



The VHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association



Photo by Amelia Agren

HIGHLIGHTS from the **40th annual** VHPA Reunion
in *San Antonio, Tx* ~ beginning on page 22

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FROM THE MANAGING EDITOR...

Some of our members may have noticed a change on page two of the Aviator. The Membership Directory and Historical committee categories have been removed. Going forward, these activities will be combined with Records/Database function.

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E-mail items to The Aviator at: Aviator@vhpa.org

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PRESIDENT'S CORNER

Twenty-three years ago when I attended my first reunion, I never thought I would be writing my first article for "The President's Corner", and I am honored and humbled to be the President of this great organization for the coming year. The first thing on my plate is our upcoming reunion in Reno. It is in May this year, so the weather will be better for sure. Our reunion committee has gotten the best rate in years at \$99 per night and we already have some outstanding events planned.

I urge you to register early, since as always, there will be some who will have limited numbers.

Our Legacy Committee continues to look at our future and one of the new offerings they have been working on is a "Charitable Gift Annuity". Please read the ad in the Aviator to see if you have an interest, but before you leap in "whole hog", get all the details and discuss them with your family. Quite a few organizations do this, so it may



be an option for you.

This year we also hope to install our new database system. Our team of Greg Patillo, Gary Roush and Mike Law have been hard at work putting the final touches on our new system. The HQ folks will keep the membership posted as progress occurs.

Lastly, I want to thank all the people who helped make our San Antonio reunion a success. We had great volunteers from our San Antonio Chapter who made things easier for the HQ staff. We also had members of the EC who also did "grunt" work. However, we owe our overall success to our HQ staff. Thank you, Sherry, Ashley, Anne, and Maddy. Without you there would be no reunion.

Thank all of you for letting me be a part of the team... check 6, clear left, right, and above...pulling pitch.

John Powell President

Friends of Vinh Son Orphanage (FVSO) Kontum, Vietnam

Donations are tax deductible with 100% going to the kids, providing support for over 800 Montagnard children who live in 8 Vinh Son orphanages in the Kontum/Pleiku area of Vietnam. For over 20 years, FVSO donors have supplied food and medicine, dental care, education, clean water, housing and more.

Patrick Leary

FVSO PRESIDENT AND LIFE MEMBER VHPA



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Auburn, CA 95604-9322



For Your Information:

The minutes of each monthly meeting of the Executive Council are available on the VHPA website.

FROM THE STAFF AT HQ!

PLEASE HELP US REDUCE THE COSTS OF REMAILING ITEMS!

If you move, PLEASE call HQ with an update to your address!

This is important if you head south for the winter and back north for the summer. You must call HQ to change your mailing address each time to ensure you do not miss an issue of your newsletter.

Just a reminder - R2024 will be located in Reno, NV. The first official day of the reunion will be May 15, 2024 and the closing banquet on May 17, 2024. Mark your calendars now!

REMINDERS:

- * The on line directory is free at:
<https://directory.vhpa.org>.

As of the deadline for this issue, you can not make updates to your information via the on line directory. You can log in and search for members. Please call HQ with any changes to your contact info. We apologize for the inconvenience but things are taking longer than expected.

* Minutes to all EC meetings are posted in the VHPA website each month along with minutes to the Annual Business Meeting, VHPA Financial Reports and VHPA Policies. To view these documents please go to <https://directory.vhpa.org/>, click on member log in, sign in using your member number & setting up a password, under the "Other Documents" tab on the left - click "VHPA Administration Documents".

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

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

Sherry Rodgers
VHPA Business Manager

Availability of post-reunion ordering of San Antonio themed T-shirts

Due to the interest in acquiring additional San Antonio Reunion T-shirts, VHPA has partnered with Vietnam Pilot Gear to make more shirts. These shirts will be available in both color options, but neither style will have a pocket.

SHIRTS MUST BE ORDERED BY MIDNIGHT SEPTEMBER 29, 2023

Orders will be shipped by 10.10.23

\$3 FROM EACH SHIRT SOLD ~ WILL BE DONATED TO THE VHPA SCHOLARSHIP FUND

PRICING: FOR EITHER COLOR

Youth Sizes	\$21
Adult S thru XL	\$21
Adult 2XL	\$24
Adult 3XL	\$26
Adult 4XL	\$29

SHIPPING:

1 Shirt	\$10
2 Shirts	\$15
3 Shirts	\$18
4 Shirts	\$21

Additional shirts add \$3 per shirt

Contact Vietnam Pilot Gear at:
214-802-4244 or email:

customerservice@vietnampilotgear.com.

All orders will be acknowledged.

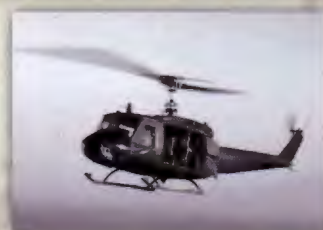
War and Police

A
Novel of War in The Jungles
and On The Streets and
The People Who Survived
Both



Newton Davis

October 2022



BOOK REVIEW: **War and Police**

A first time Author's book with a catchy title and lots of action stories, like the classic book of a similar name, "War and Police," offers plenty of action for the reader to take in. Newton Davis, the nom de plume of a Vietnam Helicopter Pilot, has intertwined his Vietnam experiences, and his police helicopter experiences quite well. The chapters flip back and forth between the experiences of a Vietnam helicopter Pilot as well as his experiences as a police helicopter pilot in an unnamed city.

The main character in this novel shares with us many of his experiences as a slick pilot in the 1st Cav as well as his memorable flights and "ground pounding" as a city police pilot.

The author pulls no punches with each chapter's details, and it is very obvious that the author is giving us true stories based on his fictional character. Each chapter, whether in Vietnam or back here in the World, highlights a different facet of his career. sometimes a "good" ending to each chapter, sometimes not: just like many experiences during our time in Vietnam.

As I read Newton Davis's first book effort, he certainly kept me wanting to read as I finished each chapter. He gave us a detailed accounting of his experiences and shows the reader that Vietnam was not the only place to get adrenaline rushes!

—From the Spring 2023 issue of *The VHPA Aviator*, the official magazine of the Vietnam Helicopter Pilots Association

Book is available on Amazon Books under book & author name; i.e., War and Police Newton Davis

[Amazon.com/War-Police-Jungles-Streets-Survived/dp/B0BJYD45NH](https://www.amazon.com/War-Police-Jungles-Streets-Survived/dp/B0BJYD45NH)

warandpolicellc@aol.com

A Korean, A Huey, A Lizard

By Richard Deer

Introduction: While assigned to the 48th AHC in Vietnam I would send audio tapes home to my parents. This is a transcription of part of one tape involving a Korean, a Huey, and a lizard.

MAY 7, 1968 THE LIZARD STORY - TAPE EXCERPT

Did I tell you about the lizard that I had loose in the cockpit? It was several months ago now I guess. I think I did. I can't remember.

In case I didn't, we had a Korean get on board at one of the outpost companies. [9th ROKA, White Horse Division].

No, not a-- was it a Korean? I think it was.

Anyway, he gave us a little C-Ration can. And he had written on it, "Salamander for Lieutenant so and so," or somebody like this. And so, we said, "Okay, we will take it on in."

And I think it was Lieutenant Kim that works at C --

At the regiment pad, so we took it on in to him. We landed and whatnot, and he got on the ship, and we landed at one pad. There are four pads at this particular regiment. They are just cement squares that we can sit down on with a walkway connecting them in a straight line.

So, we landed out too far, and they had a VIP or somebody coming so they wanted us to move over to the VIP pad for a Colonel or somebody that was going to get on board.

So, we picked it up or -- let's see.

I was flying as the copilot or at least ways number two pilot. The AC (Aircraft Commander) was somebody else. I can't remember who offhand. And anyway, in the meantime, this officer got on board

behind us in the cargo area, and he was standing there while we just hovered over. And I gave him the can. And he read it, and it is like he didn't believe or didn't know what a salamander was.

He opened it up-- and it wasn't a salamander, by the way. I think it was more like an iguana.

Anyway, it was a nice good-sized little lizard, and he dropped it immediately. And I say, g-o-o-d grief, and I knew exactly what had happened right away, that that lizard was gone someplace and there was this chicken-hearted lieutenant that it got away from.

And I looked down, and there he is running underneath my feet. Next thing I know, he is on my foot. And we are hovering now. I can't cause any commotion.

I know he is not poisonous or anything like this but, you know, something about a lizard is a little uncomfortable.

So, I waited until we sat down, and then I try to get the crew after it, but they don't seem to respond too good and they don't let me out, which is a big problem.

See, the way the ship is arranged with the armored plate and everything, it is extremely difficult for the pilot to get everything to get out.

In an emergency, you can jettison a door and you can get out faster, but for normal entry and exit, the crew chief or gunner has to open the door and slide the plate back.

So, they didn't-- they didn't do this for me, however, and it was a little difficult for me to get out, which I wanted to do quite hurriedly.

The lizard had been on my foot for a minute while we were hovering, and I just watched him. He was looking up at me.

You know, he got into the radios and electronics gear in the front of the ship, and we had to get him out, you know. It was a little uncomfortable to have him in there, and besides he might short circuit something.

So, we touch ship down. I finally got out.

And there is-- well, we call it a chin bubble. There is a forward part of the aircraft there that is glass underneath the bottom of the ship that we can look out, look down through our feet when we are making approaches and elsewhere for reference. We can see the ground hovering and everything better.

So, he was-- I stuck my head into that compartment forward in the nose, and I am looking around for him. And then I was thinking, well, let's see now. I saw him here, and he crawled up this little line. And I just looked on up. And as I looked up, I looked straight over my head, and there he was looking down at me.

And a crew chief had been watching me through the chin bubble, and he just burst out laughing because I looked at him and I had such a startled surprise on my face, you know. I just backed right out of the area so that he wouldn't jump on me or something. I didn't know what to expect.

And so finally, when I overcame my initial shock, I went in there and I tried to grab him. Had my gloves on just in case, you know-- he wasn't poisonous, but lizards can bite every once in a while, so I had my gloves on.

And he started crawling on up into the radios and everything, and he got on top of the-- well, it is like the top on the dashboard on top of ship-- the radio compartment, and he climbed up there.

I was trying to grab him, but he was right down in between the edge of the Plexiglas and there just wasn't enough room to grab him. I could squish him in there, but I didn't want to do that.

It was a fairly big lizard. He was about-- well, including tail he was about 12 inches long, I would say, so the main part of his body was about 6 inches or so. He was a good-sized reptile.

Finally, I got him in a position where I could grab a hold of him, and I grabbed a hold of him and got him outside the ship. Looked at him a little bit and he looked back at me, a little bit disgruntled.

And I sat him down on the grass, and he scampered away.

[WO-1 Richard Deer]



CAR STICKERS PATCHES COINS



BACK OF COIN



OPTION #1



OPTION #2

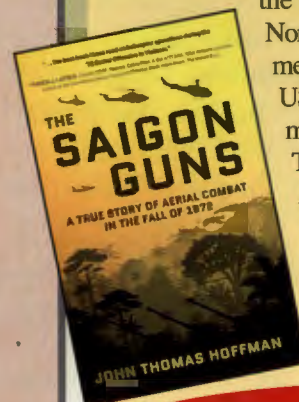
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... So sweepingly adventurous, death defying, and overflowing with bigger-than-life characters—that readers must remind themselves that Hoffman's account all really occurred."

~ JOSEPH BATHANTI,
North Carolina Poet Laureate (2012–2014)

FEW AMERICANS KNOW the facts about the final year of US combat operations in South Vietnam. As political will to sustain the fight shrank and most of their ground forces were withdrawn. The Soviets and North Vietnamese sought battlefield success to strengthen their negotiating position at the Paris peace talks. In March of 1972, North Vietnam invaded the South with the men and equipment needed to sweep the US air assets from the sky. They, however, miscalculated the difficulty of that task. The remaining US aviation forces, (Army, Air Force, Navy and Marines) would not be easily neutralized. This is the untold story of heroism, dedication, and refusal to yield the battlefield despite being largely considered by US political leaders as "expendable".



AVAILABLE ON: amazon.com

LOOKING FOR

Sir(s)

I am hoping to contact my primary flight instructor (or a family member) to relate how important he was to me. I accomplished much in Vietnam and HE got me there.

I was failing with my military instructors and Mr. Coker (of Southern Airways) was my final chance. Due to his unique teaching methods, I was able to solo.

It was this experience that led me to choose to become an IP at Ft. Wolters; instead of the more prestigious Ft. Rucker. Those students already knew how to fly.

Because of his example, I wished to help the "wanna bes". I believe many lives were saved/improved during my career – he got to the point where I could DO IT!

Any with information may contact me at:

waltringler21@gmail.com

Thank you.

Walter Ringler LTC Ret.

Dear Editor,

I very recently found the website for the Vietnam helicopter Pilots Association. I am hoping that you might be able to put me in touch with someone from the 179th AVN (ASHC) - Shrimboat group.

My husband was Murray Ronald Price, stationed in Vietnam from 10 Sept 1971 to 6 Aug 1972, and was a pilot in that group. He passed away on Sept 7, 2021 as a result of exposure to Agent Orange and its subsequent illnesses. He was interred at Arlington National Cemetery on March 31st of this year. As I prepared the inscription for his headstone, I discovered that he was the recipient of the Bronze Star Medal with OLC, and an Air Medal with Valor and 18 OLC. We were married in 1986, long after his retirement from the Army in 1978. During our 35 years together he never spoke of those awards and no one in his family knew anything about them.

I am wondering if there is anyone in your association who was stationed with him in Vietnam and who might be able to tell me anything about their friendship and/or the circumstances of receiving those awards. I have written to NARA to obtain his

service record, but their backlog is in excess of 200,000 so I thought I would see if there are any of his comrades still alive who might give me some information.

Any assistance you can provide would be very much appreciated. I can be reached at this email address or by phone.

Sincerely,

Janet P. Price

jprice1926@gmail.com

254-405-2503

Hello,

I have just run across an online newspaper article from our local news, that San Antonio just hosted a VHPA reunion. I wish I had known beforehand as I would have loved to attend. I am very appreciative of all of our service members, especially the Vietnam veterans, so thank you specially for your service.

In respect of your website & Facebook page, I didn't want to join those, as I am not a pilot nor Vietnam vet. I did want to see if any members may have any recollection of my wife's father. He was a helicopter (I believe a Huey) pilot in Vietnam, and I don't have much information on him. He passed when my wife was about 13, (early 1990's) so I never had the honor of meeting him. His name was Daniel Reed and was from a small town in upstate New York. I know we have a flight jacket of his and it has some patches on it that may help identify his squadron or where he served, if that may be helpful. Any help would be very much appreciated as I would love to surprise my wife with any stories, pictures or info anyone may be able to share.

I did just find his Zippo, this is inscribed with "CPT D. L. REED 101st AVIATION GROUP VIETNAM 1969-1970

Thank you,

Jason Forsyth jasonforsyth1976@icloud.com

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 (8472).

AVIATOR REPORT completed for 6 New Members and covers the period 6.22.23 to 8.23.23

Line 1 has the last then first names plus middle initial or name with the nickname in quotes VHPA Life Members have ** at the end of line 1, Line 2 has his city and state, Line 3 has his military branch of service, Line 4 has his flight school number or wings date, Line 5 has his Southeast Asian tour information where the unit abbreviation is followed by the YEAR(s)

This roster is presented in alphabetical order by last name

Lewis Clarence C. **
Altoona Florida
Army
71-25 71-21
92 AHC in 71; 57
AHC in 71-72

Matassarini George L. **
Canyon Lake Texas
Army
67-18
254 MED DET in 68-
69

Muse James R. 'Jim' **
Selma Texas
Army
68-21
A/7/17 CAV in 69-70

Rice Robert R. 'Bob' **
Lubbock Texas
Army
67-6
B/1/9 CAV 1 CAV in
67-68; A/3/17 CAV in
71-72

Ryan John R. **
Houston Texas
Army
70-39
C/7/1 CAV in 71

Schmidt George L.
'Larry' **
Friendswood Texas
Air Force

The #1 Amazon Best Seller

ANGEL IN THE COCKPIT: Surviving Vietnam and PTSD ... a Helicopter Pilot's Story

by Joseph Sheridan

A vivid, fascinating, and compelling story of a helicopter pilot surviving Vietnam and its aftermath. Joe Sheridan's memoir is one patriot's true account of the helicopter war and the brave pilots who fought alongside him. Joe Sheridan, a 1969 Niagara University graduate, was commissioned a 2nd Lieutenant in the U.S. Army. He served in the 101st Airborne Division in Vietnam as a Cobra Helicopter Gunship Pilot. With

over 350 combat missions from September 1970 to September of 1971, he earned two Bronze Stars with "V" device (valor), twenty Air Medals with valor, and the Vietnamese Cross of Gallantry.

A Vietnam memoir in tribute to Loach, Cobra, Slick, Dustoff, Crane, Chinook and Bird Dog pilots, 11 Bravo infantry, and...crew chiefs. No group of men exhibited more loyalty to one another, or combat valor in the presence of continuous and overwhelming enemy anti-aircraft fire. A prior during, and post-Vietnam story of triumph, tragedy, and survival in an intractable war that we warriors won despite being restricted by senseless government sanctioned limited-war tactics.

A real, welcome home boys!

Available on Amazon Books ~ Angel In the Cockpit by Joseph Sheridan
ISBN # 9798367893915 . Hard Cover, Paperback, and Kindle



Hooch-mates Reunion

By George Van Riper

One of my roommates in Vietnam sent me the picture (on opposing page) about two years ago. He asked, "George, what are we doing in this picture?" I wrote back, "Mike we are standing in the Red Rotor Lounge in the back of our hooch. We all have a glass of cognac in hand, or nearby. We all have a cigar in our hand, in our mouth, or nearby. The date was 3 December 1969. We are celebrating the birth of my son Geoffrey Van Riper." Our sixth roommate CPT Ned Beatty took the picture. Ned died five years ago due to complications from exposure to Agent Orange.

Miraculously, from left to right looking at the picture. 1LT Mike Sells, CPT Walt Dickinson, CPT Mike Southerland, CPT George Van Riper, and CPT Marc Wolff are all still living and have reasonable mobility for a group of 76 (Wolff) - 80 (Van Riper) year olds.

The first four in the lineup have been in contact with each other for the last thirty years or so thanks to the internet and the Vietnam Helicopter Pilots Association's roster of thousands of Vietnam pilots. The last member in the picture, Marc Wolff, popped up less than a year ago living in London, England. After a series of video teleconferences, we realized that none of us was getting any younger and if we wanted to join back together, we better do it soon. One man is unable to travel so the other four decided we would come to him in Spokane, Washington on 19 June 2023-two from Texas, one from Oregon, and one from England. The main goal of this reunion was to recreate the original photo of 3 December 1969.

The complication of who would take the

picture was resolved when my son Geoffrey, now age 53 and the reason for the 3 December 69 celebration, volunteered to travel with me and take the new photo of the same group standing in the same order as the original photo. You can see that this worked out very well. We found that we are still a "Band of Brothers". We flew to bad places, did dangerous things, scared the hell out of our crew, our passengers, and ourselves, and laughed about it in the club at night. I am proud to be one of them!

We had a wonderful four days in Spokane staying in a large B&B Walt Dickinson rented for us. It only took a few minutes together and fifty-three years slipped away. Lots of memories of our lives on Ky Ha Heliport, Chu Lai, RVN, a hundred war stories resurfaced. They all began with "hey, do you guys remember...." followed by fits of laughter. Yes, we all remembered!

We were hosted by the CG of Fairchild Air Force Base and given an "in the hangar" review of the much improved, twin-engine UH-1 the Air Force is still flying. We got to climb in (now with some difficulty) and marvel somewhat at the cockpit and gauge displays (GPS and FLIR) that were unfamiliar to us Old Guys. The Air Force officers, and enlisted personnel were gracious hosts. This was followed by a demonstration of Air Force Search-and-Rescue personnel parachuting from the updated UH-1. Just watching we could tell that the 'new Huey' was much stronger than the ones we flew fifty some years earlier. A real testament to Bell's ageless utility helicopter to still be serving today.



One day we spent touring historic downtown Spokane and had a wonderful dinner in the 100-year-old Davenport Hotel's dining room that evening. We traveled to Coeur d'Alene, Idaho on a cool crisp afternoon and took a two-hour cruise of Lake Coeur d'Alene-a beautiful mountain lake.

Sadly, our time together came to an end. However, our last night together we agreed to meet again next year somewhere in the great Northwest. We have all attended many reunions over the years from high school to VHPA but this one was very special to five guys who lived together, flew together, laughed together and sometimes cried together. We are truly a band of brothers.

Marc Wolff is an entire aviation story of his own. Marc left the Army shortly after his tour

in Vietnam and pursued a very successful civilian flying career. He has done or directed fixed wing and helicopter flying stunts in 12 James Bond movies, all the Mission Impossible movies, and most of the Harry Potter movies. Please see marcwolff.com for more. "Shoot to Thrill" is just amazing. Marc gave a one-hour live and video presentation.

INTERESTED IN ADVERTISING IN THE VHPA AVIATOR?

*The Official Newsletter
of the Vietnam Helicopter Pilots Association*

**Prices range from \$135.00 for a quarter-page
to \$475.00 for a full-page, color advertisement.**

*Our staff Graphic Designer will help
design your Aviator ad at no cost,
other price discounts are available.*

Sometimes IT'S easier TO seek Forgiveness THAN ask PERMISSION...

A Change of Mission

By John Wemlinger

None of us are clear on the exact date...it was a long time ago; however, we all agree it was in the spring of 1972, and the war was winding down. It was an open secret the US was withdrawing troops and equipment from Vietnam. The rumor-mill was cranking at full tilt. Captain Jim Crawford and Captain John Wemlinger hadn't been in-country more than three months on their first tours of duty. Both were Huey pilots assigned to the 765th Transportation Battalion, an aviation maintenance outfit located at Vung Tau Army Airfield. The Battalion was supposedly on its way home. As for Crawford and Wemlinger, "hell yes", both were hopeful they'd get a "drop" and sent home early...but well, that was one of those rumors. One day everyone was going home, the next, only those with half their tour completed would catch an "early freedom bird." No one really knew for sure.

Now, for those of you who may never have had the good fortune to visit Vung Tau, RVN during the war, it was the in-country R & R center for American troops and our allies. The rumor...there those pesky things are again...was there was also an NVA/Viet Cong R & R center as well, just north of Vung Tau, at a beach near Long Hai. Australian OH-58 pilots believed they'd flown over it but warned us, "Don't look like you're reaching for anything...no aggressive movements." The Aussies even said they'd waved at the beach's occupants and got waves back. So maybe there was some truth to the rumor. Maybe Vung Tau and its surrounding area was one of those places where enemies agreed to peacefully coexist. Both Crawford and Wemlinger recall Vung Tau Airfield as, "a pretty secure place with only the occasional rocket or mortar coming in more as a gesture to let us know the bad guys were still around."

Jim Crawford was assigned as the battalion's Headquarters & Headquarters Company Commander. Wemlinger was the Shop Platoon Leader, 330th Transportation Company, 765th Transportation Battalion. Crawford recalls, "It was a high over-

cast Saturday when the 'FNG's' (me and Wemlinger) along with a few more well-experienced pilots were about to be pressed into doing something that each knew in their hearts was exactly the right thing to do. Yet, there was an element of risk involved.

"The airfield on that day - It was a weekend, a Saturday I think," as Jim Crawford recalls vaguely. "Was very quiet." He speculates, "Everyone who was coming to the R & R center had apparently already arrived and it didn't seem as though anyone was heading back to their unit. The airfield ops center was empty of waiting passengers. There were no scheduled inbound or outbound flights. There were no test flights underway. There weren't even any aircraft running up on the ramp undergoing maintenance operational checks in preparation for a test flight. In fact, many of the maintenance battalion's assigned soldiers and contractors were likely downtown in the Ville...a place crawling with GI-bar, or at the R & R center's magnificent beach."

Crawford continues, "I was headed over to the Vung Tau Area Command headquarters to discuss some detail of the battalion's stand down when I encountered a Special Forces (SF) Captain driving alone in a jeep. He was in a predicament. He was part of a SF team training Cambodian soldiers at a base camp north of Vung Tau near Long Hai. They were nearly out of 5.56 and 7.62 ammo, and he was sure there were VC in the area, at least two companies worth. He told me support was supposed to come from MACV, but repeated calls for assistance had gone unanswered. Helicopter support was what he needed to get ammo from Long Hai to his team in the boonies. I jumped in the jeep with him, and we proceeded to see who might be around to help. Pilots were the first thing we needed, and we were lucky to find Major Jim Hughes, Captain John Wemlinger, Captain Ray Thraikill, Captain Jerre Kirby, and CW2 Ron Miller."

Hughes is the one who rounded up Jerre Kirby, an experienced Cobra pilot. Kirby says, "I'd been flying the Cobra for 18 months in country. I was tired of it, stressed out. When my unit stood down, a warrant officer in personnel suggested I might



Detachment B-36, Long Hai-1969

Picture provided by John Deacy, US Special Forces, who was assigned to Detachment B-36 based at Long Hai, RVN. Deacy advises the base was known as FANK and its purpose was to recruit, equip, combat train and return Cambodian troops into Cambodia to overthrow their government at the time. B-36 was once commanded by LTC Ole Mize, a Korea War Medal of Honor recipient. Another prominent name in the FANK Program was Major Nestor Pino who was a POW taken by Fidel Castro soldiers during the Bay of Pigs Invasion. The US traded agricultural equipment with Cuba to get Pino and 500 other POW's back to the US.

consider an assignment to the 765th Trans Battalion in Vung Tau. I asked if there was cold beer there? He replied, 'Yes, and a beach.' "I took the job and had been test flying Cobras since my arrival a few months before this mission came up out of nowhere."

CW2 Ron Miller remembers, "I got scarfed up by Thraikill who asked if I'd ever flown gunships. I told him I hadn't to any great extent, but I was checked out in Charlie and Mike models. Thraikill's response was, 'Good enough. Let's go, we've got a job to do.'"

Crawford says, "I found Wemlinger. Once we had pilots, the next obstacle was finding the birds for this mission. There were lots of them around, but most weren't flyable on an operational mission. Remember, we were a maintenance outfit. Jim Hughes proved to be the real help here. He was the Commander of the 330th Trans Company so, he knew what was on the ramp, what was flyable and what was not. It didn't take him long to identify two gunships: a UH-1M and a Cobra. Both were ready for test flight, but Hughes, Thraikill, Kirby and Miller, all experienced pilots, two of them instructor pilots, put their heads together and decided that this mission

would be the test flights for these two birds. Ron Miller recalls the Mike model he and Thraikill would fly had an M16 assembly consisting of 4 M-60 machine guns and the M-157, 7-round rocket pod assembly. The Cobra had likely just received a modification to install a redesigned tail rotor assembly, a major modification, which made its reliability for this mission questionable, but Jim Hughes and Jerre Kirby, who were to pilot it, decided to go ahead. As to guns, none of us can recall exactly what the Cobra had mounted except its miniguns. None of the guns on either gunship were boresighted, but the four pilots of the two gunships decided, in this case, boresighting was overrated. Now, all we needed was a UH-1 to haul the ammo and anything else the SF guys at Long Hai might require. "Without permission, Wemlinger and I commandeered the battalion commanders' aircraft, an H-model Huey. We looked for him briefly, but he wasn't around, neither was the XO, so we just took the damn thing."

With birds, pilots, ammo, etc. figured out, there remained now, just one other niggling issue: experience. The lift ship's crew really was inexperienced for this type of mission. Crawford had more flight hours than Wemlinger. He was checked

out in the UH-1H but was low time in that aircraft. He'd flown the CH-34 at a stateside maintenance depot in a previous assignment. Wemlinger was just out of flight school with fewer than 100 hours in-country and all of that had been on admin/supply runs. These two would be flying the UH-1H. Adding to the experience factor was the lengthening day. Everyone knew at least some of this mission might be at night. Wemlinger recalls, "Jim and I told the other guys that this was something where we lacked experience." But what the hell could we do about it. Time was running out. I told Jim I was willing to give it a go if he was. None of the six of us were going to let these SF guys and their trainees just hang there. For me and Jim Crawford, all we could do was trust our training and the little experience we had and hope the hell we could pull this off.

Execution is Everything

Wemlinger recalls, "Jim and I flew our...or should I say, the battalion commander's H-model to Long Hai, just north of Vung Tau. The approach and landing were routine. There was a slightly elevated landing pad. I don't know if it was just a natural terrain feature or if it had been built up that way. My memory is that it sat above the surrounding terrain two to three feet. We shot our approach to it, shut down and commenced loading the ammo. I can't be sure, but I think that first sortie from Long Hai to the SF base camp also included a few Cambodian troops. We were max load and both Jim and I knew the takeoff might be a bit of a challenge."

Crawford was at the controls and remembers, "I kept pulling pitch and pulling it some more. Wemlinger's eyes and mine were glued on the torque gauge. At 45 pounds, we weren't even light on the skids. We were close to over-torquing our ship as I eased the cyclic forward. I felt her wallow as we slipped over the edge of the landing pad, and I prayed we wouldn't strike the tail rotor on it. Still looking at the torque gauge, we were right at the redline. I'll be honest, I might have over-torqued her a little. I thought, I wouldn't be the first to over-torque an aircraft and I wouldn't be the last. That's the kind of stuff that kept the 765th in business. There was a low fence in front of us, only a couple of hundred feet from the landing pad. I can't tell you the relief I felt when the blades bit into the humid air and we slipped slowly, much more slowly than I was used to, through translational lift. If we cleared that damn fence by a foot, I'd be surprised."

Jim Crawford continues, "The first sortie into the SF training/base camp north of Long Hai was done in the failing light of day, but we could see the LZ clearly enough. We shot the approach directly to the ground because we were so heavily loaded. On the way in, the door gunners got a little overzealous. They wanted to 'light up' the LZ's perimeter. I

told them not to fire unless either me or Wemlinger told them to."

Wemlinger remembers, "We had no idea how many friendlies were down there or where they were exactly. We'd already broken about every rule there ever was. We didn't need to add friendly fire casualties to the list. Jim gave the two door gunners the perfect incentive to obey him. He told them if they fired without our permission, we'd leave them here. We got two quick 'Yes, sirs'...no shots were fired."

Crawford picks the story back up, "We didn't shut down and it didn't take the SF guys and their trainees but a couple of minutes to get us unloaded. Then we evacuated a couple of SF guys and a couple of their Cambodian trainees back to Long Hai where they asked us to sortie again, but our fuel was running a bit low, and dark was closing in on us. We coordinated with the gunships who claimed their fuel was OK. We shut down and as the rotors turned down and I got out of the aircraft, I realized for the first time that I hadn't buckled in. I was sitting on my damned seat belt. So much for using the checklist. We hand-pumped a 55-gallon drum of JP4 into our aircraft's fuel tank. Don't ask me where the hell the fuel came from or how long it had been in that barrel. We needed the fuel."

Wemlinger remembers, "We weren't nearly so heavy on the second sortie. I think we loaded up a few more troops and some rations; nothing compared to the load we hauled the first time. But by now it was dark. I easily picked up to a hover and slid through translational lift, the fence in front of us no longer a concern. The challenge now was finding the base camp and its LZ."

As the two slick pilots talked about this mission nearly 50 years after it happened, both recall the LZ as about the size of a "white-tire area" if the reader can recall those from their flight school days at Fort Wolters and Fort Rucker in the late 60's to early 70's. Jim remembers, "John was flying. We were lights out, not wanting to give the VC that might be in the area any more of a target than our sound. The two of us decided that a high overhead approach was warranted; again, neither of us were concerned with power requirements on this sortie."

Wemlinger shakes his head and remembers, "Jim and I spotted the LZ because someone down there had the presence of mind to cup their hands around the lens of a flashlight and aim it up at us. Once we spotted it, I began the spiraling descent, but in one of the turns I lost the light and couldn't find it again. But good luck was with us; Jim still had it. I relinquished the controls to him, and he completed the landing." Mission Complete; Now What?

Back at Vung Tau Army Airfield after this was all over, we applauded our accomplishment...quietly though because the

list of rules we'd broken this day was long. We hadn't over-torqued the ol' man's aircraft...or at least so little that neither of us decided it required a write up in the aircraft's logbook. Crawford and Wemlinger got a small, humbling taste of what "operational pilots" did every day. We accentuated the positive as the song says, but in hindsight there was plenty of negative that could have played out. The gunships' mini-guns worked flawlessly as their pilots tested them as part of the maintenance test flight. Ron Miller says, "We fired into a tree line identified by the SF guys as 'suspicious'. In those days toward the war's end, the rules of engagement had changed. There were strict controls on "free-fire zones." A crew had to get permission to fire and who knows how the hell long that might have taken on a sleepy Saturday in a war zone where the war was about over. So, we kinda' blew off the permission-thing." He chuckles as he adds, "It was just a test flight."

Jim Crawford and John Wemlinger both recall how close they'd come to the red line on the torque gauge. Both speculate they might have even slightly nudged the needle past it on that first sortie. Jim says, "We could have struck the tail rotor as we wallowed coming off that elevated landing pad or hooked a skid on that damn fence on takeoff during that first sortie. Either of these would have caused a crash. There could

have been casualties. How would that have been explained? I heard the battalion commander, once he got back to Vung Tau and caught wind of what had happened, royally chewed out Jim Hughes."

John Wemlinger remembers Hughes, his company commander. "Jim Hughes never said anything to me about getting his ass chewed. He seemed to me to be the kind of guy, a Mustang, if memory serves me correctly, who'd had his ass-chewed on more than one occasion before, so the battalion commander wasn't getting any fresh meat. More to the point, ass chewing or not, I think Hughes would do the very same thing again if the need would have arisen. He was a soldier's soldier."

Jim Crawford agrees, "Who knows if we saved lives that day? But we sure pitched in to make it more difficult for the bad guys hanging around Long Hai!"

Jim Hughes and Ray Thraikill have gone to their great reward. Crawford, Wemlinger, Miller, and Kirby are spread across the states, but through the internet have been able to communicate and reconstruct that day's events. Wemlinger, who retired a Colonel after 27 years of service, concludes, "I don't think there's any doubt among those of us still alive...we have no regrets...like Jim Hughes, we'd do it all over again and never hesitate."

VHPA 2024 CALENDAR



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The Vietnam Helicopter Pilots Assoc. and Acclaim Press are pleased to present the new VHPA 2024 Calendar, now available for immediate delivery. This is the 31st annual calendar produced by the VHPA.

Each month presents scenes of the men and machines that flew over Southeast Asia, plus detailed captions about what is pictured. * The VHPA Calendar also commemorates the 2,167 helicopter pilots who died or whose bodies were not returned (BNR) from Southeast Asia during the Vietnam Era (1961-75).

Printed in full-color, this 16x11-inch (BIG) wall calendar is the perfect gift for all VHPA members and their families. **Only \$15.95!** (plus shipping & Missouri state taxes if applicable).

*Have photos for future calendars? Contact VHPA HQ and ask for Mike Law.





WELCOME HOME

National Vietnam Veterans Day Parade

WAIKIKI, HAWAII

**FRIDAY, MARCH 29, 2024
6:00 PM KALAKAUA AVENUE**



To all who served in Vietnam we thank you for your service and your sacrifice. We welcome you home each year with a parade in your honor. The National Vietnam Veterans Day Parade takes place each March 29th to pay tribute to those who served our nation for the cause of freedom and liberty.

Vietnam Veterans and Military Families are invited to attend.
Join us in this Historic Program!

For additional information:
www.VietnamVeteransParade.org
800.626.8590, ext 117
teina@historicprograms.org

LETTERS TO THE EDITOR

INFORMATION ABOUT FUTURE AIR TRAVEL.

Starting in May 2025 US air travel requires additional ID, one of the below:

1. Enhanced driver license/ID card
2. U.S. or foreign passport
3. U.S. Military ID
4. U.S. Citizenship and Immigration Services Employment Card (I-766)
5. Federally recognized tribal-issued photo
6. Permanent resident card

Tom Hirschler

A/C identification leaves something to be desired as they called it a UH1B.

I was also interested to read that they used the helo in ops in the West-South Battlefield between 75- 81. What war is that? Invasion Cambodia?

Cheers, Ray Godfrey L16669



Ray, maybe one of our readers can respond to that question ~ Ed.

VETERANS' MEMORABILIA:

BG (Retired) Neal Sealock and I turned over a Cobra tail rotor blade to a local TV personality this morning that will be used in a new Viet Nam memorial display at the Veterans Center in the Spokane



Valley. The display is planned to be done in time for this year's Veterans Day celebration.

Jerry Mellick

HITOM

I Just read the story on the USAF SOS. Great Story! My son just got back from Da Nang with some photos from their War Museum. Lo and behold there were some photos of a Huey which could be one of those in the article.

Below are 2 pics. The plaque showed that their



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WRITERS PANEL REPORT: SAN ANTONIO 2023

By Tom Morrissey

Some very good news to report from San Antonio: I am happy to report that the US flag is still flying over the Alamo... and that both VHPA Author / Writer sessions were very well attended. Following a couple of years surrounding the dreaded COVID debacle, during which time we did not meet, I now offer my wholehearted thanks to all those in attendance.

Discussions during our two sessions were far reaching. Topics included working with and selecting editors and publishers, writing tips and good old "writer's block," and then plagiarism! Now there is a heated and timely topic!

Plagiarism is an issue that violates the importance of our mission. If we don't articulate our stories, who will? A plagiarist? With all off the electronic publishing options available to anyone who decides to use one, author's rights are on the line more than ever.

Phil Marshall, an author with dozens of his works stolen, can address this issue from real world experience. I, myself, have had numerous works "plagiarized" (my photographic work) and the uphill battle to correct this wrong is... well a hill I have until now chosen not to die on. Things are different now and we are obviously no longer in Kansas.

I had asked VHPA Author Phil Marshall to address this growing problem of plagiarism at one of our sessions after having read his piece in the January/February 2023 issue of the Aviator. Needless to say, with the advent of AI software and apps that can write (and rewrite) an entire book at the drop of a hat, everyone there was bolted to the conversation. Several others in attendance also had

experienced plagiarized works with entire books being illegally stolen and republished, often with no author's credit included, much less the real author's name.

One such case in particular is Anne Weatherill who brought with her a copy of an autobiographical account co-authored by her and her husband, James V Weatherill, a CH-47 Chinook helicopter pilot: *The Blades Carry Me: Inside the Helicopter War in Vietnam*. Their book had

been stolen and republished with a Soviet "Hind" helicopter of all things on the cover. "Welcome home" folks... Again, and nobody seems to be looking out for authors that's for sure.

We are looking forward to another great series of meetings in Reno next year and plan to host a forum in which some of our author members will present readings from

their works, address the importance of the written word when it comes to preserving our legacy and display the many talents we have acquired since flying missions in SE Asia. More on this as we near 2024!

But for now, if you attended the 2023 session (or wish you had) send me your email address so we can create a database. I hope to create a way for us to stay in touch. Don't worry, I won't use AI.

Many in attendance had very good and meaningful knowledge and information to report and share while most others had excellent questions and points to raise. Unfortunately, we did not have a professional stenographer on hand or ChatGPT to jot it all down.

*So, emailing me will help
make this conversation ongoing...*

Email me at pilotaauthor@gmail.com
Tom Morrissey
Warlord 23
117th AHC



Connecting the past with the present ~ VHPA Reunion welcomes Gold Star Families

The families of fallen aviators who attended the 2023 VHPA Reunion came for many reasons. Some were first-timers seeking answers, hoping for a chance to meet the buddies their loved one left behind. Others have come before and developed close bonds; to them it's like a "family reunion." The common thread is the love and support shown by VHPA members, who know that if things had been different, their families might be the ones seeking knowledge and healing.

Since 2005, the Gold Star Family Breakfast has brought together Vietnam aviators and Gold Star families to honor our fallen. For the families, standing up during the Breakfast to share a few precious memories about the person they lost is an opportunity 50 years overdue. For the VHPA members and their families, it's another perspective on the war that changed us all.



These families of fallen aviators honored their loved ones, and all of us, by their presence this year:

Linda & Wade Minor, sister & brother-in-law of 1LT George "Skip" Barsom, D/229 AHB 1 CAV

Holly & Larry Field, daughter & son-in-law of MAJ Charles Jones, 335 AHC

Judie Rueppel, spouse, Ron Rueppel, son & Chance Rueppel, grandson of 1LT Ronald Rueppel, B/7/1 CAV

Daryl Cargile, brother of 1LT Claude Cargile, A/123 AVN 23 INF

Julie Kink & Mike Sprayberry, sister & brother-in-law of WO David Kink, C/1/9 CAV

Steve & Gena Seddig, son & daughter-in-law, James, Jase & Evy Seddig, grandchildren of WO Walter Seddig, HHC/2 BDE 1 CAV

Susan & Mike Jimison, sister & brother-in-law of CWO Mark Clotfelter, 361 AVN CO

Tambria Leonard, daughter of CW2 Marvin Leonard, C/159 ASHB 101 ABN

MaryJane & Jimmie Moczygemba, sister & brother-in-law, Dan Stanush, brother of WO Thomas Stanush, HHC 326 MED

Frank Platt, cousin of CW3 John Hummel, B/7/1 CAV

Donetta Goodall, widow & Karen Poole, daughter of CPT Otha Poole, 45 MED

Linda Moreau, sister of CW2 Mickey Wilson, 62 CAC 11 CAG

Dick James, brother, Kristie & Martin Whitaker, granddaughter & husband, WO1 Kenneth James, B/1/9 CAV

Darlene Cooper, spouse & her husband Tom, CPT Hershel Rogers, C/3/17 CAV

Jeanne Harder & Janis Sierra, sisters of WO James Zeimet, 283 MED DET



In addition, these VHPA members who are also Gold Star families attended:



Bob Fladry, brother of SGT Leroy Fladry,
C CO 4 BN 503 INF 173 ABN

Mike Ledbetter, brother of HN James
Ledbetter, H&S CO 2 BN 3 MAR

John Powell, cousin of SP4 Paul Fouche,
A CO 1 BN 8 CAV

Larry & Carolyn Schmidt, brother & sis-
ter-in-law of WO Mark Schmidt, D/3/4
CAV

Tim Vreeman, brother of LCPL David
Knox, D CO 1 BN 26 MAR



If you have memories of any of these men that you would like to share with their family, let me know and I will put you in touch with them.

Thank you to all the VHPA members and their families who came to the Gold Star Family Breakfast to support us; to every VHPA member who generously contributed sponsorships to make the Breakfast possible; to VHPA leaders Don LeMaster, John Powell, and Art Jacobs for faithful support; to HQ staff Sherry Rodgers, Ashley Bird, Anne Swenson and Madison Becker; to VHPA members Jim McLaugh-

lin, Jim Crigler, Mike Sheuerman, Mike Law, Jerry Mellick and Gary Rossomme; and to the Marriott staff for accommodating us so beautifully.

See you in Reno!

Julie Kink
sister of WO David Kink C/1/9 CAV
VHPA Honorary Member #3
kink100@att.net
651-206-2542



The Alamo and Daniel Boone.



Col Doug Moore, Wife Debbie & friends Fredericksburg Winery Tour #1.



Don Agren & friends Fredericksburg Winery tour # 1.



Welcome Reception and Folklore Show.



All Helicopter Pilots Must Be Accompanied By An Adult.



Quilts on Display in Vendor room.



Devils River Whiskey Saloon at Tejas Rodeo Bulverde, Tx.



Spouse/Guest Bingo.



Tower of the Americas.



"Lefty" Frizzel's cousin Thomas with Angie Agren.



River Cruise.



Hotel display.



Stargazer Statue from river cruise.



River Cruise.

Highlights from the 40th VHPA Reunion *in San Antonio, Tx ~*

Reunion photos provided by Angelia Agren, wife of Life Member Donald Agren.



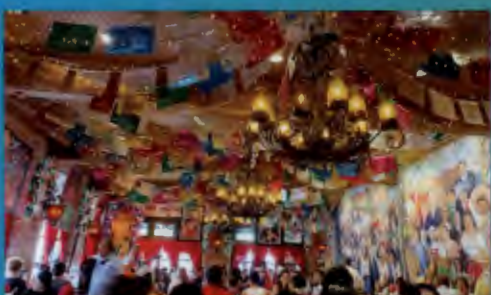
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Registration Room.



Mi Tierra Cafe & Panaderia



Tejas Rodeo.



Four EMUs - L to R Bill Baker (Emu 16). Aaron Ault (Emu 24), Don Agren (Emu 10), Jack Bradley (Emu 14).



Torch Of Friendship Sculpture.



Tejas Rodeo.



Tejas Rodeo.



Tejas Rodeo.



Tejas Rodeo.

VETERAN'S QUILT PRESENTATION AND QUILTER'S SHOW AND TELL

I'd like to thank everyone who made the Presentation possible; the VHPA Committee, Headquarters staff, the selected veterans, quilters and those who attended the Presentation.

At the Gold Star Breakfast, I had the pleasure of presenting Julie Kink with a quilt. The inscription on the label read, "In Memory of WO David R Kink -



Julie Kink.



CPT Danny Buda.

C/1/9 CAV Presented to: Julie Kink, In recognition of your service as our Gold Star Family Coordinator we are truly grateful for your ongoing effort to unite the families of our fallen brothers. Presented by the Pilots, Ladies and Quilters of VHPA. Pieced by Kathleen Sherfey, Quilted by Roslyn Atwood 2023."

I was glad to see so many attendees at the presentation. This year we had a change to our normal program. Following the presentation to our randomly selected aviators, Roselyn Atwood and I presented our husbands, (Walt and Ken) with personalized Quilts. These two quilts were not part of the random selection process but pieced and quilted specifically for our husbands. I encourage any quilter interested in presenting a quilt to their husband at the reunion, to contact me so we can coordinate your presentation. This year the aviators ran-

domly selected to receive Veteran's Quilts were: WO 1 Arthur S Fantroy, COL Daniel T Madish, CW2 Lyle E Borders, WO1 Thomas E Seybold, CPT SL Robertson III, CW4 Thomas "Tom" A Hirschler, Cpt Danny Buda.

Each year in the vendors room, I receive questions concerning the selection process for veterans receiving a quilt. Headquarters prepares a random generated list (computer program written by Mike Law) based on the total number of registered aviators on a designated cut-off date. Next year, the cut-off date will be around 1 April 2024; therefore, if you want to be eligible for selection, you must register for the reunion before the cut-off.

Quilters Show and Tell followed the presentation with the ladies displaying items they made, i.e., blocks for next year, on-going projects, and a few quilt tops. We were especially happy to have Julie Kink visit the Show

and Tell to meet the quilters.

A quilter's job is never finished, there is always one more block, quilt top, or quilt to make.

See you in Reno next year.

**Kathleen Sherfey
Quilt Coordinator**



Left to right WO1 Arthur S Fantroy, COL Daniel T Madish, LTC Kenneth L Sherfey, CW2 Lyle E Borders, WO1 Thomas E Seybold, CPT SL Robertson III, CW4 Thomas, "Tom", A Hirschler, MAJ Walter W, "Walt", Atwood.

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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

What a fantastic time we had at the reunion. A bunch of the Alamo Chapter guys and gals had four wonderful days renewing old friendships, making new friends, and enjoying just being around like-minded folks. I must add that several of Alamo Chapter folks and a couple of other VHPAers were reunion volunteers working at the Preregistration Desk, the Welcome Desk, helping national staff load buses, and assisting in any other area that was needed.



June Luncheon.



Larry Robertson receiving his quilt.



Don Dean and Larry Robertson.



Army Residence Community.



At the Reunion Banquet.

VHPA CHAPTER ACTIVITIES

Many thanks to all the volunteers and to Ron Spearman for coordinating the effort. A special thanks to Janet-Anne Boykin and other Alamo ladies for obtaining and placing the beautiful yellow rose of Texas center pieces on the banquet tables.

The VHPA ladies and guys had separate luncheons in June with nothing planned in July, reunion prep taking precedence. We will meet on August 22. If you're in the area, please join us. Give us a call or send an email for specifics. It continues to be extremely hot and humid in south central Texas, so plan accordingly.

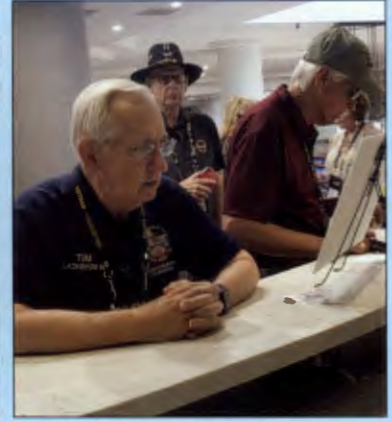
The chapter continues support of the Huey 369 project and the Vietnam Archives Project at Texas Tech.



Marty Nelson at the Welcome Desk.



Mike Clark and Dean Resch.



Tim Worley at the Welcome Desk.

The chapter is alive, well, and active. President Chip Brown continues to lead the chapter with plans of some future activities to be scheduled.

Visit us at our web site: <http://vhpa-alamo.com/> for more information about the Alamo Chapter.

Until next time, stay happy and healthy.

Mike Clark
Chapter Secretary

AMERICAN HUEY 369 CHAPTER

For this issue of the Aviator, the American Huey 369 Chapter would like to present the history of the second Vietnam Huey that we restored to flight...another Huey we acquired that we were told could never be returned to flight; UH-1D/H 63-8803.

1964 - Delivered to the U.S. Army Fort Benning, GA.

1965 - Arrived in Vietnam September 1965, 1st Cav., 15th Med. BN. (APO 96490). Flew as a Medevac Air Ambulance for the first two years in Vietnam. It flew in the Battle of the Ia Drang.

1967 - Transferred to Soc Trang, to the 336th Assault Helicopter Company (Warriors and T-Birds) "Warrior 11" flew as a slick.

1968 - On March 8, 1968, crash landed in a burning LZ, skids ripped off, A.C. shut down, restarted and flown 45 minutes back to Soc Trang and landed on sandbags. Later that month, 803/Warrior 11 would be shipped back to ARADMAC, N.A.S., Corpus Christie, Texas, for complete overhaul repairs and inspections (completed September 13, 1968).

1969 - Transferred back to Fort Benning, Georgia.

1972 - Converted from a D model to an H model



1976 - Transferred back to AASF1 MA (Otis ANGB) where she would fly for the next 18 years in the Massachusetts Army National Guard. We thank all the men and women who spent 18 years maintaining and flying her. Honorably we mention; Bruce Martin, A. Tavilla, David Karakeian, Richard R. Mogeau, Richard Lothrop, Larry Mayer, Anthony Mimmo, David A. Carvalho, James D. McCabe, Henry W. Brilliant, Andy Chamarro and many more!

1995 - Retired by the Army, she was released to the state of New York GSA and was transferred to the Bur-gard Vocational High School in Buffalo, New York. Principal Thomas P. Kopera, Congressman John LeFalce, his daughter, and her husband Michael Barnes (instructor), would be responsible for 803's acquisition and future care. Eight years later, this rich in history Huey would be donated to the Niagara Aerospace Museum, Niagara Falls, New York.

2005 - Thanks to Mr. Raymond T. O'Keefe (Executive Director of Niagara Aerospace Museum) and his committed board members, this great Icon, this three-year Vietnam Veteran Huey, this Medevac 1st Cav-15th Med BN/336th AHC Warrior 11, this 18-year MA AANG Iroquois would be donated and rescued from the outdoors by the members of American Huey 369.

VHPA CHAPTER ACTIVITIES

2005 - 2007 Restored as a static display and trailered to various Vietnam Veterans events, 803/Warrior 11 would give thousands of Veterans/Patriots the opportunity to see, touch and sit in her sacred airframe.

IMPORTANT - After achieving our goal of the restoration of 369 back to flight, the decision was made in October 2007 to restore 803/Warrior 11 back to flight as well. Your membership/donations helped guarantee this monumental task!

2007 - 2009 After 18 months and several work weekends, 803/Warrior 11 would take to the skies again! On July 16th, 2009, 803/Warrior 11 completed its ground and flight M.O.C.'s (maintenance operation checks) at the hands of Mr. Paul Wheeler, our own Vietnam Army Maintenance check pilot. This monumental task was made possible by our Veterans, members, donors, sponsors, and our very experienced maintenance personnel.

On July 17th, 2009, 803/Warrior 11 would join American Huey 369 in their first official formation flight to Thunder Over Michigan at the Willow Run Airport in Belleville, Michigan. Both aircraft will educate future generations for years to come!

We are continuing the effort to construct the National American Huey History Museum, we are almost home!



803/Warrior 11.

The Museum is expected to be completed next year, but we still need the funds to complete it. Please consider a donation in any amount, but a minimum donation of \$1000.00 will get your name in bronze on a 7+ foot plaque at the main entrance of the museum. "This history matters" says former Marine Captain John Walker, co-founder of the Organization and CH-53 driver. If we don't build it, no one else will, not even Bell Helicopter!

Phil Marshall

GEORGIA CHAPTER

Once again, our Chapter was fairly busy during these last two months.



We sat 31 to table on 18 July at our every other month Luncheon at Dunwoody Methodist. Superb BBQ from The Smoke House in Marietta was enjoyed by all.



Our featured speaker was Dr. Dan Schrage.

A retired COL, SES, Professor and West Point Grad (class of '67), Dan is a decorated Army Aviator earning a DFC. As a lift ship and gunship platoon leader for the 162nd AHC out of Can Tho and as the S3 for the 13th CAB out of Soc Trang in 1970-71, he is uniquely qualified to speak to Veteran Aviators about his Air Mission commander and flight time during the invasion of Cambodia.

The central theme of his talk was "Extended Use of Strategic Air-Mobility in Cambodia Could Have Won The Vietnam War in 1970". His recently published first novel capsulizes the 1970 invasion of Cambodia.

VHPA CHAPTER ACTIVITIES

Several of our members were directly involved in that campaign.



Dan has a MS in Aerospace Engineering from Georgia Institute of Technology, earned a MA in Business Admin and a DSc in Mechanical Engineering from Washington U in St. Louis while working for AVSCOM and AVRADCOM on the AH-1's, the AH64 Apache, the CH47D Modernization, the OH-58 Kiowa and the UH-60 Black Hawk. As the AVRADCOM SES Technical Director, he oversaw the Army Aviation R&D Program from 1981 – 1984 and led the LHX Concept Formulation which led to the Comanche Program. He then left AVRADCOM/AVSCOM to become Professor and Director of the Rotorcraft Center of Excellence (RCOE) at Georgia Tech and was there for 35 years.

Feel free to contact Dr. Schrage at daniel.schrage@ae.gatech.edu.

Charles Bayless gave us a comprehensive report on the P.A.C.T. Act



This is very important information for all Veterans and here is Chuck's summary:

P.A.C.T. Act

Promise to Address Comprehensive Toxins Act of August 2022.

This is a new law that expands benefits to Veterans exposed to Burn Pits, Agent Orange and other toxic substances.

Why is it important? It greatly expands the list of benefits available to all of us.

Now Vietnam veterans are automatically presumed to have been exposed to herbicides during their service and are qualified for certain VA benefits. Besides the old list of Leukemias, Parkinson's Disease, and Prostate cancer. Now they've added Hypertension, Diabetes Mellitus Type 2, Peripheral Neuropathy- Early Onset, Bladder cancer and at least a half dozen more.

What does it mean to me? Now you've got a better chance of receiving benefits. And do it for your family.

What should I do about it – file a claim! (Claims after August 14 will not have retroactive benefits.) Gather up any medical records – if you have any - to support the ailments you have.

Take your DD 214 and visit your nearest DAV office – Disabled American Veterans.

There is a DAV office in every county.

It's a non-profit, it's all volunteers. They know their business. They are all veterans. Mostly experienced NCOs. Usually, open two days a week. You can make an appointment. They will actually fill out a claim form for you, with your guidance. (Form 21-526EZ). They will send it off for you.

What will it cost? NOTHING!

Cobb Veterans Memorial Status



We only owe \$500 toward our commitment!

VHPA CHAPTER ACTIVITIES

Chapter Expansion Ideas were discussed.

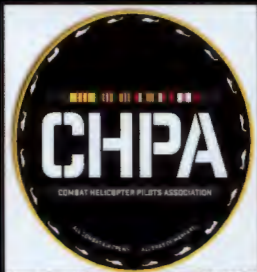
- Assumption: Participation Wanes, Time is Short
 - Membership 90 Aviators
 - VHPA Georgia Members – 460
 - Savannah – Ft. Stuart
 - Columbus – Ft. Benning
- We are forming a Task Force to study Membership Expansion.

Veterans Day Parade

- Making progress on the UH1 but not there yet. We will not abandon this quest; it just needs focus!

VHPA Reunion

A Great time had by all!



We're heading to Fort Worth TX, 5-8 October!

- The CHPA annual conference and business meeting will be held in historic downtown Fort Worth.
- 5-8 October 2023
- Hotel and registration info will be posted soon to the CHPA website and Facebook pages.
- www.chpa-us.org
- See you in Cowtown!

VHPA CHAPTER ACTIVITIES



NORTH ALABAMA CHAPTER

The NAVHPA held our June meeting on June 13th at Johnny and Darlene Pursor's "biker bar." (Darlene is our "esteemed" Secretary, Sam Maki's sister-in-law.) This is the third time we have had a function at their property in Ardmore, AL. The Pursers have a great bar, capable of easily seating our 45 attendees at tables made from whiskey barrels. Our event consisted of a social hour, a short business meeting, lunch and a cornhole tournament. The Lunch was catered fried chicken and fried fish with potluck "southern" side dishes. No one left hungry! We had six cornhole games set up. Many of us enjoyed playing for one of the "coveted" Dollar Store trophies. Others watched, relaxed, and visited under "easy-up" canopies. The weather was perfect, the food was great and the cornhole was fun.

NAVHPA Honorary member Julie Kink, sister of WO David Kink C/1/9 CAV KIA 8-3-1969, writes the following about her recent trip to Vietnam:

"My husband Mike Sprayberry and I went to Vietnam in June (my 6th, his 8th trip back). Along with us: VHPA president John Powell and historian Bob Hesselbein, VHPA Past President Don Lemaster and his wife Nina, Gold Star sister Susan Jimison (sister of CW2 Mark Clotfelter 361 AVN) and her husband Mike Jimison (361 Pink Panthers), Chuck Kinnie (B/1/9 CAV) and his daughter Karen, Mike Kelly (187 AHC) and his wife Melodee, and Ron Dudek and Kenny Fuller, our USMC contingent. Our trip took us from Saigon to Hanoi including some tourist "must-sees" as well as several old fire bases, airfields, more-and-less-known sites - Phuoc Vinh, Song Be, Cu Chi, Quan Loi, Tay Ninh, Pleiku, Khe Sanh, Hue, Danang, Quang Tri. A side trip for a few to the A Shau Valley revealed that A Luoi now has two stop lights! In the cities and countryside, people are friendly and eager to practice their English; veterans always want to shake hands and take pictures with their former adversaries; signs of westernization are everywhere. We remembered those who lost their lives there, including Susan's brother Mark and my brother David, and so many others. Vietnam is at peace now."

On July 8th, Julie Kink, along with Rick Davis and Marshall Eubanks attended the Morgan County Gold Star Families Memorial Monument (GSFMM) dedication located in Decatur, AL. The Monument sponsor, Vets Like Us, is a nonprofit veterans advoca-



The Pursor's "biker bar", where we had lunch in June.



Marshall Eubanks presents Johnny and Darlene Pursor with NAVHPA Certificate of Appreciation while Sam Maki prepares cornhole trophies.



Bob and Mary Stewart warm up for the cornhole tournament.

cy and outreach organization dedicated to helping ensure that veterans are receiving the benefits, service and support they deserve. Part of the dedication program consisted of several Gold Star family members talking about their loved one and the reading of the 196 service members from Morgan County who lost their lives while serving our country – from World War I through today. These Monuments are the inspiration of CWO4 Hershel Woody Williams, a World War II Medal of Honor recipient. This is the

VHPA CHAPTER ACTIVITIES

second GSFMM to be dedicated in Alabama.

We have a dedicated page on Facebook. You can see it by searching for "North Alabama VHPA" in the search bar in Facebook. See what we are doing.

The North Alabama Chapter meets in Huntsville, on the 2nd Tuesday of most months at 4:30 PM (1630) at the Huntsville Country Club. Stop in when you get a chance. If you live in the North Alabama and Middle Tennessee areas, we want you to join our chapter. You can contact us at navhpa@gmail.com or through the Facebook page. Come on out!! We know all those war stories need to get out of your system. We need to hear new ones.

Ralph Weber



Julie Kink at War Remnants Museum in Ho Chi Minh City (Saigon) Vietnam.



Marshall Eubanks, Julie Kink and Rick Davis at Morgan County GSFMM Dedication.



NAVHPA members, spouses and guests watch the cornhole competition.



Mike Sprayberry and Julie Kink at NVA T-54 tank in Kontum, Vietnam.

VHPA CHAPTER ACTIVITIES

NORTH CAROLINA CHAPTER



NC VHPA continued its 2023 display season by supporting two worthy activities in June and July. The first event, a balloon festival sponsored by First Fruit Farms in Louisburg, North Carolina, was originally scheduled for the Memorial Day weekend, but due to forecast severe weather (which turned out to be accurate) the festival commenced the following weekend on June 3rd and 4th. The festival serves to honor the fallen and is personal for the farm owner, former NFL player Jason Brown. Brown comes from a Gold Star family, losing his brother, Lunsford, to a mortar attack while serving as an Army Intelligence Officer in Afghanistan in 2003. "His service convinced me to my core as to what more can I do to make a difference and to give back," Brown said. "And I just want to honor his memory and his legacy, and definitely honor everyone else for all the Gold Star families."

NC VHPA participated with three helicopters, a UH-1H slick, an OH-58A, and a UH-1M gunship. All three helicopters were open for viewers. From infants to seniors, long lines of festival-goers waited at every helicopter to climb into the pilots' seats and learn from combat helicopter pilots about flying during the Vietnam War.

This was the second time NC VHPA has supported Jason Brown and his First Fruit Farm endeavor. Brown, a former NFL lineman who had signed a \$37.5 million contract at the age of 26, says he felt a calling to live a life of service after his lucrative professional football career. Brown returned to his roots in North Carolina, becoming a farmer who helps to feed the hungry and now uses his land as a place to remember those who made the ultimate sacrifice. "There are some somber moments, of course, we're going to have the field of flags, you know, times where we can just sit, be at peace, calm and have reflection," Brown said. "But also, you know, to celebrate life, to celebrate the freedoms that they fought for that we're able to have right now." (Attributed to Amber Rupinta, reporter at WTVD, Channel 11)



Balloons preparing to ascend at the First Fruit Farms Balloon Festival in Louisburg, NC, June 3, 2023.



Festival-go-ers wait to, "take a ride," in NC VHPA helicopters at the First Fruit Farms Balloon Fest.



Festival-goers wait to, "take a ride" in NC VHPA helicopters at the First Fruit Farms Balloon Fest.



NC VHPA attendees participating in the First Fruit Farms Balloon Festival. At left from back to front: Ben Gay, Brock Nicholson, Jerry Seago and Barbara Seago. At right from back to front: Jerry Phelps, Phil Keith, Colleen Nicholson and Janet Gay.

VHPA CHAPTER ACTIVITIES

While some NC VHPA members journeyed to San Antonio for the VHPA Reunion, and others celebrated Independence Day in their hometowns, Phil Keith and Bill Doran went to Southport, NC with the OH-58 and UH-1M and joined Rick Mitchell, another NC VHPAer who flew OH-6s with an air cav unit, for that city's Fourth of July Festival. The history of Southport's Fourth of July celebration was first recorded in a newspaper in 1795, 228 years ago, and in 1972 Southport was incorporated as the North Carolina 4th of July Festival. This days-long, patriotic event draws 40,000 to 50,000 people each year. Included with the traditional public reading of the Declaration of Independence (each day of the festival), voter registration (also each day) and veteran recognition was a naturalization ceremony to welcome 60 new citizens to this Great Country.

The weather was sunny and hot during the festival with temperatures in the high 90s (rather like a "balmy Spring day" for those of you in the Southwest U.S.). Rick Mitchell, one of the military/government liaisons for the festival committee, advised Bill and Phil before they arrived in Southport, "No shade in display area, but hopefully some of our famous Salubrious Breezes." And, as their display site was at the mouth of the Cape Fear River, they and all the other festival attendees took full advantage of whatever breeze came off the Atlantic Ocean.

One Southport resident, former Mike-model pilot, and visitor to the display was Don Sellers, who related he got a Broken Wing when he lost a tail rotor blade, and then the 90-degree gearbox, and managed to get it down without further damage or injury to anyone. He went on to fly 767's, but sitting in the Mike-model again was a thrill.

On the final day of the festival, Bill, Phil, Rick and the two helicopters were a well-received part of Southport's Fourth of July parade. Following the festival, Rick Mitchell made the following comments to Jerry Seago (who coordinated the display with Rick), Phil Keith and Bill Doran, "My impression of the people who visited was that the helicopters were a hit and we did not lack visitors. Others I talked to after the festival liked that they were in the parade. Thanks to you and NC VHPA members for all the sweat and real equity you have put in over the years to create this wonderful living pieces of history."

Contributed by:

Ben Gay, Phil Keith, Bill Dorn, Rick Mitchell and Vic Rose



A few of the many visitors to the NC VHPA display in Southport, NC.



Bill Dorn and Phil Keith relax for a few moments at the Southport, NC Fourth of July Festival.



Rick Mitchell (in cav hat) explaining the operation of a Huey gunship to visitors.



UH-1M Gunship in the Southport, NC Fourth of July Festival parade.

VHPA CHAPTER ACTIVITIES

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

We held Chapter Officer Elections at our July meeting at the American Legion Post #1. The current officers were re-elected, No surprise there. Dale House, President; Bill Bates, Vice- President; Doug Neil Secretary; Jim McNamee, Treasurer. Incidentally, Bill Bates is also Treasurer for the Veterans Museum in Broomfield, CO. So, his plate is fairly full.

We recently received a call from Tom Yagley, Post Commander, of The American Legion Post #1. He explained that he had received a request for a Vietnam helicopter crewmember to attend a funeral of a Vietnam Veteran, and could we help. It turns out that Veteran was Frank Byron Glenn, who had served in Vietnam as a Door Gunner. His Grandson, Evan Glenn, an active duty Chief Petty Officer in the Navy, wanted to talk to a Vietnam helicopter crew member to get a sense of what his Grandfather had done and been through while serving in Vietnam. As is in many cases, Frank Glenn didn't talk much of where he had been, what he did, or what he had seen during his tour. Chapter member Don Kent volunteered to go to the funeral services, which was held at Frank's daughter's (Melissa) home in Lakewood, CO. Don explained to Evan what role a Door Gunner played as a crewmember on a Combat Helicopter in Vietnam. Also,



Evan Glenn (left), Grandson of the late Frank Byron Glenn, and Chapter Member Don Kent (right).

that a Door Gunner is a volunteer position (no MOS assigned). Don also coached Evan on the presentation etiquette of the burial flag, who in turn presented the flag to his Grandmother. Don gave Evan one of our Chapter Challenge Coins and told him he could be proud of his Grandfathers Service and Sacrifice.

We are planning our next Museum event for the Rocky Mountain Airport and I will report on that in the next issue of the Aviator. Teaser: We will have an OH-13 owned by member Rich Norloff for a static display at this event.

We normally hold meetings once a month, on the third Wednesday, at 10:00 hours at the American Legion Post #1, I-25 and Yale Avenue. Visit our Web site at www.RMCVHPA.com for any

updates. 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

Stay Safe, and above all, Stay Happy.

Dale House
President

SOUTH MISSOURI CHAPTER

On June 22, the South Missouri Chapter held a quarterly meeting at the Missouri National Guard Aviation Logistics Facility and AVCRAD at the Springfield airport. It was a joint meeting which included the Employer Support of the Guard and Reserve (ESGR) and the local Chapter of the Military Officers Association of America. We were welcomed by MAJ Jeff Godfrey, the AVCRAD Shop Supervisor, who gave us a detailed briefing on the functions of the recently completed Facility which provides Blackhawk and Chinook maintenance services to Guard Aviation units in 14 regional States. The facility is one of only four across the Country. It assures a high level



of Aviation readiness, saves the Guard millions of dollars, and contributes \$23 million dollars annually to the local economy.

The program began with the presentation of awards to 10 local employers for their outstanding support of a Guard or Reserve service member in their employ. ESGR has been supporting service members for over 50 years which has resulted in a significant improvement in employer support for their employees who may have need for unscheduled training during normal working hours and/or, occasionally, deployment.

The meeting gave me the opportunity to introduce VHPA to the 75 people in attendance and to explain that we are dedicated to enhancing the

VHPA CHAPTER ACTIVITIES

esprit-de-corps and traditions of valor of rotary wing aircrews that flew in Southeast Asia during the Vietnam era. I also told them of the monument in Arlington Cemetery dedicated to the over 4,700 helicopter crew members lost during the conflict.

We enjoyed a very good barbecue lunch followed by a tour of the main facility where we found Blackhawks and Chinooks, in various stages of disassembly. The facility has a state-of-the-art shop for inspection and repair of rotor blades; a modern washing, stripping, and painting shop; a wiring harness assembly department for both helicopters and a shop that disassembles, inspects/repairs and reassembles Blackhawk hoist units. All were amazed at what they do there and our pilots, in particular, were very glad to be around and on helicopters again. At least eight of our Chapter members worked there or flew in and out of the facility over the course of their careers in the Missouri Guard.

Next, MAJ Godfrey made it possible for us and our spouses to have a ride on a Blackhawk, which for most of us was the first time on that amazing helicopter. No more round dials; technology has taken over. Needless to say, there were many smiles as we got off the helicopter. The memories came flooding back with a whiff of turbine exhaust.

Many thanks to MAJ Godfrey, his entire staff, and the Missouri Army Guard for their support for this event.

Chuck Guy
Chapter President



At the lunch table are, from left to right: Mike Boren, Ed Grabowski, Lyle Horner, Ken Sherfey, Ron Clifton and Ralph McClurg.



In the line to the Blackhawk the last one in line is Dick Elgin.



VHPA CHAPTER ACTIVITIES

UPPER MIDWEST CHAPTER

I am sad to report that LTC Bert Leach passed away during July. Bert was a founding member of our chapter and was a true gentleman. He had an exemplary career as a test pilot, establishing several helicopter records, serving on the OH6 test and acceptance board, representing the US at the Paris Air Show, being a Soc Trang Tiger and an all around great guy. He will be missed by all of us who knew him.

A few of us participated in the Memorial event in Woodbury MN. It was a well-attended event and when they fired the Howitzer there were quite a few surprised shrieks from the audience. There were displays of antique equipment, a couple of WW II Harleys, a model submarine, and quite a few antique veterans like me. The static display Huey was there and was a big hit as usual.

On July 15th, there was a Viet Nam welcome home at the High Ground Memorial in Neilsville, Wisconsin. Only one chapter member attended however. The static display Huey and a flyable Huey were there for the event.

On July 20th, the Chapter hosted a picnic/ cook-out for about 40 veterans living at the Minnesota Veterans Home in Minneapolis. This is our second time doing this and it was a lot of fun. We got to socialize with some of the residents and with our 10 Chapter members who participated. We couldn't have done it without the tremendous staff of the home who made most of the arrangements and gave us the direction we needed. One of our Chapter members is a resident that some of us hadn't seen for a couple of years so we got a chance to catch up with him as well.



Left to Right- Jim Bankston, Rick Erlandson, Bob Rohlfson, Mike Nelson, Lloyd Enos, Dave Larson, Terry Branham, Don Abrams, Tim Callister, Ed Specht (seated).

Don Abrams
Chapter President

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.

Book Reviews

by Phil Marshall

Phil Marshall, is a Life Member and was President of the VHPA in 1994. He flew Dustoff in 1969 in Northern I Corps and he is also a Life Member of American Huey 369. He has authored over 25 books to include 19 books documenting the rescue missions that we all flew in Vietnam.

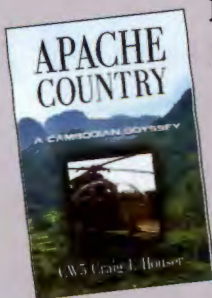


"Apache Country, A Cambodian Odyssey" by CW5 Craig J. Houser.

Print ISBN 978 1958889220

E-book 979 8885314688

Booklocker.com



For a Warrant Officer Loach Pilot, Craig Houser does a pretty good job of writing. Actually, he did an excellent job of writing!

He has put together a VERY detailed and organized accounting of his time in-country without boring the reader. Most of his book is dedicated to documenting his time in Vietnam and probably half of his writing is dedicated to his quite harrowing time on the ground in Cambodia. Yes, he was a Scout pilot and yes, he Escaped and Evaded the enemy for four days, alone. Seems an RPG or a missile found the engine compartment of his OH-6.

While his writing touches base with his first year in the military, Mr. Houser doesn't spend much time with Basic Training or Flight School, although he does do a nice job of hitting the highlights of that time. Instead, he has some serious "meat" to get to and he wastes little time sharing it with the reader. Think "Tell me about the War and the 1st Cav, Grandpa."

As I mentioned, his recounting of his shoot-down is skillful and very detailed and absolutely leaves the reader with no choice but to keep reading and turning each page

with anticipation of "What happened next?" or "Oh, (expletive)!" during his escape. He puts you right there in his pocket all the while he's escaping on the ground in Cambodia. Here's a spoiler alert for you, and if anyone tells you I said this, I will deny it, because after all, I am also a combat-hardened helicopter pilot...there were two places in the book that I teared up. Powerful stuff. As a bonus to his story, he includes a photo of being helped (should I say dragged?) to his rescue Huey. Oh, yes, and once on board the rescue aircraft, he will tell you about his escort out of Cambodia.

In my opinion, "Apache Country" is a book that any Veteran or "Non-veteran" will appreciate. A true "feel good" story because of his survival, but one that also tells of the sorrow of those who were lost. It was the way we survived and thought and fought and lived...and died...in Vietnam.

Phil Marshall

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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

If available, more obituary information for the individuals in TAPS can be found at VHPA.org at the Died After Tour Name List.

***Alsip, Bernard USA, CW4 Ret.; Flight Class: 67-3; RVN: 68-70 2/20 ARA 1 CAV, 71 142 TC CO; Callsign: Blue Max 9A.**



Bernard Alsip, 88 of Perryville KY, died May 4th. He was born on March 12, 1935, in Whitley County KY. Bernard spent ten years in the Springfield Kentucky National Guard, then he enlisted in the United States Army. Bernard entered the military as a high school drop-out and went on to earn degrees from three Universities. He then attended Technical School and became a licensed electrician and plumber.

For twenty-two years he was a Volunteer Instructor for the State of Kentucky teaching the Safe Use of Firearms. For twenty-five years he was employed by Alan Burns, CEO of Dan-arb, Incorporated where he did maintenance and repair on all of their equipment including Heating and Air. He was a lifetime member of Bethlehem Baptist Church, Texas KY. He also served as Commander of American Legion Post #301, Perryville KY until his death.

He is survived by his beloved wife, Ruth.

Anderson, James D. USA, CW4 Ret.; Flight Class 65-2; RVN: 65 11th Air Assault, RVN 66 A/229/1st Cav; BS, PH

Dave was interred in Arlington National Cemetery, with full military honors in January 2022, accompanied by his wife Sandy, his boys David and Steve, his loving family, and longtime friend Colonel (ret) Jim Oranhood. He was one of first UH1 pilots, and a charter member of the 11th Air Assault, as they formed up at Ft Benning and deployed to Vietnam, and then A/229th/1st Caval-

ry, as they changed designation and went on to pioneer the use of helicopters in the air assault of an enemy position. As he progressed rapidly to CW3 he qualified as a maintenance test pilot. May 71, selected to get an Engineering Degree in Omaha. Transitioned to the CH47 in 1974, became the maintenance test pilot for the 242d Sugar Bears (the muleskinners in RVN), and helped them complete 10,000 accident-free flight hours in Alaska, as the unit performed high altitude rescues, parachute jumps, fire fighting for BLM, and providing heavy lift for the Alyeska pipeline to finish the first pipeline. Reassigned to Ft Hood, he and Sandy retired in Texas. Dave was hired as an Engineer, and made the head of an engineer team that created new equipment for Texas Instruments.

***Berger, Curtis G. USA, CW4 Ret.; Flight Classes: 66-7/66-5; RVN: 66-67 119 AHC, 69-70 179 ASHC; Callsigns: Alligator/Shrimboat.**



Curtis Gene Berger, 84, of Mentz TX, passed away on June 18, 2023. He was born on February 28, 1939 in Sealy TX.

After retirement from the army, he joined PHI, first in Louisiana, then in Galveston until 2015.

Briggs, George R. USA; Flight Class: 67-4; RVN: 67-68 C/7/17 CAV, 68 F/8 CAV 23 INF; Callsign: Blue Ghost 15.



George Briggs passed away on June 23, 2023. He was a 1965 graduate of Norwich University.

Broz, Vladimir R. USA; Flight Class: 63-5WT; RVN: 65 161 AHC, 66 119 AHC, 66-74 AIR AMERICA; Callsigns: Croc 7/Scorpion/Crocodile.



Vladimir Radislav Broz slipped the bonds of earth for the last time at oh dark thirty on May 3, 2023, in Chagrin Falls OH. He was born in Zagreb, Croatia, on February 9, 1939. Vlad grew up on the east end of Aruba, moving to NJ at the age of twelve. He graduated from Westfield High. He attended Franklin and Marshall College. In his junior year, he became the youngest student in the history of the Geology Department to pass the U.S. Geological Survey entrance exam.

Drafted into the U.S. Army in 1962, Vlad served as a topographic surveyor with a Combat Engineer Company at Fort Bragg, North Carolina, and then was sent to Homestead Air Force Base, near Miami, to drive generals around in a jeep for the duration of the Cuban Missile Crisis.

***Byrd, William B. Jr. USAF, COL Ret.; Flight Class: 63-H; RVN: 67-68 37 ARRS; DMS, SS (OLC), AM, MSM, (4OLC), LM, ACM; Callsign: Big Bird.**



William Bryan Byrd, Jr. flew his last flight July 7, 2023. Bill was born in New Bern NC. Bill graduated from Lillington High School; he attended Oak Ridge Military Academy before graduating from North Carolina State University with a degree in Forestry. While there, he joined the Arnold Air Society and learned to fly, beginning a

lifelong passion for navigating the skies.

Bill flew B-52's in the Strategic Air Command until he volunteered to transition to fly helicopters and go to Vietnam as a rescue pilot. On one fateful day, Bill was shot down twice. Racing through the jungle, he was finally spotted and rescued by a United States Army First Cavalry Air Squadron helicopter pilot.

Following the Gulf War, he took charge of Operation Provide Comfort for the Kurds. He arranged for hundreds of pounds of year-old seed to be sent from North Carolina and established a seed exchange program with NCSU which still exists today. Thousands of metric tons of tea, lentils, rice, wheat, etc. were purchased and hauled up the mountainous areas to reach starving Kurd populations. He found used granaries and relocated them to the area where they began milling their own flour and baking their own bread.

After his retirement in service to the Air Force, he returned to his childhood home in Bunnlevel. Left to cherish the memory of this remarkable man is his wife, Laurie.

Reprinted: The original listing omitted Mr. Carter's photo

***Carter, John P. USA, LTC Ret.; Flight Class: 68-9; RVN: 69 B/4/77 ARA 101 ABN, 69 HHB/4/77 ARA, 70 C/4/77 ARA; Callsigns: Toro/Griffin 17E.**



John Carter passed away on March 13, 2023. He was born in the Canal Zone on September 4, 1946. In addition to many command assignments, John served as a Joint Staff Officer on the National Airborne Emergency Command Post.

Upon retirement, John gained multiple college degrees, which he availed in construction work oversight and architecture in the Phoenix AZ region.

He is survived by his wife, Imelda.

***Caplinger, Dick USA; Flight Class: 70-14; RVN: 70-71 E/82 ART 1 CAV; BS.**



Charles Richard Caplinger was born on April 22, 1944 in Dallas TX. He graduated Allen Military Academy in 1963 and Sam Houston University in 1968.

After Vietnam, Dick worked for many years in the insurance business. Following his retirement, he volunteered his time in the Richardson Police Department as a civilian patrol member. He received the award of Volunteer of the Year, Richardson's Real Heroes in 2019.

He is survived by his wife, Jennifer.

Cross, Dennis USA, COL Ret.; Flight Class: 69-4; RVN: 69-70 A/228 ASHB; DFC, BS, MSM, ACM.



Dennis Dale Cross was born on August 29, 1947, near Guthrie TX. Dennis graduated from Guthrie High School in 1965. After high school, he attended Texas Tech University before enlisting in the Army in 1967. He finished his Bachelor's Degree in Management at North Texas State University and a Master's in Industrial Engineering from Kansas State.

Post Vietnam, Dennis was instrumental in the battalion's helicopter modernization from AH-1S Cobras to the AH-64A Apache Attack Helicopter with the 227th Aviation Regiment at Fort Hood TX. After his military career, his love for West Texas and the farming lifestyle eventually led him back to Paducah.

He is survived by his wife, Linda.

***Cutts, Gerald S.; Flight Classes: 71-22/71-7; RVN: 71 B/123 AVN 23 INF, 71-72 D/158 AHB 101 ABN, 72 A/2/17 CAV 101 ABN;**



Callsigns: Warlord 15/Redskin 12/Assault 98.

Gerald S. Cutts went to be with our Lord on November 25th. He was born on October 22, 1949. He worked as a construction engineer until his retirement.

***Damonte, Carlton R. USAF, Ret.; Flight Class: 58-F; RVN: 67-68 38 ARRS; DFC, BS, MSM; Callsign: Jolly Green.**



On June 11, 2023, Carl Damonte made his last flight west. He was born in Windsor Locks CT on, Oct. 10, 1936. Educated in local schools, he attended the University of Conn. for two years prior to entering the USAF as an Aviation Cadet in 1956. After fixed wing and helicopter pilot training, he went on to serve his country in assignments around the world for a total of 28 years.

***Deese, Victor T. USA; Flight Classes: 68-41/68-23; RVN: 68-69 190 AHC, 69-70 68 AHC; Callsign: Spartan/Top Tiger.**



Victor "Tom" Deese was born on October 13, 1947. He passed away on April 4, 2023.

After his service, he worked at the Palo Verde Nuclear Generating Station for 30 years.

He is survived by his wife of 31 years, Abby.

***Dowdy, Roy G. Jr. USA; Flight Class: 65-20; RVN: 66 1 TC BN, 67 120 AHC, 69 A/2/17 CAV 101 ABN; Callsign: Razor-back 36.**

Roy Gilmore "Bud" Dowdy Jr. of Geneva AL, passed away on July 5, 2023. Roy was born December 12, 1940 in Danville VA. Bud retired after 36 years as President of the Citizens Bank of Geneva in 2012.

He is survived by his wife of 56 years, Lucy.

***Graham, Charles E. Sr. USA, CW3 Ret.; Flight Class: 64-8; RVN: 65-66 A/1 AVN 1 INF, 68-69 A/228 ASHB 1 CAV; SS, BS; Callsign: Rebel/Wildcat.**



Charles Graham Sr, Wichita Falls passed away on July 4, 2023. He was born on December 15, 1939. Charles grew up in Edcouch TX where he graduated from Edcouch Elsa High School. At the age of 20 Charles enlisted in the army.



***Dessau, Gunter H. USA, CW4 Ret.; Flight Classes: 70-11/70-5; RVN: 68-69 5 SF GRP, 71 191 AHC, 71 2 BDE 101 ABN, 71-72 A/159 AVN 101 ABN; Callsigns: Boomerang 19/Brandy 19.**

Gunter Dessau of Kileen TX passed on May 31, 2023. He was born on November 9, 1940, in Berlin Germany.

***Haley, Robert H. USA, LTC Ret.; Flight Classes: 60-6Q/58-3FW; RVN: 65-66 D/1/4 CAV 1 INF, 68 D/1/4 CAV 1 INF, 69 HHT/3/17 CAV; DFC, BS, LM, ACM; Callsigns: Dark Horse 5/Red Horse 5/Dark Horse 6.**

Robert Howard Haley passed away on April 15, 2023 in Houston TX. He was born on October 22, 1933 in Murfreesboro TN. Robert graduated from Murfreesboro Central High School in 1951. He attended Middle Tennessee State College, graduating

in 1955. He completed ROTC at MTSC and was commissioned a Second Lieutenant in the U.S. Army.

He graduated from Army Master Command and General Staff College in 1970. He was awarded a commission as a Colonel in The Honorable Order of the Kentucky Colonels in 1975 by then Governor Wendell Ford of KY.

Robert retired in Abilene TX in 1977 where he managed his residential rental properties. He was a member of the Highland Street Church of Christ. He served as a Vice President and President of the Abilene Chapter of the Retired Army Officers Association. He was a member of VFW Post 6873, American Legion Post 57, Army Aviation Association of America, Military Officers Association of America, the Distinguished Flying Cross Society, and the Society of the First Infantry Division.

***Himes, John L. USA, Ret.; Flight Classes: 68-21/68-35; RVN: 69-70 128 AHC; Callsigns: Tomahawk 20/Tomahawk 3C.**



John Lawrence Himes, most recently of Victoria, went to be with Our Lord and Savior, April 22, 2023. John was born September 23, 1948, in Nevada City CA.

Following his initial tour, John served over 20 years in the Army National Guard to mark over 24 years in the military. After returning home from Vietnam, he began his extensive career in law enforcement as a sheriff deputy for the Pima County Sheriff's Department in Tucson AZ.

Following John's retirement from the Pima County Sheriff's Department, he resumed his career in law enforcement for the Arizona Highway Patrol as a DPS Helicopter pilot for Air and Rescue.



***Hinks, Thomas E. USA; Flight Class: 67-4; RVN: C/3/17 CAV in 67-68; Callsign: Charlie Horse 16.**

Thomas Hinks of Sacramento CA, passed on March 3, 2023. He was born on March 28, 2023.

McCoy, James D. USA, COL Ret.; Flight Class: 70-32; RVN: 70 A/158 AVN 101 ABN; Callsign: Ghost Rider 26.

James D. McCoy passed away peacefully at home in Benton LA on October 14, 2022. He was born on February 3, 1947 in Van Wert OH. Jim attended Lincoln View High (1965) and Bowling Green State University (1969), where he earned his commission in the Reserve Officers' Training Corps. In 1995, he attended the military's Air War College.

Following release from active duty in 1972, he joined the Ohio Air National Guard, where he flew F-100 aircraft from 1974-75. He joined the Air Force Reserve in 1976, becoming an Air Reserve Technician in 1979.

Throughout life, Jim maintained a strong connection and devotion to Van Wert and to his family's long farming tradition.

He is survived by wife of 36 years, Deborah.

***McGowan, John J. USA; Flight Classes: 64-1/65-1QC; RVN: 64-65 57 MED DET; DFC (OLC) BS, ACM; Callsign: Dustoff 78.**



John (Jay) Joseph McGowan died on June 24, 2023. Jay was born September 17, 1938 in Trenton NJ. He grew up in Lawrenceville NJ. Jay graduated from the Lawrenceville School and the University of Vermont. He graduated from UVM as a Distinguished Military Graduate and 2nd Lieutenant in the Military Service Corp.

Jay left the military after four years and was employed as a helicopter pilot with the Port Authority of NY and NJ for 32 years.

He began his career as a helicopter pilot and eventually became Chief Pilot and Manager of the Wall Street Heliport.

Jay was a Scoutmaster with Troop 32 for 13 years. He greatly enjoyed sharing his knowledge of scouting and the outdoors with the boys.

He is survived by his wife, Pat.

***Miller, James L. USA; Flight Class: 69-32; RVN: 70-71 B/2/17 CAV 101 ABN; DFC, BS; Callsign:, Banshee 26.**



James Miler passed on March 25, 2023. He was born in Cleveland OH on July 31, 1946. He attended Kent State and Ohio State before entering the Army.

When his military obligation was over, he worked for several international companies rising to the position of senior VP before starting his own company "Raven Ltd."

Phelps, Thomas D. USA; Flight Class: 67-5; RVN: 67-68 162 AHC, 69-70 271 ASHC; Callsigns: Vulture 20/Innkeeper 20.



Thomas Phelps left this world on July 28, 2023. He was born on October 4, 1944 in Gulfport MS. He graduated from Pass Christian High School and attended college at, The University of Southern MS.

He was employed in his father's retail business from 1970 to 1988. Tom never met a stranger as he went on to be a sales representative. For the past 16 years, he was a volunteer tour guide at the Pensacola Naval Aviation Museum. His other calling was ushering, and he was an usher at Gulf Breeze United Methodist Church for several years.

He leaves behind his wife, Sandra Nicholson.

***Price, Donald A. USA, CW4 Ret.; Flight Class: 70-41; RVN: 71-72 A/2/17 CAV 101 ABN; BS, MSM; Callsigns: Assault 17/Assault 33.**



Donald A. Price, age 73, of Enterprise AL, passed away on June 23, 2023 at Medical Center Enterprise. Don was drafted into the US Army in 1970 and served his nation faithfully for 23 years.

Don was instrumental in the development of the US Army's armed reconnaissance helicopter, the OH-58D Kiowa Warrior. He deployed to the Persian Gulf with Task Force 118 in support of Operation Prime Chance where he employed the OH-58D from US Naval ships against Iranian gunboats.

He is survived by the love of his life, Judith.

Robert, Raoul W. USA; Flight Class: 67-4; RVN: 67-68 A/3/17 CAV, 68 120 AHC.

Raoul William Robert passed away at home with his family on June 13, 2023 after battling cancer. He was born in Donaldsonville LA in 1942 and grew up in Oberlin and Opelousas. He attended LSU where he achieved a B.S. in Accounting and studied for an MBA until he was called to serve in the Army.

Following his service, he trained at the NYSE, working as an investment broker before becoming a CPA. He worked in public accounting in Baton Rouge for a number of years. In 1976, following his entrepreneurial spirit, he founded Southern Valve Service. Today, Southern Valve employs approximately a hundred people, many of whom have worked there for over 20 years, between offices in Louisiana and Texas. He later became a founding partner of FC Tech located in Baton Rouge.

He is survived by his loving wife and best friend of 56 years, Jonalyn.

***Sexton, Harry E. USMC, COL Ret.; Flight Class: 36-52; RVN: 70 HML-367; NC, LM (v) (OLC); Callsign: Scarface 6.**

Harry Edman Sexton of Laguna Beach CA, returned to God on February 15, 2023. He was born in Anaheim CA on December 20, 1932.

He served in the United States Marine Corps for 26 years. He was inducted into the Golden Eagles for his distinguished career as an aviator.

He is survived by his wife, Ann.

***Smith, Rayburn G. USA, COL Ret.; Flight Classes: 65-3W/65-2; RVN: 65-66 C/1/9 CAV; Callsign: Thirsty Red 21.**



Rayburn Gene Smith of Hat Creek died December 22, 2022, at Lynchburg General Hospital. He was born October 25, 1943, in Newport News VA.

Though born in Newport News, Hat Creek was always his home, and the most important place in the world to him. Gene was a member of Hat Creek Presbyterian Church.

***Tarbe, Ben USA; Flight Class: 69-19; RVN: 69-72 7/1 CAV; BS.**



Ben Tarbe passed away January 28, 2023 at University of Kansas Medical Center surrounded by loved ones.

Ben was born March 14, 1947 in Emporia KS. He grew up in Turner and Kansas City KS, and graduated from Wyandotte High School in 1965.

He later received his Bachelor of Science in Mechanical Engineering from the University of Kansas.

He is survived by his wife of 42 years, Kathy.

TAPS

***Warner, Ronald L. USA, CW4 Ret.; Flight Classes: 71-3/70-49; RVN: 71-72 213 ASHC, 72 117 AHC; Callsigns: Black Cat 69/Warlord/Schooner 15.**



Ron Warner passed away on June 3rd from brain cancer. Ron had over 30 years of Military service. He also served in Afghanistan as a Mentor for the Afghan Air Corps. Ron also worked for Delta Airlines for 41 years as a A&P Mechanic and then hired by the Pilot Training Department.

He served as VP in the SoCal Chapter. He was a founding member of the Army Aviation Heritage Foundation. He also served with other veterans groups: Vet to Vet and VVA.



Reprinted: Added correct photo of Mr. Wynne

Wynne, O. B. III USA; Flight Classes: 67-1/67-3; RVN: 67-68 45 MED CO, 70-71 2/20 ARA 1 CAV; SS, BS (OLC), PH; Callsigns: Dustoff 27/Blue Max 70C.



Oscar Boyd Wynne, III was born February 3, 1943 in Tampa FL and died on April 11, 2023. Boyd attended Woodrow Wilson Junior High School and H.B. Plant High School. He attended Florida State University before enlisting in the U.S. Army where he was selected for the warrant officer flight program and later received a battlefield commission.

After leaving the service in 1971, Boyd returned to Tampa and went to work at Food Equipment Supply Company where he would spend his entire professional

career. He never lost his love of flying and spent his weekends flying the Eagle 8 helicopter for WFLA News Channel 8 through the next three decades.

Boyd was an active leader with the Boy Scouts of America guiding many young men in Troop 23. He was also a most enthusiastic member of Ye Mystic Krewe of Gasparilla for over 35 years where he formed the Special Events Committee representing the Krewe in the community and the City of Tampa across the country.

In addition to YMKG, Boyd was a member of Palma Ceia Presbyterian Church, The Rotary Club of Tampa, The Tampa Yacht and Country Club and a 50-year member of The Merrymakers Club. He was also very proud of his membership in the American Legion and the Vietnam Helicopter Pilots Association.

TAPS

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>.

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.

Balkcum, Elbert F. USA; Flight Classes: 67-17/67-15; RVN: 67-68 195 AHC; Callsign: Skychief; died on July 11, 2019.

Hill, David W. USA, CW4 Ret.; Flight Class: 69-7; LM, BS (2OLC); died on July 2, 2023.

Hoffman, William J. USA; Flight Classes: 69-49/69-45; DFC; died on September 29, 2022.

Holford, Roger E. USA, MAJ Ret.; Flight Class: 66-13; RVN: 67-68, 191st AHC, plus 2nd Tour; DFC, BS; died on June 6, 2023.

James, Tommie P. USA, LTC Ret.; RVN: 67-70 71 AHC, 69 HHC 196 BDE 23 INF; DFC; died on February 2, 2021.

Johnson, Emmett F. USA, COL Ret.; Flight Class: 66-4Q; DFC, BS, MSM (OLC); died on July 14, 2023.

Little, George W. USA, MAJ Ret.; Flight Class: 63-4TQ; RVN: 69-70 281 AHC; Callsign: Intruder 6; died on January 12, 2023.

Martin, Larry D. USA, LTC Ret.; Flight Class: 67-4; died on April 4, 2023.

Raines, Samuel C. USA; DSSM, LM (2OLC), DFC (OLC), BS, (2OLC), PH (3OLC); died in 2021.

Wagner, Henry M. USA, UNK Ret.; Flight Class: 67-11; died on October 3, 2020.

A Remembrance of **Brigadier General Terence Henry, USA Retired**

Sadly, General Henry left this world on December 25, 2019 at age 79. His spirit lives on in the lives of so many that he led. His life, both personal and professional, represented all that is good in humanity.

General Henry first came to my unit in Vietnam in the spring of 1970, as the new commander of the 361st Aerial Weapons Company. In any unit in which I have served, the pending arrival of the new boss was typically preceded by some apprehension, and a great deal of rumor and speculation about how our lives might be changed; maybe even more so when half a world away from home, and the frequent need to operate in a less than friendly environment.

After he spoke to the group of pilots that were assembled to welcome him, the apprehensions vanished. In their place was a feeling of confidence that we would capably deal with what was ahead of us.

Since the first day he assumed command, I have asked myself any number of times, what was it about this remarkable leader that made him stand out as the best I ever encountered? Competence? Sure. When he spoke, he was confident, with every sentence clear and direct, and with no more words than needed to be spoken. He knew his subject and how to make his audience understand as well. Integrity? No doubt. Everyone who served with him would agree he was the standard. Courage? Whether dealing with issues of command, the politics of office, or action on the battlefield, our commander instinctively acted as a model of competence, dedication to mission, and equal dedication to those he led.

But are these qualities, not uncommon in many military leaders, enough to explain the indelible impression he made on me, an impression that lasts until this day?

No matter how bad the events of a given day would be, or how badly he might have been disappointed in me or someone that served under him, he would remain affable while in pursuit of a constructive solu-

tion. There was never an action, utterance or other behavior on his part that even hinted at concern for himself. Always selfless; always a reflection of the highest ideals of human decency.

I think most people who aspire to be good, either in their profession or as citizens of the human race, are more successful in doing so when they have a model to emulate. On the eve of battle, Gideon said, as described in Judges 7:17, "Look upon me and do likewise". Gideon wasn't available to be my role model, but Terry Henry was. And for the rest of my life, my memory of General Henry will enable me to look upon him. If I can do half as well, things will be OK.

John Debay, Panther 26 8/69-3/71

Sales to date of the
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Have generated over \$6500 for the
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*We thank those who contributed to the book,
and those who purchased it!*



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Help Prevent Mailing Lists

We now have tens of thousands of old paper VHPA membership directories out in the public. As you know these directories contain our names and mailing addresses. We are having increasing occupancies of some of these directories being placed on eBay.com for sale. Please help us to try to prevent these from getting in the wrong hands. eBay has a policy that membership directories are prohibited from being sold on eBay, however, this policy is very poorly enforced. If you see a VHPA Membership Directory for sale on eBay, please report it by following these steps: about a third of the way down the page on the far right is a link that says, "Report this item." Click on that link then select "Prohibited and restricted items" under Report Category. Under Reason for report, select "Illegal items and items encouraging illegal activity." Under Detailed Reason, select "Mailing list and personal information."

Then click on Submit Report. If you would like to have a notification when one of these appear on eBay, send me your e-mail address so I can send you a link for you to then join the rest of us in submitting a report. If eBay starts getting hundreds or reports, they may finally wake up and begin preventing membership directories from being sold.

You can also help by shredding, burning or recycling your old membership directories so they do not end up in the wrong hands. Early on we were successful in appealing to the sellers to remove them as they typically acquired them at yard or garage sales and were trying to make a profit. That has now changed as more and more sellers are doing this as a business rather than a way to make a couple of bucks. We currently have a seller who has tried black mail by saying if you don't want it sold then buy it. Each time we successfully get the directory removed, he (or she) waits a couple of weeks then puts it back up for sale. For sellers like this, we need to complain in a way that hurts his Sellers' rating.

Thanks for your help,

Gary Roush, Director Editor
groush2@earthlink.net

Vietnam Helo Operations-VHPA Rotorheads Return

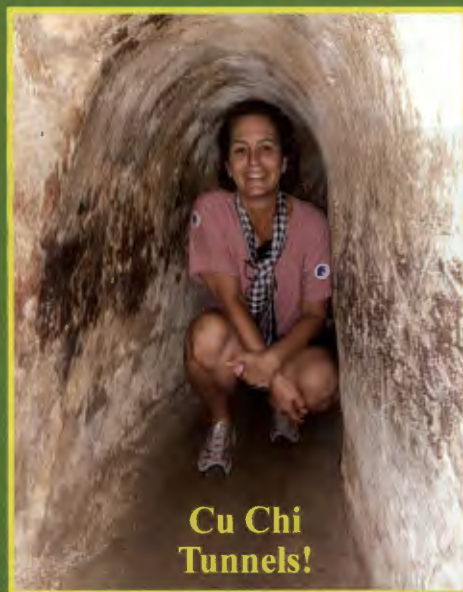
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