included Denny Klein, Bob Madis, Bart Halliday, Pat Mullen, Joe Meredith, John Lefler, and Ed Canright. Special attendees were Jena and Gary Perkins representing Quilts of Valor (QOV), a national organization of quilters who hand-made and donated more than 205,000 quilts worldwide to service members who displayed Valor while serving our country.

Traverse City VHPA member Pat Mullen had been recommended to be a recipient of one of these beautiful quilts. After being awarded the quilt, Pat spoke about the intensity of being a teenage helicopter pilot in Vietnam some 50 years ago. He recalled many missions that supposedly could not be done but were accomplished purely because of the dedication of the pilots he flew with in Vietnam.

The October 3rd lunch gathering at Brady's was hosted by Mark

www.armyav.org

We are looking forward to the New Year for our next meeting, January 18, 2020 and invite all the Helicopter pilots in the N Georgia area to give us a visit.

Our web site is www.ga-vhpa.org, and we are in the process of updating and improving it, so bear with us.

Some "Navy" photos for you to enjoy! And a couple of the Heritage Helicopters.

Chuck Stoudt, President
770.846.4413

IN OTHER NEWS



Americal Divarty Air Loach drivers and wives at mini-reunion in Ruidoso, NM. Five brothers flew Loaches in '68 and '69 from Ky Hai Heliport in Chu Lai, VN. The highlight of our trip was a visit to the Winner's Circle where they dedicated the Fifth Race to us in our honor. Pilots and wives in red shirts from left to right: Warren Fuller, Vergie Dotson, Connor Dotson, Jane Fuller, Bill Broderick, Debbie Broderick, Darryl James, Lynn James, Linda Leffert, R. Lee Leffert.

Benjamin. 10 were in attendance including two new members. Mark welcomed Noel MacKinnon and Glenn Cook into the group. Noel and chapter member Barry Witt were in flight school class 67-3 together and spent some time catching up. Glenn served as a door gunner and had some good war stories to share.



Sept 5 Brady's L-R Jena Perkins, Joe Meredith, John Lefler, Dennis Klein, Pat Mullen, Bob Matlis, Ed Canright, Bart Halliday, Gary Perkins.



Sept 5 - Jena Perkins presenting quilt to Pat Mullen.

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Oct 3 Brady's L-R Mark Benjamin, Joe Meredith, Bob Matlis, Fritz Barratt, Noel MacKinnon, Glenn Cook, Barry Witt, Bruce Whipple, Walter Topp, Rich Deer.



Nov 7 Brady's L-R Walt Topp, Barry Witt, Bob Matlis, Pat Mullen, Ron Hofmeister, Don Pond, guest Mike Cook, Ed Canright.

Walter Topp is the MI VHPA representative to the Grand Traverse Area Veterans Coalition and shared several items of interest with the assembled group. Mark displayed the most recent edition of the VHPA Aviator and highlighted the Michigan chapter news in it. Discussion included the recent passing of Bob Potvin. That led into the need to pass the word on fallen comrades and how that can be shared beyond Taps in the Aviator.

As a side note, Mark is coordinating with Traverse City Parks to "winterize" the Welcome Home Vietnam Veterans Memorial and plan for any needed maintenance next spring.

The November 7th gathering at Brady's was again hosted by Ed



Welcome Home Vietnam Veterans Memorial Traverse City.

Canright. A total of seven VHPA members and one guest were in Memorial and plan for any needed maintenance next spring.

The November 7th gathering at Brady's was again hosted by Ed Canright. A total of seven VHPA members and one guest were in attendance. Walter Topp provided information to the group that he received at a recent Veterans Coalition meeting. This coalition is veteran-orientated and strives to identify local agencies that provide veterans with services such as free dental care, etc. VHPA member, Don Pond, recounted his recent visit to Vietnam. Discussion evolved around some of the very familiar sights and smells that most of us experienced during our tours. We even learned the specific steps

Submitted by Rich Deer, President

NORTH ALABAMA CHAPTER



The North Alabama Chapter VHPA (NAVHPA) began honoring veterans this year, as in the past, by helping "Wreaths for Veterans" provide wreaths for more than 3800 veteran's graves in the Huntsville area. During 7-9 October, NAVHPA members, spouses and friends unpacked the wreaths from storage, fluffed each one, made and attached new bows where necessary, and repacked them into boxes for transport to the cemeteries. We were surprised when a couple from Germany appeared and worked for two days to help. Inge and Dieter Martin were visiting their daughter who is married to an US Veteran.

They had plans for their stay in Huntsville, but when they heard about Wreaths for Veterans NOTHING could hold them

back and they canceled other plans to fluff for two full days with all their hearts. Sometimes even we don't know the impact of our efforts.

About 15 members of the chapter attended the annual camping trip to Gulf Shores, Alabama 24-31 October. We all had a good time in spite of lots of rain and cool temperatures. We appropriately consumed the necessary antifreeze and lots of seafood. Plus, we knew the crowded November schedule would begin soon.

Several members traveled from Gulf Shores and Huntsville to Cullman, AL on 2 November to display BUC-3 at the Cullman Veterans Day celebration. This event is one of the big events we participate in every year. The town, about an hour South of Huntsville, comes out to thank veterans and participate in all the

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Members, spouses and guests fluffing wreaths. Inge and Dieter Martin are on the right.



Having chow at Gulf State Park Campground in Gulf Shores, AL.



Docents gather in Cullman, AL before the festivities.



Wearing uniforms of the Vietnam era, these reenactors encounter Buc-3.

activities during this day-long Veterans Day celebration. The Cullman Elks, primary organizer, made a donation to the NAVHPA treasury. Several members who have RVs stayed in the Cullman RV Park for the weekend. These RV'ers hosted a cookout in the campground for all members and spouses who were participating in the event.

As soon as we returned Buc-3 from Cullman, on 3 November, we took it to the Jackson Center in Huntsville for display during ceremonies marking the 5th observance of the 50th anniversary end of the Vietnam War. There we met some young reenactors taking part in the ceremony. They did a great job but looking at them we realized that they are the same age that we were so many years ago in combat. (Sigh)

NAVHPA members participated in the Monrovia Middle School's Veterans Day program on 7 November. One of the teachers' husband was a diseased Vietnam veteran and we presented her, in front of the entire school, the DoD Deceased VN Veteran's Surviving Spouse Certificate of Honor and Lapel Pin. The entire school was moved by this presentation and very few knew that one of the school's teacher's husband had been a VN vet.

On 8 November, Marshall Eubanks was the speaker for the Veterans Day program at Sonny Hereford Elementary School in Huntsville. He talked to the students about the meaning of Veterans Day, patriotism, what it means to be a veteran and attributes that are found in veterans.

Robert "Rick" Davis, NAVHPA member, was inducted into the Madison County Military Heritage Commission's (MCMHC) Hall of Heroes on November 8th. During Madison County's 'Veter-

ans Week,' the MCMHC holds the Hall of Heroes induction ceremony and publicly recognizes and honors Madison County residents who have received awards for valor. Rick received this recognition because of his two valor awards, the DFC and an Air Medal w/ 'V' device. He also was placed on the Purple Heart Recipient Honor Roll. Rick serves as the NAVHPA's charitable function organizer and our quartermaster.

At the 10 November NAVHPA monthly meeting we were honored to have VHPA President Art Jacobs as a guest. Art made a presentation and was presented a chapter coin and a 2019 White House Christmas ornament as a memento. Art later sent a very nice email that said, in part:

"Please pass on to everyone how grateful I am to have been greeted and welcomed so graciously. I was so impressed with how organized and enthusiastic everyone is there... what you do in the community and how involved your wives are is uncommonly amazing. ...Based upon what I witnessed last evening, I can easily predict that the North Alabama Chapter will remain a vibrant entity in our history (Maybe I should really retire and move to Huntsville)!"

The following day, November 11th, was Veteran's Day. The city of Huntsville advertises that its Veteran's Day parade is the second largest in the nation. The NAVHPA was part of it again towing Buc-3, our UH-1C/M, accompanied by members, spouses, members children and grandchildren. It has become a truly family affair. Which is probably a good thing because none of us are getting any younger. Walking several miles at parade speed is getting harder and

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and harder each year. The Chapter continues a tradition of visually honoring the memory of members who died since the last parade.

On 19 and 20 November, NAVHPA members and spouses helped to lay the wreaths that they had prepared the month before. On the 19th, 950 wreaths were laid in Valhalla Cemetery. Then, on the 20th, 2750 wreaths were laid on veterans' graves in Maple Hill Cemetery – Huntsville's oldest (est. 1818) and largest (100 acres and over 80,000 graves) cemetery. About 30 NAVHPA members and spouses worked alongside volunteers from many

organizations to get all the wreaths neatly placed on veterans' graves.

The North Alabama Chapter meets in Huntsville, on the 2nd Monday of most months at 6:00 PM (1800). Stop in when you get a chance. If you live in the North Alabama and Middle Tennessee areas, we want you to join our chapter. You can contact us at nahpa@gmail.com. Our web site is <http://www.na-vhpa.org>. Come on out!! We know all those war stories need to get out of your system. We have each heard all of ours. We need new ones.

Ralph Weber



NAVHPA spouse, Susie Lowe, finishing another group of wreaths at Maple Hill Cemetery.



Robert (Rick) Davis is inducted into the Madison County Hall of Heroes.



The Veteran's Day parade is for member's entire families. Also, to honor our fallen.



Robert (Rick) Davis is inducted into the Madison County Hall of Heroes.

THE ROCKY MOUNTAIN CHAPTER AND THE HELICOPTER WARMUSEUM (HWM)

We held our November meeting at Post One of the American Legion in Denver. The meeting moved pretty quickly and ended after an hour. As a result, no one stayed for lunch. I'll have to drag it out next time until everyone is hungry. The Chapter has not yet filled the Secretary position.

We had two HWM showings in celebration of Veterans Day. The

first was at Altitude Elementary School, in Aurora. We had approximately 300 students from the 3rd, 4th, and 5th grades. Made for a busy morning for Rick Beaver, Bill Bates, Al Harnick, Carl Cavalluzzi, Dale House, and Mike Silva.

Because of the time constraint and the number of children we could only give them about 20 minutes per class. We divided each class into three groups. We created three stations; one outside to explain the different helicopters used in the war using the murals on

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the side of the museum as examples. One station inside located at the front of the museum at the Huey mockup, and one station at the entrance where we explained a little of the history of the war. During that explanation outside, Bill Bates related some of that conversation: "The children spoke of relatives that fought in Korea, Vietnam, and Gulf Wars. One boy stated that he had gone shooting with his father recently, the boy said, "That was fun!" The boy continued and asked, "How much fun was it to shoot bad guys." OK you parents and grandparents out there, be mindful of children's perceptions.

At the station located at the Huey mockup, Rick Beaver explained in more detail the Huey helicopter, the flight controls, and its vulnerabilities, ergo the purpose of the "Chicken Plate". Toward the entrance Dale House explained a little of the history of the war, which segued into how we were selected to be helicopter pilots and the chronology of flight school. Dale also explained how we communicated with our loved ones back home once we were in country as illustrated by the late chapter member Ed Fickes letters in his shadow box. Bill stated, "That one of the teachers was complimentary, saying that while she can teach from a book, our display and communicating with actual war heroes, takes it to a whole different scale."

At the Denver Civic Center Plaza Veterans Day Festival and Parade, Bill Bates said, "Visitors were absent during the parade but after the parade, 'Whoa Nellie'! Bill helped meter the visitors, so overcrowding was minimized. Terry Olsen did the introduction to the Museum. Carl Cavalluzzi, Doug Neil, Phil Lanphier, Rick Beaver, and Dale

House took turns manning the interior exhibits. Bill continued, "As activity slowed, a fiftyish man, who was blind, entered the HWM. He had an escort who was trying to tell him what he was "seeing". I stepped in and handed him our "Jesus nut" that we have on display. I described the application of the 'Jesus nut' while he sized it up. From there we went to the Huey cockpit mockup and maneuvered him into the seat. When children are in the seat, they tend to test the mechanical strength of each device. Not him. I put his hand up to the dash, then to the radio panel and finally the collective with a delicate touch of discovery he examined each device. At the collective I ran through a startup. I didn't have to ask if he enjoyed the tour, I could see the look on his face."

Bill continued, "Another visitor, female and seventyish rode our lift into the HWM in her wheelchair. Halfway into the Museum I asked if I could answer any questions. She asked what a Cobra looked like. After I pointed out the pictures, she told me her husband was KIA in Vietnam while flying a Cobra. I pulled out the VHPA directory and found his name. She looked momentarily and said it was time for her to go. She was quiet on the way out but I can't help but admire the courage it took for her to come in." "Docents don't get the same experience every event. You have to be light on your feet so new challenges are met to complete our mission of public awareness."

We also were visited by the "Crusaders, Valor for Veterans" equestrian group. That's Bella, one of the younger members, giving our Aviator a hug.



Mrs. Nickols 5th Grade Class.



Mrs. Derbish 5th Grade Class.



Docents at Altitude Elementary School.



Docents at the Denver Festival.

VHPA CHAPTER ACTIVITIES

Upcoming Activities: In December, we will have our annual Xmas party hosted by Gregg and Deborah Mann, who recently were married. Congratulations you two!! Other chapter activities will continue to be announced on our Web site: www.RMCVHPA.com

We continue to make plans for the 2020 reunion here in Denver.

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 but 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



Equestrian Bella, hugging an Aviator.



Bill Bates and Terry Olson metering visitors into the Museum.



Phil Lanphier giving flying lessons to a guest.



SOUTH MISSOURI CHAPTER

The South Missouri Chapter meeting was held at the Keeter Center on the campus of The College of the Ozarks on November 9, 2019. This college promotes patriotism more than any other in the nation. The wife of Dr. Davis, College President, attended since he was unable to be there. Chapter President Ron Clifton presided and introduced some new members and several guests.

A motion was made and approved that the Museum at the College of the Ozarks be our official depository for artifacts from our tours in Vietnam. Their museum is truly wonderful, and this will be a great addition to it.

John Sorensen introduced the recipient of the annual Scholarship provided to a student at the college. Tom Plummer, a senior, expressed his gratitude and briefly spoke of his status. He is in ROTC and concurrently in the Mis-

souri National Guard as a UH-60 crew chief. He would like to be commissioned in Armor or Aviation upon graduation.

John then introduced Pat Clifton and Liz Sorensen, who had made two beautiful quilts. One of them was auctioned off with proceeds to go to the scholarship funds, with over \$600 raised. The other quilt was won by Russ Emory in a drawing. Don Merritt narrated the Missing Man ceremony, explaining the items on the table and what each represents. This ceremony is always emotional.



John proposed that in the coming year a raffle be held to give away a quilt. This would involve many more members and others and raise more money for scholarships than the once-a-year auction.

The College Chapel Choir entertained us and performed magnificently, as they did at the National Reunion in Kansas City in May. They ended with

VHPA CHAPTER ACTIVITIES



Ron Clifton's granddaughter, Emma, presented a drawing she had made to Bryan Cizek, Director of Patriotic Activities for the college. The drawing will be on display in the museum. The photo shows the presentation of the drawing.

the familiar "We Gotta Get Outa This Place" to the joy of everyone present. The choir will be performing during the Welcome Reception at the Annual Reunion in Denver. You will certainly want to be present for their performance.



Group photo.

The next meeting will be held in March at the Army Aviation Heritage Foundation in Creve Cour, MO.

John Sorensen

UPPER MIDWEST CHAPTER

On Saturday, October 5th, two Upper Midwest Chapter members, Don Abrams and Keith Aakre, and their wives attended the Vietnam Veterans Gathering at the Fagen Fighters World War II Museum at the Granite Falls, Minnesota Airport. It is an impressive museum displaying aircraft from JN-4 Jenny to the OH-6, with P-51's and B-24's in between.

Two other members, Bert Leach and Dave Larson, participated in the New Richmond, Wisconsin Middle School Veterans Day program on November 8th. There were two UH-1s at the event, one flyable and one on static display. Bert and Dave led tours on the static display Huey and explained how helicopters were used in Vietnam. The display was a favorite of the students who

enjoyed manning the replica M-60 door guns. They also cheered the arrival and departure of the flyable UH-1. The school put on a superb program and it was well attended by veterans of all branches. The chapter has supported the veteran's day event for several years now.

The Upper Midwest Chapter held its holiday dinner on November 21st at David Fong's Chinese Restaurant in Bloomington, MN. Fifteen members and several spouses and significant others attended and enjoyed a wonderful dinner. It's always great to get together and share stories and remembrances from our time in Vietnam and since then.

Article and photos provided by Dave Larson, Upper Midwest chapter secretary.



VHPA Holiday Dinner. Members standing- Bruce Hunter, Bert Leach, Rick Koehn, Dick Anderson, Dave Larson, Dean Lind, Dick Staiert, Tom Ohloff, Mike Nelson. Kneeling- Bob Rohlfen, Lloyd Enos, Tim Callister, Bill Geyer, Wendell Pieper, Don Abrams.



New Richmond Middle School Students enjoying UH-1 static display at Veterans Day event.

VHPA CHAPTER ACTIVITIES



UTAH CHAPTER

The Utah Chapter of VHPA helped celebrate Veterans day this year by participating in the annual Veterans Day Appreciation day at Utah Valley University in Orem, UT. Members of the chapter presented Vietnam experiences and helicopter stories to an audience of over 500 students of the university and answered questions from the audience. The chapter also set up their display in the foyer with pictures of various helicopter operations in Vietnam and a collection of Vietnam-era memorabilia including an original E and E map of Vietnam issued to aviators, helmets, sunglasses, and an E6-B flight computer which the students found interesting as it was non-digital.



Map of Vietnam with markers showing service locations of members.



Panel discussion UVU Veterans Day.

The program was also attended by several classes of middle school students who got first-hand experience with



Vietnam Veterans Day March 30, Doug Drury VP and Tom Melville President.



Memorabilia display of Vietnam items.



Question period after panel discussion.

Vietnam Vets and understanding of what the Vietnam war was all about. The Utah Chapter has an aggressive program of continuing education to many types of groups. We have presented a slideshow and panel to several CAP and ROTC units in Utah and

have many more planned for the year. We are also presenting our program to grade school classes and high school students wherever possible.

One of our endeavors this year was to convince the state legislature to honor Vietnam veterans with license plates depicting their awards of the DFC, Silver Star, and Bronze star. They already have a plate for the purple heart but unlike 16 other states that offer the DFC plate, Utah has lacked in that effort. Working with our State Senators who sit on the Utah Veterans council a bill to establish the DFC plate and others will be introduced during the January session of the legislature. We are planning on being in the gallery during that introduction.

One of our most enjoyable events are the bi-annual meetings we hold at various restaurants to share comradeship with our fellow aviators. The distance our members need to travel to attend meetings prevents much more than a bi-annual schedule, so we make the most of our meetings. This past year we lost one of our members, Floyd Helm of St. George, UT who was an accomplished pilot and one of the founding advocates of the Aero Medical industry in the U.S.

Chapter members attend various veteran events during the year such as the National Vietnam Veterans Day ceremony on March 30th at the Utah State Capitol hosted by the Governor.



Spring meeting 2019 (standing L to R, Steve Smith, Doug Drury, Tom Melville, Gary Campbell, Lew Olson. Seated L to R, Duane Schmutz, Shanna Jackson, Steve Jackson, Lloyd Blackburn).

In January, we have been invited to attend a special Vietnam Veterans pinning ceremony sponsored by our Utah Congressman Ben McAdams. Our chapter is not large, but we keep busy in many endeavors to promote the history of the Vietnam Helicopter pilots and the experiences we had.

Doug Drury



West Jordan CAP Squadron.

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.

Carpenter, David M. USA, CW4 Ret.; Flight Classes: 68-10/68-8; RVN: 69-70 D/229 AVN 1 CAV; DFC, BS; Call-sign: Smiling Tiger 26.



David M. Carpenter of East Amherst died September 3, 2019. He was born December 15, 1946 in Niagara Falls NY.

He earned his bachelor's degree in business from Troy State University, later earning his MBA from the University at Buffalo. He was a salesman at Smurfit Stone Container from 1974 until his retirement in 2008.

Mr. Carpenter also served for 40 years as a Vietnam helicopter pilot and a Medevac pilot in the Army National Guard.

He is survived by his wife, Dianne.

Cheek, Dwight C. USA, MAJ Ret.; Flight Class: 69-2; RVN: 1/4 CAV/1 INF; DFC, BS (OLC).



Dwight Clifton Cheek died peacefully May 13, 2019 in his home surrounded by family after a lengthy and courageous battle with cancer. Dwight was born on September 23, 1946 in Orlando FL. He attended Florida State University, but left school to enlist in the Army in 1966. He later graduated from Embry-Riddle Aeronautical University.

Dwight attended Officer Candidate School at Fort Sill, OK and after graduation attended flight school. Prior to retiring in 1986, Dwight served as the Army advisor to the 45th Aviation Battalion, Oklahoma National Guard.

Dwight retired to Mount Dora and worked as a land surveyor for a number of years.

Cleary, John E. USA, CW4 Ret.; Flight Classes: 70-17/70-15; BS, MSM (OLC), PH, ACM.

John E. Cleary passed away on November 22, 2018. He was born December 11, 1950 in Chambersburg PA. Following his active service, he worked in IT for the Asset Manage-

ment Group at Letterkenny Army Depot.

He is survived by his wife of 43 years, Barbara.

Coder, Dean R. USA, CW5 Ret.; Flight Classes: 69-35/69-33; RVN: 70-71 A/4/77 ARA 101 ABN, 71 282 AHC; LOM, DFC; Callsigns: Dragon 91/Alley Cat 37.

Dean Robert (Bob) Coder died on November 1, 2019 due to multiple Agent Orange related cancers. He was born March 12, 1950 in Minneapolis MN. In his post-Vietnam career, he served as a Defense Liaison Officer for the Joint Special Operations Command.

For his worldwide contributions to Army Aviation, he is a recipient of the Order of St. Michael. In 1987, he also received the McLellan Award for the US Army Safety Officer of the Year.

Dunavant, William H. USA, MAJ Ret.; Flight Class: 67-22; RVN: 62-63 53 SIG BN, 68-69 A/1/9 CAV; Callsign: Apache White.



William Dunavant of Collinsville MS died October 25, 2019 at Rush Foundation Hospital. He was born in Memphis TN on April 28, 1938.

After his military retirement, Bill worked for, and retired from, the U.S. Postal Service. Not being one to sit at home, he then worked security at the Army Aviation Support Facility in Meridian.

He is survived by his wife, Shirley Faye.

Eastman, David L. USA; Flight Class: 66-14; RVN: 66-67 175 AHC; SS, DFC, BS; Callsigns: Outlaw 23/Outlaw 24.



Naturalist, author, radio show host, newspaper columnist, and decorated Vietnam War helicopter pilot David L.

Eastman of Tamworth NH, passed on November 18, 2019, in Concord NH. He was born in Washington D. C. on August 29, 1943.

Eastman entered the University of New Hampshire in 1961 and participated for four years in the Army ROTC program.

Returning to civilian life, Eastman worked several jobs in the state of Washington from 1971 to 1981. He also studied at the University of Washington and earned a master's degree in forest science. He then returned to the east coast to teach at UNH as adjunct faculty. He was the professor for INER 635, Contemporary Conservation Issues. After two years of development and research work for Post & Beam Magazine, Eastman became the owner of Country Ecology in 1985.

David served in varied roles as a conservationist and naturalist in NH for most of his post-Vietnam life.

In 2001, he wrote a book, "Outlaws in Vietnam," in which he provided a first-hand account of his tour with the Outlaws of the 175th Aviation Company in the Mekong Delta.

Ehmann, Richard R. USA, LTC Ret.; Flight Class: 58-1; RVN: 66-67 C/229 AHB 1 CAV; BS; Call-sign: Wagon Wheel 26.



Richard Rudolph "Dick" Ehmann passed away peacefully on November 17, 2019. He was born October 31, 1933 in Castle Rock CO.

Dick graduated from the University of Colorado Boulder with a degree in Electrical Engineering. Shortly after graduation, preceded by a short stint at Hughes aircraft in California, Dick was called up to active duty in the Army. When he left active duty, he joined the Reserves.

He worked for over 33 years for PPG Industries in Corpus Christi retiring in 2001 from PPG and the Army. Dick was an avid

community partner and was actively involved with the incorporation of the City of Ingleside on the Bay in 1991. He served on the City Council for 13 years and stepped down only to serve on the San Patricio County Drainage District, beginning in 2005 until the present. Dick was also instrumental in the design and building of the Our Lady of Assumption Church in Ingleside after Hurricane Celia in 1970. Dick was also very active with the Ingleside on the Bay Volunteer Fire Department. He gave 20+ years of volunteer service.

He is survived by his wife of 46 years, Jo Ann.

Footer, Joseph A. USA, CPT Ret.; Flight Class: 67-11; RVN: 67-68 A/25 AVN 25 INF, 68 B/25 AVN 25 INF, 71 A/4/77 ARA 101 ABN, 71 331 TC DET; Callsigns: Little Bear/Diamond Head 22/Dragon 66.

Joseph Footer died on October 1, 2019.

Gill, Richard L. USA, LTC Ret.; Flight Classes: 68-505/68-3; RVN: 68-69 119 AHC; Callsign: Croc 4.



Richard Gill died November 15, 2019 at Vanderbilt University Medical Center. He was born in Elyria OH on January 25, 1947. He served at Fort Campbell, Korea, Fort Polk and Fort Rucker and flew in Desert Storm.

He was a member of the American Legion where he served as Post Commander and served on the American Legion Baseball Board, a member of the St. Mark's Catholic Church in Eddyville where he served as Chairman of the Parish Council.

He is survived by his wife of 45 years, Patricia.

Gish, David N. USAF, LTC Ret.; RVN: 65-66 20 SOS; Callsign: Pony express.



David N. Gish of Reno NV was born in Jacksonville FL on December 27, 1931. He succumbed to Parkinson's Disease and passed peacefully on November 12, 2019.

Glomb, Robert W. USA, CW2 Ret.; Flight Classes: 67-23/67-501; RVN: 68 A/7/17 CAV, 68-69 HHT/7/17 CAV; Callsign: Superchief.



Robert "Bob" Ward Glomb died November 15, 2019, at Jackson-Madison County Gener-

al Hospital. Bob was born May 12, 1931 in Chicago IL.

Bob joined the Air Force and served 12 years, obtaining the rank of Tech Sergeant before transferring to the Army to fly helicopters during the Vietnam Conflict. While in the Army, Bob received the 'Broken Wing' award for safely landing his helicopter without a tail rotor when the rotor broke off mid-flight. He served a total of 23 years combined service. He obtained a bachelor degree in theology from Cal State Fullerton University.

Huffaker, Roger D. USA; Flight Class: 62-10; RVN: 66-67 179 ASHC, 67 196 ASHC; Callsigns: Shrimptoat/Flipper.

Roger Douglas Huffaker passed away July 4, 2019, at his home in Houston. Mr. Huffaker was born October 22, 1939 in Lubbock TX. He attended Frenship High School in Wolf-orth TX. His education continued at West Texas State University in Canyon TX.

He worked over 25 years for Bell Helicopter as a Test Pilot and Account Manager. During his time at Bell he traveled the world and became the chief pilot on the testing of the military's Cobra model. He retired from Bell Helicopter to Weatherford.

He is survived by his wife, Diana.

Keegan, John J. USA, CPT Ret.; Flight Classes: 67-25/68-1; RVN: 68-69 D/1/10 CAV 4 INF, 69 D/2/1, 71-72 70 AVN DET CAV; BS, ACM; Callsigns: Shamrock/Blackhawk.



John Joseph Keegan of Williamsburg VA passed away November 2, 2019. John was born October 29, 1944 in Corona NY.

John started his 24-year career as a helicopter mechanic, attended flight school, became qualified to be an Instructor Pilot for fixed wing and rotary wing aircraft, while serving tours in Germany, Vietnam, Thailand and tours in Korea.

John received his master's in Aeronautical Engineering from Embry-Riddle University.

Following John's retirement, John worked for Magnavox and GE before accepting a position with Newport News Shipbuilding in June 1993. In 2007, when AMSEC LLC developed a business partnership between SAIC and Northrop Grumman subsidiary Newport News Shipbuilding John was transferred to AMSEC, where he worked as logical project manager on numerous Navy projects before he retired in March 2018.

John was Past-President, served on the Board of Directors, and the golf committee for the Williamsburg Shrine Club. John split his free time advocating for the success of the Shriner's Hospital for Children and for the rescue and placement of stray, abandoned, relinquished or impounded purebred English Springer Spaniels (MAESSR).

Lambert, John A. USA, CW4 Ret.; Flight Classes: 66-21/66-19; RVN: 67-68 336 AHC; Callsign: Warrior 19.



John A. Lambert died suddenly on November 13, 2019 at the age of 73. John was born and raised in Lawrence MA and resided in Townsend MA for many years where he raised his family. In retirement, he lived in Athol MA.

John went from active duty to the USAR, where he served at Moore Army Airfield, Fort Devens MA as a Department of the Army Civilian (DAC) for 25 years in the dual role. Later, he was the Staff Operations Officer at the 94th Regional Readiness Command. He served a total of 31 years in the Army.

I have personal knowledge of his professionalism, devotion to duty and the support he provided to his fellow aviators, Ed.

Following his retirement, he was an active member of Town of Athol Capital Planning Board.

He is survived by his wife, Marc Hawthorne.

Laxton, William L. USA; Flight Class: 69-25; RVN: 70-71 11 GS 1 CAV; Callsign: Jaguar 50.



William L. Laxton, Jr., 70, of Linden, passed away April 26, 2019. He was born in Wyandotte MI. He graduated from the University of Tennessee as an RN, BSN. He was retired from HCA-Healthcare, where he worked as a Risk Management Consultant.

He is survived by his life partner, Glenda Dill.

Lichty, John W. USMC; Flight Class: 70-18; RVN: 71 HMM-263, 71-72 HMM-165; Callsign: Peach Bush/Lady Ace.



John "Bo" William Lichty, born September 11, 1947, died October 13, 2019, in Visalia CA.

TAPS

Murphy, James O. USA, LTC Ret.; Flight Class: 67-13; RVN: 67-68 336 AHC, 69-70 180 ASHC; LM, DFC, BS, (OLC) MSM, ACM (OLC).



Jim Murphy passed away after a short illness on October 21, 2019. He was born in Chicago IL, on January 6, 1944. He graduated from Dundee High School in Dundee IL in 1962. Jim earned a bachelor's degree in Business Administration from American Technological University in 1978 and a master's degree in Systems Management from the University of Southern California in 1984. Rated in both rotary wing and fixed wing aircraft, Jim was commander of several flight detachments, a flight instructor, instrument flight examiner, and qualified to fly every aircraft in the Army's inventory. In the 1970s, Jim was a test pilot for night vision goggles now used by Army aviators for night combat operations.

Jim was a graduate of the US Army Command and General Staff College. He was selected for promotion to full colonel, battalion command, and US Army War College attendance. Instead, Jim chose to retire from active duty as a lieutenant colonel so his wife, Sharon, could advance her Government Civil Service career with the Department of Defense.

After retiring from the Army, Jim began a career in law enforcement. He first served in Alexandria VA, as a Deputy Sheriff and later as a police officer in the Fairfax County (VA) Police Department.

He is survived by his wife of 41 years, Sharon.

Ostler, Robert H. USA; Flight Class: 67-26; RVN: 67-68 187 AHC.



Robert Howard Ostler, 79, of Bastrop TX, passed away October 17, 2015.

His adventures in the pilot seat included Hawaii, the Grand Canyon and Antarctica.

He is survived by his wife of 57 years, Barbara.

Rapp, John R. USA; Flight Class: 67-17; RVN: 67-68 17 AHC; DFC, BS; Call-sign: Lancer 10/Eagle 10.



John Robert Rapp, of Min-

eral Wells TX, was born November 4, 1941, in Oklahoma City OK and peacefully passed away November 18, 2019, in Fort Worth TX.

John attended Harding High School, Oklahoma Military Academy, the University of Oklahoma where he was a member of Sigma Alpha Epsilon, Southeastern Oklahoma State University, and earned a BS degree in economics. John spent most of his career with Universal Field Services in oil and gas and pipeline management.

He is survived by his wife of 54 years, Dianne.

Schoeny, Richard W. USA, MAJ Ret.; Flight Classes: 67-1/66-23; RVN: 67-68 B/7/17 CAV; Callsigns: Blue 22/Red 17.



Richard "Rick" W. Schoeny, of Mt. Pleasant SC, lost his final battle to cancer October 17, 2019, at his home with his wife and daughter by his side. He was born January 26, 1946 in Cincinnati OH.

Rick served and fought proudly for his country in the US Army in Vietnam thru Desert Shield / Desert Storm. As a "mustang", Rick went from E-1 draftee thru Warrant Officer ranks & retired as a Major with 22 years of service. Among his favorite assignments in his career were with the Air Cavalry and as a Medevac pilot.

He is survived by his wife, Libbye A. Rich.

Serrell, Howard Jr. USA; Flight Class: 62-9; RVN: 63 81 TC CO, 63-64 119 AHC.



Howard Serrell, Jr. of Austin TX passed on October 4, 2019.

Chip graduated from Greenwich Country Day School, Lawrenceville School (1957), Dartmouth College (1961), received his masters in Education from Wesleyan University, a CFP from Adelphi University and attended the Northwestern Graduate Trust School. Upon graduation from Dartmouth, Chip followed in the footsteps of his father and entered the US Army.

Following a 17-year teaching career at Greenwich Country Day School, where he also served as Director of Admissions, he

moved into the banking world becoming VP of Wealth Management in New York and Greenwich banks, retiring from Wells Fargo.

Throughout his life, Chip devoted time to charitable causes, including serving as Chairman of the Greenwich Chapter of the American Red Cross and Chairman of the Northeast Region of the American Red Cross. He served on the boards of Hotline, the Boys & Girls Club, the YMCA and At Home in Greenwich. In addition, he served on the Commission on Aging for the Town of Greenwich.

He is survived by his wife, Samantha.

Spearman, Johnnie J. USA; Flight Classes: 66-15/66-13; RVN: 67-68 188 AHC, 70 HHT/7/1 CAV, 71 D/3/5 CAV.

Johnnie Spearman died September 5, 2019.

Stevens, Paul L. USA; Flight Class: 67-17; RVN: 67-68 57 AHC; DFC, BS, PH; Callsign: Cougar 19.



Paul Leslie Stevens of Chestertown MD died on November 19, 2019 at University of Maryland Shore Medical Center at Chestertown. Paul was born May 25, 1941 in Rock Hall MD. He graduated from Rock Hall High School, class of 1959.

He worked with FAA from 1970 until he retired in 2003. He also worked with a trucking company based out of Atlanta GA, the service department at Rosenthal Honda, and with Intelsat (International Telecommunications Satellites).

He is survived by his wife, Ann.

Walch, Charles J. USA; Flight Class: 71-1; RVN: 71 116 AHC, 71-72 62 AHC; Callsign: Hornet 24.

Charles Joseph Walch, 71, passed away October 30, 2019 in Fort Worth TX. He was born in Boise ID, but spent most of his early years in Fort Worth.

After completion of his active duty, he went back to school to complete his education but remained in military service by joining the Army Reserves. In 1991, his unit was called to active duty and was deployed to Iraq and Kuwait for "Desert Storm," serving for six months as a Chinook pilot. Charles achieved the rank of CW3.

After receiving a bachelor's degree from North Texas State University with a major in accounting, he began his career in banking and financial services. He worked for, among others, Tandy Corporation in Fort Worth TX, American Bank, Honolulu Federal Savings Bank, First Interstate Bank in Los Angeles and Comerica Bank in Detroit. He also worked for the Resolution Trust Corporation (RTC) in Denver as a bank examiner during the banking crisis of the 1990s.

After his career in banking and the National Guard, Charles returned to Fort Worth to work at amassing and managing a portfolio of real estate properties. In his remaining years, he achieved great success and financial independence.

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.

Basom, Darrel W. USA, LTC Ret.; RVN: 66-67 120 AHC; died October 19, 2019.

Burley, Peter J. USAF, COL Ret.; LM, MSM, AFCM (3 OLC); died Oct. 18, 2019.

Cooper, Albert F. USA; Flight Class: 62-6; died October 26, 2019.

Davis, Joe S. USA; Flight Class: 71-48; died November 16, 2019.

Doht, Gerald W. USA, CPT Ret.; Flight Class: 67-16; died July 1, 2019.

Gonzales, George N. III USAF; died November 10, 2019.

Hattaway, William E. USA; Flight Class: 67-8; died November 2, 2019.

Henick, Steven T. USMC; SS, PH (2), NCM; died November 19, 2019.

Kraus, George F. USA, COL Ret.; died May 17, 2019.

Lashley, James T. USA, CW4 Ret.; Flight Classes: 70-11/70-7; died November 5, 2019.

Loucks, Billie H. USA, MAJ Ret.; Flight Class: 66-15; ACM (2 OLC); died September 18, 2019.

McCullough, James L. USA; CWO Ret.; died November 6, 2019.

Miller, Thomas F. USMC, LTC Ret.; died November 8, 2019.

Mills, Donald L. USA; Flight Classes: 70-1/69-49; died November 20, 2019.

O'Hara, Jeffrey M. USA; Flight Classes: 68-11/68-15; RVN: 68-70 A/25 AVN BN/25 INF; DFC, BS, PH; died August 29, 2019.

Rice, Phillip L. USAF, COL Ret.; LM, DFC, MSM; died November 1, 2019.

Smithwick, Jonathon B. Jr. USA; Flight Class: 70-22; died November 8, 2019.

Taylor, George A. USA, CW5 Ret.; Flight Classes: 66-21/66-17; PH; died November 21, 2018.

OBITUARY SUBMISSIONS

Individuals wishing to supply a notice of death and/or information such as online link(s) may do so by email to aviator@vhpa.org. Those wishing to write their own obituaries may submit same to that email address as well. Space constraints may limit the amount of text allowed. For self-produced versions, any edited narrative will be provided to its author for review as soon as feasible.

Pilots meeting VHPA membership criteria, but have never been a member, will have a one line entry. Regardless of whether or not an obituary is abridged, an unedited version (full text) of all submitted obituaries will be posted on our web site at <https://www.vhpa.org>.

VIETNAM HELICOPTER PILOTS ASSOCIATION

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

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☐ 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.

WELCOME TO THE VHPA!

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

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

AVIATOR REPORT completed for 5 New Members and covers the period 10.16.19 to 12.02.19

Domingue Ronald L. **
Lafayette Louisiana
Army
69-5
A/25 AVN 25 INF in 69-70

Klotz Donald E. **
Midway Georgia
Army
67-7
336 AHC in 67-68

Woodruff Larry **
Laguna Hills California
Marine Corps
65-19W
HMM-263 in 67; HMM-364 in 68;
HMM-362 in 68

Esposito Dominic **
Fairport New York
Army
71-4
B/123 AVN 23 INF in 71; D/3/5
CAV in 71-72

Phillips Sheldon H. **
Orange Park Florida
Army
68-12 68-18

UPCOMING REUNIONS

227th Assault Helicopter Battalion Reunion

When: April 21- 24, 2020

Where: Gaylord Opryland Resort & Convention Center, Nashville, Tennessee.

All members, guests and friends of the 227th Assault Helicopter Battalion are invited to attend.

Contact: Howard Burbank
chickenman@a227ahb.org

Additional details: <http://reunion.227ahb.org>

D/3/5 & C/3/17

When: 4/30/20-5/3/20

Where: Daytona Beach Resort, FL

Speaker/Guest of Honor: Joe Galloway

Contact: H.H. (Rick) Roll - rroll@comcast.net

REUNION Ft Knox OCS 1965-1968

May 2-4 2020.

Ft Benning Ga

This is the present home of all US Army OCS.
Check announcements in Dec 2019

at the following Web Sites:

Facebook: OCS at Fort Knox : 1965 - 1968

Website: OCSatFortKnox.com

B Troop 7/17th Air Cav

When: June 8-12, 2020

Where: Grand Plaza Hotel, Branson, MO

Website: westoodalone.com

Contact: Buddy Harp: 573-470-0395

HELP PRESERVE YOUR HISTORY!

Unit specific items: Patches, Uniforms,
Headgear, Flight Gear, Calling Cards,
Souvenirs AND Captured Bad Guy Items!

WANTED

Helicopter Memorabilia from the Vietnam War

Contact: John Conway

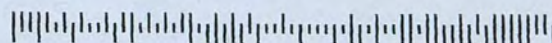
NEW!!! 816-813-3488

JPConway@sbcglobal.net

NEW!!! Website: museum.vhpa.org

ARMY ~ NAVY ~ AIR FORCE ~ MARINE CORPS
Assault - Cavalry - Trans - Medical Rescue etc.

Fair Prices Paid. Not for profit.
References available.



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 Lubbock TX 79409-1041

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 WEEKS TO GET EMBROIDERED AND SHIPPED!

Official VHPA products can be purchased from Sportswear World
 by using the link gear.vhpa.org or by calling 817-860-2430.
 A portion of all proceeds go to VHPA HQ and the scholarship program.

