



The VHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association



Photo by Glenn P. Carr, see Georgia chapter report.

999

VHPA Officers, Members of the Executive Council 2022-2023

President	Don Le Master	hookpilot@yahoo.com
Vice President	John Powell	rotorpylut@gmail.com
Past President	Art Price	arp.red22@gmail.com
Senior Member	Frosty Price	frostyprice@me.com
Midterm Member	Jim Crigler	jimc@winonasearchgroup.com
Junior Member	Dennis Faucher	drfaucher@verizon.net
Secretary/Treasurer	John Shafer	johnshafercpa@comcast.net
Founder	Larry Clark	



VHPA Aviator Newsletter:
Aviator@VHPA.org

VHPA WebSite:
VHPA.org

VHPA Headquarters
and Headquarter Staff
contact Information

Phone:
1-800-505-VHPA (8472)

E-Mail:
HQ@VHPA.org

IN THIS ISSUE

PRESIDENT'S CORNER..PG 3
LETTERS TO THE EDITOR/LOOKING FOR..PGs 6-7
FROM THE MANAGING EDITOR..PG 7
LAWRENCE FULLAWAY..PG 8
STORMY 5 RESCUE..PG 14
INTO THE MAELSTROM..PG 22
VHPA CHAPTER ACTIVIES..PG 25
TAPS..PG 39

National Committee

Aviator Magazine	Tom Kirk, Managing Editor Tom Hirschler, Editor Kay Taylor, Art Director	aviator@vhpa.org tah44@msn.com
Chaplain	John Sorensen	jsore65648@gmail.com
Chapter Liaison	Tom Payne John Sorensen, Asst. Chair	ka5hzd@att.net jsore65648@gmail.com
Elections	Dennis Faucher, Chairman	dfaucher@verizon.net
Historical	Mike Sloniker, Chairman Bob Hesselbein, Asst. Chair	mikesloniker@yahoo.com beaner1138@aol.com
Investments	Bob Smith, Chairman	tigersmity@hotmail.com
Legal Advisor	Mike Poindexter, Legal Advisor	poinlaw@aol.com
Legacy Committee	Art Jacobs, Chairman Jim Crigler, Asst. Chair	art.jacobs.tn@gmail.com jimc@mrwinona.com
Membership	Mike Sheuerman, Chairman Bob Howard, Asst. Chair	msheuerman@tx.rr.com ltcbohow@tx.rr.com
Membership Directory	Gary Roush, Editor & Chairman Mike Law, Asst. Chair	groush2@earthlink.net mglaw@earthlink.net
National Reunion	John Powell, Chairman Art Jacobs, Asst. Co-Chairman Don LeMaster, Asst. Co-Chairman	rotorpylut@gmail.com art.jacobs.tn@gmail.com hookpilot@yahoo.com
Public Relations	Bob Hesselbein, Chairman	beaner1138@aol.com
Records/Database	Gary Roush, Editor & Chairman Mike Law, Asst. Chair	groush2@earthlink.net mglaw@earthlink.net
Reunion Site Selection	Art Jacobs, Co-Chairman Don LeMaster, Co-Chairman	art.jacobs.tn@gmail.com hookpilot@yahoo.com
Scholarship Program	Tom Payne, Chairman Mike Sheuerman, Asst. Chair	ka5hzd@att.net msheuerman@tx.rr.com
Secretary/Treasurer	John Shafer, Chairman John Powell, Asst. Chair	johnshafercpa@comcast.net rotorpylut@gmail.com
VHPA Calendar Project	Mike Law, Chairman Bennie Koon, Asst. Chair John Jones, Asst. Chair	mglaw@earthlink.net bek082346@gmail.com deltaregion@virginmedia.com

AVIATOR PRIVACY STATEMENT: The VHPA considers member information proprietary and confidential. Use of any information in this publication for any type of solicitation is prohibited. Member information contained in this publication shall not be distributed to non-VHPA members without the express consent of the member.

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

THE VHPA AVIATOR, THE OFFICIAL NEWSLETTER OF THE VIETNAM HELICOPTER PILOTS ASSOCIATION (ISSN 1930-5737) (USPS 001-497) is published six times yearly ~ January, March, May, July, September & November. The VHPA is organized as a 501 (c) (19) fraternal military organization and one copy of each newsletter is included in each of our Member's Dues, yearly subscriptions to the Aviator are available to non-members for \$36.00. Published by Vietnam Helicopter Pilots Association (VHPA), headquartered at 1601 E Lamar Blvd, Suite 117, Arlington, TX 76011. Periodicals Publications postage paid at Round Rock, Texas and additional mailing points.

POSTMASTER: Send address changes to 1601 E Lamar Blvd, Suite 117, Arlington, TX 76011

COPYRIGHT NOTICE: Submission of written, photographic, or artistic material to the Vietnam Helicopter Pilots Association for publication in The VHPA Aviator constitutes an express grant to the Vietnam Helicopter Pilots Association and its assignees of a royalty-free, worldwide license in any copyright to the material. Said license to the Vietnam Helicopter Pilots Association includes the right to use, reproduce, sell, publish, distribute, and sublicense said material for any purpose.

PRESIDENT'S CORNER

While attending the North Alabama VHPA chapter meeting, in Huntsville, a couple of weeks ago I gave a short synopsis of what's been going on at the national level the last few months. After discussing the myriad of ongoing projects, Marshall Eubanks, the chapter president, asked, "With all that going on, how does the Executive Council stay consistently on course?". It was a question I had not previously thought about, as generally when things run smoothly and everything seems easy, you don't ask how or why does this happen? Typically, when things run badly, you start digging around to uncover the cause. It really got me thinking about why the VHPA has been, and continues to be, one of the most successful and respected veteran organizations in the country.

Not having been at ground zero when the founding members got together all those many years ago (1984), I can't say for sure what their long-term intent was, but my guess would be the focused short-term goal was to get together with old friends, imbibe a bit (or a lot), tell war stories, and have a good time, which has been the perfect model for our ongoing reunions. It's highly unlikely they would have envisioned an organization of 8000 plus active members, a well-respected Aviator Magazine, the largest single donor to the AAAA Scholarship Foundation, a significant benefactor at VNCA Texas Tech and consistently successful reunions that rival many of America's largest corporations. Aside from LUCK, TIMING and CIRCUMSTANCE, the success of the VHPA can be attributed to the responsible, dedicated, forward thinking WORK of your elected Executive Council and its committees, not to mention the good fortune of having an enthusiastic and loyal HQ staff.

In getting back to Marshall's question, the consistency of the Executive Council is due to our mentorship strategy. The Junior Member comes onboard, in most cases having never served on the EC or even a local chapter, is handed specific



duties, and is also guided by the Mid Member at Large, on up the line and by the time you take the reins as President you've had years of predecessor experience. It's been an effective system that has been in place for a long time. Please consider running for Junior Member at Large at the San Antonio reunion. You can contact Dennis Faucher, our current election chairman, and throw your hat in the ring. Serving on the Executive Council is a worthwhile endeavor.

It is with sadness that I report the passing of Past President Moon Mullins. May he rest in Peace.

Donald R. LeMaster
President

A MEMBERSHIP FOR THOSE HONORED FEW



**THE
DISTINGUISHED
FLYING CROSS
SOCIETY**

*"...for heroism or extraordinary achievement
while participating in an aerial flight."*

DFCSociety.org/membership

FROM THE STAFF AT HQ!

REMINDERS:

- The deadline for pre-ordering a 2022 Paper Directory was August 31, 2022.
- Paper Directories purchased beginning September 1, 2022 will be for the 2023 directory that will be delivered in October 2023. The deadline for ordering the 2023 directory will be August 31, 2023.
- The price for a pre-ordered copy of the paper directory is \$50.
- The on line directory is free at <https://directory.vhpa.org>.
- The 2023 reunion will be July 2 thru July 5, 2023 in San Antonio, TX. The hotel room rate will be \$129+ tax. Hotel registration & reunion registration will not be available until the beginning of April 2023. Please consult www.vhpa.org for the most current reunion information & details.

PLEASE HELP US REDUCE THE COSTS OF REMAINING ITEMS! As of the deadline for this

issue, updates to you information is still not available via the on line directory. You can log in and search for members. If you move, PLEASE call HQ with an update to your contact information or if you need help searching for someone! We apologize for the inconvenience but things are taking longer than expected.

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

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

*Sherry Rodgers
VHPA Office Manager*

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

Patrick Leary, FVSO President and VHPA Life Member

Noodles of Fun



FVSO is a 501(c)3 non-profit organization that provides support for the six Vinh Son Montagnard orphanages in the Kontum region of Vietnam and the Sao Mai orphanage in Pleiku. These facilities are home to over 700 Montagnard children who are cared for by dedicated Catholic Nuns. For 20 years, FVSO has been a major contributor to the well being of these very special children. Through your tax deductible donations, FVSO provides food and medicine, dental care, education and clean water.

Our monthly newsletters are always available for FREE on our web site

Our annual Fundraiser runs from July to December, 2022. We offer you an opportunity to participate with us in our vision and mission. Thank you for your donation and your association with Friends of Vinh Son Orphanages.

To donate or to contact FVSO

Mail: FVSO, P.O. Box 9322-B
Auburn, Calif. 95604-9322

Web: FriendsofVSO.org

Email: FriendsofVSO@gmail.com

Vietnam Helo Operations-VHPA Rotorheads Return 27 Nov—8 Dec 2022 &

15—28

Apr
2023

Tour
Historian: Bob
Hesselbein,
C/16 Cav

Tour Leader: John Powell, 1/9 Cav
Disabled Vietnam Veteran Owned & Operated!



VN TOUR ORIGINATORS

WHERE HISTORY COMES ALIVE

MILITARY™
HISTORICAL TOURS, INC



13198 CentrepoinTE Way, Ste 202 Woodbridge, VA 22193-5285
703-590-1295 * mhtours@miltours.com * www.miltours.com

TAKE YOUR GROUP
& PICK YOUR
OWN DATES

“Finally a book... by a 101st Airborne aviator on his heroic role in the eight-year secret war conducted during the Vietnam War by SOG Green Berets. Over the last decade there have been compelling books printed by SOG Green Berets who ran missions across the fence into Laos, Cambodia and N. Vietnam, often understating in general terms the critical role of helicopter units and aviators like Roger Lockshier.

Now, Roger flies readers into the secret war, jutting through ack-ack anti-aircraft gunfire and the horror of being shot down in Laos, providing a well written account that grabs readers' attention. Thank you Roger”

~ John Stryker Meyer,
author of

On the Ground, Accross the fence, and SOG Chronicles



**101st Airborne Missions in
Vietnam and Laos During
the Vietnam War**

LETTERS TO THE EDITOR

Dear Editor,

Well done article in the July/August edition of our magazine by LTC Paul Fardink. General McNair's contributions are legendary and Paul did a great job relating them. Please relay this review to Paul Fardink.

Best Regards,
Jim Burke, Life Member
lear23@cox.net

Dear Editor,

I am writing to present anecdotes to accompany two entries I read in recent issues of The VHPA Aviator. The first anecdote is to add to Jeff Murray's account of the H-43 Pedro pilot in his Letter to The Editor in the March-April 2022 issue.

My UH-1 crew had been flying "ash and trash" sorties around the Ban Me Thuot area on January 21, 1969 when we received a call to return "post haste" to Nha Trang. Upon landing at home base, the Huey was immediately commandeered by another full crew and they took off to what we soon found out was the fight involving the RECONDO patrol. Within minutes of landing I was grabbed up by the Operations Officer, Bain Black, assigned the left seat of a Wolfpack gunship, and off we went to the fight. I vividly recall making several runs with rockets and mini-guns to cover the Pedro hovering just above the trees during the extraction. The name of that Pedro pilot is Dan Nicholson, then a captain in the USAF.

I was formally introduced to Captain Nicholson in Las Vegas in 1972 prior to a ceremony in which he was presented the Avco-Aviation/Space Writers Association Helicopter Heroism Award for the actions that Jeff Murray describes, for hoisting me and some of my crew from a crashed Huey under enemy fire a month later, and for other heroic helicopter rescues.

Captain Dan and I were chatting before the ceremony and recalling those past days when we realized our paths had first crossed on that day in January 1969 that Jeff writes about. There was some mutual appreciation between us, as in, "Thanks for helping me out of a bad situation". And may I express again to Dan and to USAF Staff Sergeant Mike Fish, "Thank you for risking your lives to save our crew".

The second anecdote I wish to relate concerns the article Against the Odds by Mike Pignataro in the May-June 2022 issue. Following the ill-fated attempt of extracting a LRRP

team under fire on February 18, 1969 in which our UH-1 crashed down through the trees I, too, became an alumnus of the Orthopedic Ward (the "Snake Pit") at Walter Reed Army Medical Center and that is where I met Mike, he arriving a few days after I was gurney'd in. Mike's compelling story in The VHP Aviator needs no further testament from me to support his positive attitude after losing part of his leg, yet there was one incident on the ward that attests to the courageous manner with which he faced his situation then and in the future.

After weeks of recuperation and rehabilitation, patients were granted convalescent leave to spend away from the hospital (usually at home), then return to Walter Reed for further evaluation and treatment. Mike and I happened to arrive back at Ward One on the same day, which also was the day the ward chief physician conducted "rounds" with his ward staff, with ancillary medical departments' personnel, and with student nurses. As we had arrived back in the morning, in uniform, and had not yet been assigned a bed, those returning from convalescent leave stood rounds (the patients called it "Zoo Parade") in the ward dayroom. I was standing next to him when this medical entourage gets to Mike and the ward doctor asks, "Mister Pignataro, how are you doing today?" Mike responds, "Well, doc, my foot is feeling real sore! I think there's something wrong with it!" With this, everyone looks down to see that one shoe is completely backward. Mike had turned his prosthesis around.

Vic Rose, Life Member
7/17th Air Cav 68, 281st AHC 69

Gentlemen,

I think the July-August 2022 issue is one of your better issues. I was happy as all get out until I got to Page 28 and read part of the "Flying with Martha" story by Jeff Murray.

I don't know where he got his information but Martha Raye was neither a reserve officer nor a nurse.

She was an Honorary Colonel in the US Marine Corps and an Honorary Lieutenant Colonel in the US Army. She didn't have one day of medical training.

Respectfully,
John Mateyko

The oversight is easy to appreciate as stories become "legends". Regardless of her "honorary" rank status, she was a cherished and giving woman who exemplified patriotism.
~Ed.

LOOKING FOR

Bell UH-1V "Huey" Helicopter

The San Diego Air & Space Museum recently took possession of a Vietnam War era Bell UH-1V "Huey" helicopter. The machine was declared surplus by the California Department of Forestry (CDF) after having been deployed for many years as a fire spotter. The federal government's General Services Administration (GSA),



in their capacity, awarded the aircraft to our Museum. This "Huey" actually saw combat in Vietnam as a UH-1H "slick", serving in D Troop Air Cav, 25th Infantry Division, the "Centaur". On return to the U.S. it was converted to a UH-1V, serving in the California Air Guard and finishing its service life with CDF.

While our "Huey" airframe is in good condition, it is missing main and tail rotors. In addition, most of the cockpit and cargo areas have been stripped of the military equipment that was not necessary in its firefighting role with the CDF. It is the goal of the Museum's restoration team to return the "Huey" to its UH-1H configuration, reflecting its original mission. That will require some scavenging on our part as most of these early birds have been scrapped. Our team, however, is accustomed to, and up to the task, as we look forward to displaying this important and significant relic from the Vietnam War era at our Gillespie Field annex in El Cajon.

We are asking your membership to help us restore our UH-1H with donations, or tips on where we can get parts, or volunteers to work on the aircraft itself.

**Jerry Kidrick, Colonel USA (Retired) *Fly Army!*
Exhibits Curator/Special Projects Director
jerrykidrick@sdasm.org
P: 619 234-8291 ext: 141 . C: 928 830-4901 .
F: 619 233-4526**

From the Managing Editor...

Dear fellow members,

Our current book reviewer, Marc Liebman, has graciously provided the time and effort to review various submission (many from members) for some time. He wishes, however, to pass the duty on due to his own commitments. He has and continues to publish his own books, which is demanding of his time. Accordingly, he is not in a position to accommodate all of the requests by authors seeking a review.

Ideally, we at the Aviator would like to provide a review for anyone who feels it would be helpful.

That capability is not possible with our limited staff (two editorial positions). Although I have performed some reviews in the recent past {most notably for Marc for the obvious reason} I cannot devote the requisite time on any regular basis.

If this type of activity interests you, please contact me at aviator.org or by phone 973-580-2422, in order to discuss the position.

Thanks,
Tom Kirk

Lawrence Fullaway

March 28, 1968
by Donald Klotz.

Soc Trang is a city located about 150 miles south of Saigon, Vietnam. Just south of the city is an airfield that was home to the 336th Assault Helicopter Company and the 121st Assault Helicopter Company (AHC) along with several support units.

By March of 1968, the Tet Offensive, which began on January 31, 1968, was still very active and much of the Delta region of Vietnam was under enemy control. On March 26, 1968, the 336th Assault Helicopter Company (AHC) was the primary aviation unit for a major operation southwest of Soc Trang near the city of Rach Gai. Nine-hundred troops from the 21st ARVN (Army of the Republic of Vietnam) Division were dropped into landing zones (LZs) beginning in the predawn hours of the 26th by the "Warrior" slicks and aircraft from our sister unit, the 121st AHC. The operation was supported by the "Thunder Bird" gunships with backup from other units as needed. Contact was made with a major Viet Cong (VC) force and fierce fighting ensued. Twenty VC troops were killed during the first day of fighting.

The operation continued for two days and ended on the 28th. One hundred and fifty-four VC troops had been killed. Five anti-aircraft machine guns, 30 automatic rifles / small arms, one 60mm camera, one radio, four mines, 20 gas masks, 360 hand grenades and a large amount of ammunition and explosives were captured; also captured were 40 coffins.

As the operation ended on the 28th, a Command-and-Control helicopter, five slicks and a light fire team of two "T Bird" gunships were held out to perform a "Snake Hunt," a search and destroy mission 20 or 30 miles east of the city Rach Gia. The Viet Cong controlled most of the countryside as well as parts of Rach Gai on any given day.

The C & C located some enemy troops and decided to check it out. The five Slicks dropped in their troops, about 40 total, and then flew to a safe staging area several miles away where we landed to wait and see what developed. On this day, the co-pilot, the officer who was second in command of our "Slick" Huey helicopter was a 20-year-old Warrant Officer named Robert "Bob" Offutt. He had been in country for about three months. The Crew Chief, SP5 Ernest Staples was 22 yrs. old. Our Gunner was a SP4 named Larry Fullaway. I was the Aircraft Commander, a WO1, 21

years old and had nine months of experience flying a "Slick" UH-1D Model "Huey" helicopter in the southern part of Vietnam from Saigon down through the Mekong Delta.

The ARVN troops we had inserted made contact with VC troops right away. A small number of the enemy that were guarding a cache of weapons were quickly killed. The cache was found in the edge of a dense forest near a fairly large canal. The whole of the Delta region of Vietnam where we operated is laced with canals. These canals are both a source of irrigation for the rice crop and the transportation system for everyone who lives there. There were almost no roads or wheeled vehicles in this part of Vietnam. Sampans moving on the canals were a common sight since they were the primary means of transportation for everyone in these out-lying areas. This weapons cache was positioned so that the material could be delivered to any one of many locations overnight.

It turned out that what the ARVNs had found was no small ammo cache. The ARVNs uncovered more than a ton of weapons, ammunition, mortar, and recoilless rifle rounds, 122mm rockets as well as various explosive devices such as anti-personnel mines and hand grenades. This was a major weapons supply. It could not be left for the enemy to use.

Our aircraft was one of two assigned to extract this material. When given an assignment like this you don't know whether to feel honored because your leaders consider you to be competent and likely to succeed, or perhaps they are willing to risk losing you because they don't think much of you. I'm just joking here, I think.

The two gunships were on-site when our two slicks arrived. We were to be the second ship in, so we orbited a mile or two away while the first ship landed. The first ship was piloted by 1LT Basil Maciolek and WO1 Donald Althouse. After ten or fifteen minutes, Lt. Maciolek came on the radio and told us they were almost loaded and suggested we begin our approach. We did.

As soon as Lt. Maciolek's helicopter took off, they started yelling that they were taking fire. Lt. Maciolek was hit in his armored chest plate and the bullet bounced off hitting him in the chest and arm. Their Gunner was hit. WO1 Althouse was hit in the leg by a bullet. Having both pilots hit is every helicopter crew's worst fear because if neither pilot is able to control the aircraft, a crash is inevitable. In this case neither pilot was injured so badly they could not function. We were close enough to see automatic weapons tracers flashing

upward around their aircraft.

As we approached the landing zone, we received enemy fire. We could hear the familiar "pop" of passing bullets, but we weren't hit as far as we could tell. On short final approach we could see someone waving us into a clear area bordered by trees on the right with a tree line in front of us about 200 ft. away. We were quite sure this was where the majority of enemy fire was coming from and we knew if we could see the tree line, the bad guys could see us. We needed to move fast since we knew the enemy would be moving quickly to get a good line of fire on us. The good news was that the gunships had been hitting that area hard since the first ship took fire there.

We were directed to land next to a pile of munitions and weapons about 100 feet from the edge of thick woods. There were several ARVN (Army of the Republic of Vietnam) soldiers standing around the weapons and a dozen or so were going and coming from the jungle. Those coming out were carrying boxes of munitions. The pile of ammunition was as big as a dining room table and looked like more than we would likely be able to lift. We would just have to load and check to see how much we could carry.

As Crew Chief, it was Ernie Staples' responsibility to load the cargo into the aircraft. He had to be sure the load was balanced in a way the helicopter would perform properly. Our Gunner, Larry Fullaway, would assist. Ernie got out as soon as we were on the ground and had a brief conversation with an advisor. ARVN soldiers started carrying boxes to the aircraft and Staples and Fullaway started placing the load in the cargo bay.

We were on the ground for several minutes and the pile in the cargo bay was getting pretty high. A big concern was knowing we were certain to come under fire at short range and take hits from enemy fire as we left as the first aircraft had and we were loaded with hundreds of pounds of explosive material.

Staples had a long "commo" cable attached to his helmet so he could talk with the crew while he was outside the air-

craft. I told him not to load to the max because we had to have enough power in reserve to take evasive action as we departed. He said it was time to do a hover check.

We lifted the aircraft to a hover, let it stabilize for a few seconds and checked the torque gauge. The reading we got told us that we could take a couple hundred more pounds and still have adequate power for a strong take off. We sat the Huey down and Ernie signaled for the ARVN troops to load on some more material.

As the first of the additional material was hitting the pile in the cargo bay, I heard a loud SNAP that seemed to come from the right. Being as loud as it was, it was clear that the enemy sharpshooter barely missed. I looked to the right and saw no troops of any kind in the small trees and brush scattered around the area. Another snap!

I looked to the left, back through the cargo bay, toward Staples. Ernie had his back to me and was busy looking over the pile of material, deciding what he wanted to load. Looking past Ernie to the far end of the clearing, something didn't look right at all. Two or three of the ARVN troops back there laid down. They just laid down on the ground. I didn't get it for a few seconds but then realized that

three or four men wearing black pajamas and carrying AK-47s were walking out of the trees. In the two or three seconds it took me to realize that the soldiers had laid down because they had been shot, I saw something else.

Ernie was working between the pile and the helicopter, maybe ten feet from the door. I was about to tell Ernie to get in the helicopter when I heard three of four bullets hit the aircraft. At the edge of the brush and trees closest to us stood a soldier wearing the same black uniform as the men at the far end of the clearing. This guy was bringing his weapon down and putting a new magazine of ammunition into his rifle. This was who was shooting at us. As he did this, two more soldiers stepped out of the brush. They were little more than a hundred feet away. They raised their weapons and pointed them directly at us.

Ernie!! Get in!! ERNIE!! ERNIE, GET IN!!! I am



Army Specialist 5 Lawrence Lee Fullaway.

screaming at Staples, and he is lunging toward the ship. The two new guys raised their rifles and fired. The muzzle flashes of their rifles made it clear that they were on full automatic so each of them could fire 20 to 30 rounds at us in a matter of seconds. Ernie jumped into the cargo bay as the two guys let us have it. I had to be sure Staples was in securely while I watched the muzzle flashes from the, now three AK-47s. Two seconds felt like forever. Three or four more black-uniformed soldiers ran from the brush toward our helicopter. They were raising their weapons and firing on the ARVN soldiers and us.

Bullets were snapping, popping, buzzing, and zinging all over the place. Staples was safely inside, and I pulled pitch, hard. I had intended to reverse course on takeoff so we would not fly over the area where the previous aircraft had been hit but there was no time for that. The Huey lurched up and rolled forward. Fullaway jumped across the stack and disappeared behind me into his Gunner's well on the right side of the aircraft. Fullaway's machine gun started firing.

WHAM!! Something hit me in the head. I was trying to make a full power take off and my helmet spun to the left as my head rolled to the right. I was disoriented for an instant and it was at the worst possible time. WO1 Bob Offutt was on the controls with me, and he continued the takeoff. Offutt never missed a beat as he rolled the Huey forward with the cyclic and pulled pitch with the collective even harder than I had. I shook my head, and reoriented my helmet so I could see and function. The cockpit was full of dust from a smoke grenade and the acrid dust burned our noses and eyes. A bullet had struck one of the smoke grenades we kept hanging in the doorways. It or something else had apparently hit me in the back of the head as it flew through the cargo bay.

Offutt had the Huey stood on its nose gaining speed as rapidly as possible, straight at the tree line we knew was full of enemy soldiers. We stayed close to the ground and put all the energy the turbine engine could produce into gaining air speed. Bullets continued to hit the ship.

The tree line at the edge of the clearing wasn't far away, maybe 100 - 150 feet from where we had been sitting. Our original plan was to turn around and exit the area the way we had come in, but we weren't able to do that because that would have put us turning at a hover in front of the five or six enemy troops who were firing at us. We were going straight ahead, right where the first ship got shot up. We had no option.

Things were happening in split-second time. We had to gain speed and get away from these guys before they could reload. There were now at least six Viet Cong with AK-47s firing at us from a distance of less than the width of a football field.

Fullaway was firing his door-mounted M-60 machine gun on the right side. Staples was firing ahead and to the left. We got to the tree line still only a couple feet off the ground with our airspeed gaining rapidly. There were numerous muzzle flashes visible in the trees and brush. We pulled back hard on the cyclic and jumped over the trees. As we flew up, we were hit by automatic rifle fire from below. Bullets burst up through the floor. Shrapnel flew up bouncing off the windshield, the ceiling, and our plastic face shields. A bullet came up through the floor and shrapnel from the floor peppered the underside of my right leg.

Little more than six seconds had elapsed since the first bullet had hit our aircraft when we cleared the tree line and started climbing. Staples stopped shooting. Fullaway was still firing so I spoke to him over the intercom and said to cease fire. He didn't respond. I spoke to Staples and he didn't respond either. I realized that I couldn't hear my voice in my helmet. The electrical commo cord that connected my helmet to the radios and intercom had been shot in two. I could not communicate with anyone.

I couldn't tell if Offutt was hit. He was obviously fully on the controls and flying the aircraft with me, but he was looking straight ahead, focused on getting out of there. I yelled at him. He looked at me and I pointed to my microphone and shook my head, "no." He nodded understanding. He didn't appear to be hurt or even bothered at all by what had happened.

SP5 Fullaway continued to fire. We were now over a half mile from the LZ and were at almost 1000 feet altitude. There was no reason for Fullaway to be firing. I could see his tracers sweeping back and forth and up and down in an odd fashion. Staples must have noticed it too and I saw him climbing over the pile of explosives heading to the Gunners position. The firing stopped. Staples came up and yelled in my ear, "Fullaway is hit! I don't know where he's hit. No blood, but he's hurt bad!"

I was sick. I had taken enemy fire many times over the past nine months, almost daily for the past several weeks. We had taken hits on many occasions, but my crews had been almost magically protected. We had several minor

wounds, but I had not had even one crew member seriously wounded. Today was different. We had been hit several times, warning lights were coming on, and Fullaway was wounded. The main thing we were focused on now was to get to the staging area, which was several miles away, where Fullaway could receive medical aid.

We began an approach and gently touched down. WO1 Offutt had been in contact with the team via radio and medics were standing by. The moment the skids hit the ground, they got busy getting Fullaway out of his seat.

All four of us crew members wore armored plates while operating in hot areas. These were referred to as "Chicken Plates" supposedly because only a "chicken" would wear one. After we lost a couple of crewmen because they weren't wearing them, the rule was to wear them going in and out of all landing zones, hot or not. The two pilots used one which we sat on our lap. The plate was wide enough to cover your stomach and chest came up under your chin. The Gunner and Crew Chief wore a vest arrangement that had a plate in the front and back. Fullaway was wearing his, but not exactly.

Since a helicopter usually takes fire from below, a lot of crewmen would sit on their back chicken plate. That is what Specialist Fullaway was doing. He had an armored plate in a vest covering his chest. The plate for his back was on his seat. While we were sitting on the ground, a bullet hit from the left side, easily punctured the thin aluminum housing of the transmission bay and passed through without hitting anything other than the skin on the other side. The bullet exited the transmission area and hit Fullaway in the back.

The Medics had SP5 Fullaway out of the Huey and had him

lying on a stretcher. I got out and went over to him. The medics had already evaluated the wound and were preparing him for evacuation. One of the Medics showed me Fullaway's stomach. You could see a bump under the skin near his naval that was the bullet. It had passed from back to front through his abdomen. Fullaway wasn't doing well but he was conscious. When he saw me, he asked, "Mr. Klotz, am I going to die?" I told him he was not!

Amazingly, Specialist Ernest Staples and WO Offutt had survived the incident pretty much unscathed. Bob Offutt had a bullet hit him in his helmet. The bullet entered the helmet and ran around inside but it had not hit him. I am sure that both Bob and Ernie had been scared like I was, but they sure didn't show it. I had a cut on the back of my neck and a few small cuts on my left shoulder and neck caused by shrapnel of some kind. I also had a slight wound to my right leg. The Huey couldn't be flown and had to be unloaded and slung back to Soc Trang by a Chinook helicopter. Specialist Fullaway was loaded into a Helicopter and evacuated.

Several days passed and we received word that Larry had died. Specialist Lawrence Lee Fullaway was a good friend, a good soldier, an American Hero. He served his country with honor and gave all he had.

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.*

**Full Details
available at:
Aviator@VHPA.org**

WANTED!

MILITARY AVIATION MILITARIA

Buying:

- ★ Uniforms
- ★ Flight Jackets
- ★ Helmets
- ★ Medals
- ★ Patches
- ★ Insignia
- ★ Other Aviation Items

Please contact: Daniel Miller, Collector/Dealer
Phone/text: 202.841.3062
Email: Militbuff@aol.com

Also buying non aviation related militaria.

S * C * H * O * L * A * R * S * H * I * P * S

MORE SCHOLARSHIP DONATIONS EQUAL MORE VHPA SCHOLARSHIPS GIVEN OUT EACH YEAR

Several of you approached me during the past Reunion concerning leaving money in your estate planning for VHPA Scholarships in the future. While I applaud your thoughts and planning, I **WANT YOUR MONEY NOW! DON'T WAIT! GIVE VHPA SCHOLARSHIP YOUR MONEY NOW AND TAKE THE TAX WRITE OFF NOW!**

Every dollar we collect NOW goes to the VHPA scholarships. In the 2022-2023 award period we, VHPA, gave twelve awards of \$2,500 each. That's \$30,000. In the 2023-2024 award period VHPA hopes to give 15 awards. We'll need \$37,500 in donations. Please make your contributions NOW so we can benefit our descendants while we are alive to see it happen.

NOW!!!

Mike Sheuerman
Scholarship Committee/ Fundraising

SCHOLARSHIP RATERS AND REVIEWERS NEEDED IN EARLY FEBRUARY

VHPA, through QUAD-A, awards VHPA Scholarships every year. Applicants must be descendants of VHPA members that meet one of the following four criteria: 1, dues current at time of submittal; 2, those KIA in Vietnam; 3, those who passed away after tour

but prior to the creation of VHPA in 1984; and 4, those who have passed away, but were dues current at the time of their passing. All applicants, or their sponsor must be a dues current member of QUAD-A at the time of application. And, since QUAD-A handles our awards, our applicants are also eligible for all the QUAD-A awards. However, an applicant can only receive one award in each scholarship period. Last year QUAD-A had almost 600 applicants, 147 of those were VHPA descendants. Twelve received our \$2,500 VHPA awards and another 80 of our applicants received \$113,500 in QUAD-A awards. This year QUAD-A and the VHPA expects more. QUAD-A tries to have each applicant evaluated by 10-12 people. VHPA needs members, and hopefully their wives, to volunteer to be raters and reviewers. We really need your help.

Here is how the process works: The applicants submit their packets between September 1 and December 15, the scholarship application period. All applicants are then reviewed using a "blind format", where their names and relation to individuals are blanked out. Let's say we have 700 applicants X 12 reviews = 8400 reviews. We need 100 reviewers to do 84 reviews each or 75 reviewers to do 112 each. Last year I did 250. I spent about 10-15 minutes on each applicant I reviewed. You give each an overall rating of 10 down to 1 in .5 increments. It took me about 42 hours over five days. And the applicant's essays are worth the time. Reviews are done in late January through February and submitted. Awards are published and applicants notified in late April or early May.

We have one request. If you have a descendent applying, there are three categories- Freshmen, Upperclassmen and Graduate. Please volunteer to rate applicants that are not in your applicant's category. If you have any questions, please call Mike Sheuerman, 214-802-4244 Cell.

College of the Ozarks Chapel Choir performs at 39th Annual Vietnam Helicopter Pilot Association Reunion

POINT LOOKOUT, MO. — College of the Ozarks Chapel Choir traveled to Tampa, FL from May 25 - 29 to perform at the Vietnam Helicopter Pilot Association's 39th Annual Reunion.

The students performed a mixture of worship and patriotic songs for the Welcome Reception and for the Memorial Service. In addition to singing for the Association, Conductor Gregg Busch, Assistant Professor of Music and Theater, gave students the opportunity to personally interact with veterans and learn about their stories.

"The time of personal interaction impacted not only the Veterans, but also the students who heard their stories. Students and Veterans alike were also deeply impacted by the singing performance as they honored all those who served in the Vietnam War," Busch said.

The Vietnam Helicopter Pilot Association has assembled for 39 years in various locations within the United States to honor retired pilots who flew during the Vietnam Era (1961-1975), and those who paid the ultimate price for freedom while flying in Vietnam.

Sophomore psychology major Kutter Schulte recalled the atmosphere of thankfulness and joy in the hall as they performed: "The veteran's displayed unending thankfulness and gratitude to Mr. Busch, the accompanists, and the choir. The spirit clearly moved during our service which made the work of rehearsing all worth it!"

In addition to the time of song and fellowship, the choir also facilitated a moment of silence and a stu-

dent-led prayer. Busch used this time to "welcome home" the Veterans in attendance and thank them for serving. Veterans were deeply moved by this welcome, as some recalled that they were never thanked or welcomed when they returned from war.



Sophomore Emily Lingenfelter, early childhood elementary education major, reflected on the experience: "My most memorable takeaway from the trip was getting closer to the other members of the choir. I enjoyed getting to make each other laugh and celebrate the good times as a

choir community."



Prior to the COVID pandemic, the Chapel Choir had taken several trips both within the United States and internationally to celebrate events of patriotic and Christian significance. Now that COVID restrictions are beginning to lift, Busch is eager to

continue taking the choir to new venues to expand their performance experiences and solidify the members' knowledge of the College of the Ozarks pillars.

Through local chapters and national conventions, the Association accomplishes its' mission "To enhance and accredit the cohesiveness, esprit de corps, and traditions of valor of rotary wing aircrews that flew in Southeast Asia during the Vietnam Era."

For more information about Vietnam Helicopter Pilot Association please visit: <https://www.vhpa.org/index.htm>

For additional information, contact Public Relations Director Valorie Coleman at (417) 690-2212.

JOIN THE DAEDALIANS TODAY.



CARRY ON YOUR LEGACY AND FELLOWSHIP.



INSPIRE OTHERS TO FOLLOW IN YOUR FOOTSTEPS.



*Call 210-945-2111 or visit
Membership at Daedalians.org*

STORMY 5 RESCUE

January 20, 1972 was nine days before my 27th birthday. Around 3 pm I was awakened from my nap in my hootch by my Turtle, Lt Mike Collins. I was within three weeks of completing my one-year tour with the 101st and Mike was my replacement as Maintenance Officer for the Aviation Platoon, HHC, 2nd BDE, 101st. I was napping because I was "short"! I was staying up late at night partying while Mike was taking over most of my duties. Mike woke me up because he had a Platoon UH-1 (Huey) that needed a maintenance test flight and his Maintenance Test Pilot orders for our outfit had not arrived yet, so he needed me to accomplish and sign off the test flight with him. Since it was only a test flight to be flown right over our airfield, I just pulled on some jungle fatigues and didn't bother with the nomex flight suit, personal survival gear, and .38 pistol that we always wore for combat missions.

By the time we got to the hangar it was almost 4 pm. Because it was so close to supper time, we told the maintenance crew we didn't need door gunners for a test flight & released them to head for the mess hall. We pre-flighted the helicopter, noting it had stuff lying around in the back after being in maintenance for a week, & took off into a beautiful Viet Nam afternoon. We accomplished the flight checks in short order & were enjoying the view of nearby Hue when we heard a call on Guard.

The Guard call was Stormy 5, an F-4E flying the Stormy Fast Fac Mission operating low level in Laos, announcing that he was hit by ground fire South of the Anvil, East of Delta 12. Since it was almost 5 pm the radios had been quiet because everyone had landed for supper. We had completed our test flight so we just sat back to catch the excitement while climbing higher for better radio reception. Our radios were usually busy with helicopter calls. We saw lots of Air Force jets (we

called them Fast Movers) but never heard them on our normal frequencies. Mike and I were loving this chance to listen to the Fast Mover world.

Mike and I got quite a kick out of the Guard calls as Stormy 4 joined on Stormy 5 to check for damage. 4 noted a small fire on 5's belly, and when 5 immediately jettisoned his center fuel tank 4 yelped that the falling tank almost hit him. Very quickly we heard 4 telling 5 to punch out (the F-4 had lost hydraulics, lost flight controls, and had begun to roll out of control).

I remember punching Mike on the arm in shared excitement at what we were hearing as Stormy 4 called that the Stormy 5 flight crew had ejected and asked for silence on the Guard channel until he heard from the downed crew. Hue is very close to the coast line of Viet Nam and because we did not recognize the locations referenced in the radio calls, we figured it was likely this action was going on inland to the west so we continued drifting higher and headed west for better radio reception. We laughed out loud when, within a minute or so, Stormy 5 Alpha came on Guard and said he was in his chute and could see Bravo in his chute also. The F-4 has the pilot in the front seat and the



Capt. OJ Davis, CWO Bud Kirschbaum, George Hawks.
After my F-4 ride they gave me a bottle of champagne to celebrate. Danang, RVN, 1-27-72

WSO/Navigator in the back seat; after they eject, they identify themselves as Alpha (the front seater) and Bravo (the back seater). Captain OJ Davis, the pilot, had pulled his personal emergency radio out while he was descending in his chute and was making calls.

I took advantage of the quiet after that call to ask Stormy 4 where they were. We quickly determined they were in Laos about 80 miles west of our location at Hue/Phu Bai. Because it was so late in the day there were virtually no other helicopters flying in our area. Since we still had about 1,000 lbs. of fuel (normally 2 hours flying) we did a quick calculation that we had enough fuel to fly there and back at 100 knots. I asked Stormy 4 if he would like us to come out to pick up the

downed crew. He said that sounded good to him.

An Air Cav "Charlie Horse" flight of two each of Scouts, Hueys, and two Cobras also called in that they were just landing at Quang Tri (north of us) for fuel and would get back up as soon as possible to come for the pickup. We figured they couldn't make it before dark so we pressed on. It turned out that after re-fueling they chose to fly at only 1,500 ft altitude and enroute to the scene one of the Hueys was hit by ground fire and crashed near Khe Sanh as we were climbing out of the Laotian pickup site. (See Charlie Horse 25 Rescue by Hugh Mills)

Mike and I now had a 50-minute flight to plan and get organized while monitoring the radios as the situation developed. We used UHF, VHF, and FM radios simultaneously. I made for a lot of conversation. Mike had been flying for six months with the 2/17th Cav in the Quang Tri area, so he had the idea to call the Pamper radar area controller for information. Pamper Radar could see the aircraft orbiting over the crash site on their screen and could see us, so they were very helpful in giving us running headings and distances to the scene. Stormy 4 became the SAR (Search and Rescue) On Scene Commander and was joined on the scene by two Air Force FACs (Forward Air Controllers) in twin prop OV-10 Broncos. Stormy 4 told us he would send the OV-10s to meet us at the Laotian border to guide us in to the site.

As various other Air Force aircraft came onto the scene to cover the site Stormy 4 would brief them on the anti-aircraft fire in the area. As he listed big 23mm and 37mm guns it got our attention. (We later learned that 13 AF jets had been shot down in this area by this heavy anti-aircraft fire – some radar guided.) I called Stormy 4 to let him know that we were a single unarmed Huey and to confirm that we would be a help and not just an additional problem for them. He said we were fine.

As Mike was climbing to 8,000 ft for the cruise over (I had flown over the Ashau Valley near the border before and felt

that altitude was probably high enough to avoid most ground fire) I climbed into the back of the Huey to slide the big side troop doors closed for better speed and fuel efficiency and checked among the junk the mechanics had left in the passenger area for equipment we could use on this mission. In combat we normally each wore a survival vest with pockets for: a .38 pistol, a personal emergency radio, small flares, a medical kit, a jungle survival kit, and other junk. Neither Mike nor I had bothered to wear our vests for a simple local test flight. From the back of our Huey I came up with: an armored chest protector for each of us, two smoke grenades (good to show our position on the ground if we got shot down), and two wax one-pint containers of fruit punch. No guns or radios. Mike turned down the fruit punch (which I thought was

short sighted) so I stuck both of them in the big pockets of my jungle fatigues in case we got shot down.

I didn't fly Hueys my second tour except for test flights but I flew lots of those. I was still very comfortable in the helicopter. Mike was a first tour pilot so I was letting him do as much of the flying as possible so he could have some of the fun. Our radar steers from Pamper were great and as we reached the Laotian border I saw two grey OV-10s (Call sign

Covey) flying a big orbit in a nice blue sky with hardly a cloud. I remember thinking they looked like greyhounds in that beautiful sky. They led us towards the pickup area at 8,000 ft.

We had lost radio contact with Alpha and Bravo as they descended to the ground but were relayed their information by the airplanes circling above them. As we cruised west over Viet Nam we coordinated and planned the pickup with the On Scene Commander (OSC) orbiting over the site. We heard him have the downed pilots pop smoke grenades to locate their position on the ground. The OSC told me the pilots were about 100 meters apart. I asked if the pilots could get together so we could be in and out quickly with a single pickup. He said they could not. What he didn't tell me was that Bravo (Captain Ron Venables) had told him there were "voices between me and Alpha". It turned out that there were some NVA troops on the ground looking for the pilots. Bravo



Capt. OJ Davis & CWO Bud Kirschbaum.

had seen an NVA soldier wearing the standard pith helmet walk by very close to him. The pilot emergency radio had an attached earpiece so the pilots on the ground didn't have to use the emergency radio's speaker and give away their position.

I told the Covey OV-10s I wanted a call when we were four minutes out from the site. Mike and I agreed that we would then descend rapidly to tree top altitude, get in low and fast, get these guys, and get the hell out. This plan didn't work out. The next call we got was from Bravo: "I hear a helicopter". We could now hear his radio and he could hear our Huey because we were almost directly overhead at 8,000 ft like a big pumpkin announcing our arrival to the whole world.

I told Mike to do a hard, fast descent and head toward a small river I could see running toward the site. While he did that I crawled over the console into the back and opened the troop doors so the pilots could hop in quickly and we wouldn't be delayed in the LZ. Mike was aggressive with the descent and laid the Huey over on its side to dump lift. As I slid the big side door open, I was looking straight out at the ground below and had a moment of concern about falling out. Unfortunately, before I climbed out of my seat, I removed my armored chest protector so I could move quicker and forgot to put it back on. I crawled back up in my left seat just as Mike was coming thru 500 ft towards the river and I got on the controls with him. I decided the guy who wasn't flying was just going to be scared so I would fly. Mike stayed on the controls with me so he could take it if I got shot.

There was a small single-engine Air Force FAC circling over the LZ at about 1,000 ft. He had guts! We were now flying at 100 knots and 15 feet over the river. The FAC directed us to the top of a small hill (about 500' high) and told us there would be "an egg-shaped field" and that Alpha was at the edge of that field. The FAC was very good. When he told me to slow, I pulled back hard for a quick stop and as we came to a hover we were in a large (about 100 yards across) clearing just across the top of that hill.

Crossing Viet Nam the ground had been big mountains with heavy, triple canopy jungle but that had thinned out in Laos so that this hill looked something like Texas: bare ground, some scrub brush, big boulders in sandy colored clumps and a few tree stumps and trunks without branches or leaves that had either been bombed or de-foliated by the Air Force. The site looked a lot like Ft Wolters, Texas where I took helicopter flight training.

Mike and I expected a pilot to be standing out in the open

with a big smile and a wave. We rotated around at a hover and saw nobody. Then small arms fire started almost immediately. It sounded a little like at a firing range; two and three round bursts from a couple of AK-47s. I couldn't tell where the fire was coming from but hoped it was on Mike's side so it would hit him instead of me. Alpha came up on his emergency radio and told us we were receiving ground fire. Nice guy. Very helpful.

The Air Force normally picks up their downed crews with a CH-54 Jolly Green Giant equipped with 20 mm Gatling guns thru the side windows and out the back ramp and with a jungle penetrator sling that they winch down with a para-rescue guy to load the pilot. The Air Force had launched a Jolly from Danang but that took a while and was farther away. OJ told me later that the Jolly probably would not have gotten there before dark and wouldn't have picked them up that evening. As we were enroute back into Viet Nam and it was just about dark we heard the Jolly up and diverting to Khe Sanh to assist with the downed Charlie Horse 25 Huey rescue.

I think Alpha and Bravo were not prepared for the low quality of the Army rescue equipment. People were shooting on the ground. They were waiting for our suppressive fire and for the para-rescue guy to come get them. I hovered for about a minute in that field; rotating the Huey and looking for Alpha. Listening to the ground fire and wondering if they were going to hit Mike. Normal time in an LZ for a drop off or a pickup is about 10 seconds and that feels long. After about a minute I notice a parachute about 100 yards down the hillside. I give up on Alpha and start hovering towards that chute while telling Bravo on Guard to pop smoke to mark his location as the brush got heavier as I moved downhill.

As I hover down slope, smoke from Bravo's smoke grenade filters up through the brush. We hover over the smoke but the brush is thick, we can't tell how high it is, and we can't see Bravo. I'm sure he was waiting for us to drop the jungle penetrator and the para-rescue guy. I decide the only thing to do is hover over to Bravo's discarded chute. Mike and I figure Bravo can find his way back to his own parachute. We then call Bravo on Guard and tell him the helicopter is at his parachute and he should run to it for pickup.

I repeat this call with no response. The aircraft overhead repeats the same call to Bravo a number of times with still no response. I think this went on for minutes. I finally set the helicopter on the ground and tell Bravo I am on the ground and not leaving until he comes out. I imagine Bravo was pretty scared. The NVA had walked right by him and he had

heard the gunfire when we arrived. The aircraft overhead keep calling on Guard "Bravo, run for your chute. Run for your chute Bravo".

Finally, after minutes we hear Bravo on Guard say "What?" They call "Run for your chute Bravo the helicopter has no lifting device", Bravo says "OK". We are sitting in the open; I look to the right out of Mike's window and see this chubby guy in a flight suit come running out of the thick brush that was about seven feet high. He has a large frame .38 pistol in one hand and a camouflage stick in the other (The camouflage stick was like a really big lipstick and was part of his survival gear. He had rubbed it all over his face so the NVA wouldn't see his face shine when he looked up). Bravo was running hard. He ran down a little 4' slope and tripped on something on the bottom, he did like a somersault and got up and kept running with no loss of forward speed.

Bravo scrambled on board the Huey and I looked over my shoulder and yelled to him to sit right in the door and keep his .38 out because he had the only weapon on the helicopter.

Now that we had one of the pilots, I got pretty excited. Up to that point I was in real trouble. I couldn't take off because we didn't have crap for survival gear and we stood a good chance of getting shot down on climb out while we were low and slow; but now if we got shot down, we had a guy with a radio and a gun. Things were really looking up for me. I called for directions to the other pilot and the FAC overhead told me to hover straight back up the hill. I hovered about 100 yards to where a bunch of big boulders were jumbled up and out steps OJ. It's funny, helicopter pilots have great admiration for "Fast Mover" pilots and I was a little disappointed when chubby, smelly Ron Venables came running out of the bushes, but OJ was over 6' tall and could have been the poster boy for Air Force fighter pilots. Even in that situation I thought to myself, "now that's a fighter pilot".

OJ jumped right in and we took off. I stayed right on the deck until we got up to 100 kts to make it harder to hit us and then started a steep climb (about 1,500 feet per minute) for altitude. Once we got above 2,000' we settled down for a nice ride home. We had spent about eight minutes hovering in the LZ (timed from the cassette recording of the SAR that the 421 Fighter Squadron) gave us and had burned a lot more fuel than we had planned on. Mike called Pamper radar and they vectored an Army U-21 (that was near our area doing radio relays for Special Forces troops sneaking into Laos) over to us and he stayed with us until we got back into friendly ter-

ritory just in case we ran out of fuel.

I remember thinking as we were climbing out of that LZ: Now I knew that I had the guts to do the job when it got tough. I have always felt that that sort of opportunity to prove to yourself who you are doesn't often come around.

We didn't have enough fuel to get back to Phu Bai, so we landed just at dark at a small airfield along the route. We had 80 lbs. of fuel left (about ten minutes of flying). This happened to be Pamper's base. Pamper arranged a pickup by an Army Chinook helicopter while I phoned my unit to let them know their Huey was at this airfield out of gas. The 2nd Brigade hadn't heard from me since I took off on my test flight. The Chinook took us to the main airport at Phu Bai.

As we had been cruising back from Laos OJ told me his 421st Fighter Squadron was having a big party that night for four pilots that were rotating back to the States, and we were invited. I told him he was the ranking Officer once we got on the ground, and I would follow his orders. When we got off of the Chinook at Phu Bai, an Air Force CH-53 (that had been going to Laos to pick up the Stormy 5 crew) was waiting to take us to Danang - OJ's base. The CH-53 flew out over the South China Sea and fired their Gatling guns for us. Very impressive! We landed at Danang to a big crowd of OJ's fellow pilots and US nurses who were going to the party. Flash bulbs were popping. I was in the big time.

We had a great party! Lots of steak, lots of free liquor. American women (nurses). The Air Force really made a big deal of the rescue and had the flight crews stand up in front of the party on a small briefing stage and tell them about the mission. I asked the Squadron Duty Officer to call my unit and tell them we were in Danang. I got to bed at 04:30. The Air Force lived almost like in the States: Big multi-story concrete dormitories, private rooms, air conditioning, flush toilets, personal stereo equipment, swimming pools, tennis courts. I felt like I was back in America.

I bunked with the 421st Squadron pilots. They woke me at 06:30 for breakfast, took me and Mike to a classified briefing about the area we had picked OJ up in, checked us out in G suits and the AF survival gear, and took me and Mike in turn for a ride in an F-4 with OJ as pilot. OJ did an afterburner burn up to 30,000 ft, went up to Phu Bai and did a low pass at the runway, let me fly the F-4 and take it through the sound barrier up to about mach 1.1, and other stuff. When we landed, they gave me a bottle of champagne to drink, put me into a trailer pulled by a jeep (called the "last mission chariot") with a

a big sign on it with "Crazy Kirschbaum's last mission," gave me some smoke grenades to pop while they drove me all over the AF base. The Air Force was really different from the Army! They made sure they lived well and had fun while they fought the war.

All that day I was hearing that my unit was calling for me and I kept avoiding the calls. Finally, a pilot from my unit showed up with an OH-6 to take Mike and me back to Phu Bai. We left the AF guys in Danang late in the day and got back to Phu Bai in the dark. What a difference! No one to greet us. I was told to report to my boss (the Aviation Platoon Leader – a real jerk). When I got to his shack, he asked me if I was familiar with my rights under the Uniform Code for Military Justice (kind of like reading me my Miranda rights). Apparently, he wanted to charge me for a number of rules that I had broken (like flying without survival gear, flying a mission out of the 101st Div's Area of Operations, going AWOL to Danang for 24 hours, etc.). I told him I had been drinking all day (again) and did not feel competent to know my rights.

It turned out that the small single engine Air Force Forward Air Controllers that had been covering the rescue were based at the 101st. They had gone to the Commanding General's office as soon as they landed and told him what a job his pilots had done for the Air Force. The General had decided to award us a medal and had called down to my unit to arrange the award ceremony. Of course, I was AWOL in Danang having fun.

When the Brigade Intelligence Officer told me about the award ceremony that was set up for late the morning after we returned, I told him we would not be accepting the medals because my Platoon Leader was trying to Court Martial me and I wasn't admitting anything. Since the General was due in one hour for the ceremony it did not take long for this Major to straighten my Captain Platoon Leader out (and to make sure he did not write my Efficiency Report when I left the unit). I got the Silver Star. Mike got the Distinguished Flying Cross (DFC) because he was co-pilot. The Silver Star is a higher medal, but the DFC looked better.

I was now under three weeks from my scheduled rotation date back to the US and normally I wouldn't be flying Scout anymore. For a couple of days I felt like I had pushed my luck far enough but then I got bored and went back to flying OH-6 Scouts and still had fun. About a week later the



Full color. 20" x 28" Depicts all aircraft used by the U.S. Army in Vietnam. Standard version as shown, \$80.00 ea. **Customized** version with nose art / markings of your choice, \$125.00 including postage. Satisfaction Guaranteed.

See my other available prints, and place orders, at www.joeklineart.com

 **PayPal** Joe Kline Aviation Art
6420 Hastings Place
Gilroy, CA 95020
408-842-6979
klinejd569@aol.com
www.joeklineart.com



Air Force invited Mike and I back to Danang for a formal dinner with the 421st Fighter Squadron. They had gotten a cassette tape that one of the F-4s orbiting over the rescue had made. They had a copy of it for Mike and one for me as well as super 8 movies they had made of our F-4 ride and a lot of photos they had taken of us while we were with them. The Air Force really did things right.

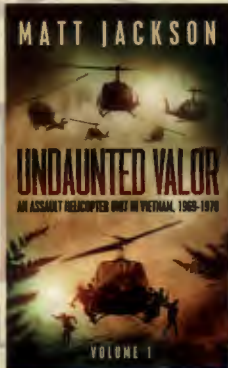
When my rotation date finally arrived, I went down to Danang and actually stayed a couple of days past my rotation date with the 421st TFS before I finally got on my flight home. As is the tradition, OJ sent me a bottle of scotch on the anniversary date of his rescue. His wife also sent a nice thank you letter and a card each year. After about five years I told OJ to stop with the scotch. I still get Christmas cards and letters from them. OJ Davis retired as a LTC F-15 Squadron Commander and passed in 2021 – 49 years after we picked him up in Laos. We were close friends to the end.

Harry Kirschbaum

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

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

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



AVAILABLE ON: amazon.com
in paperback and kindle



CAR STICKERS



PATCHES



COINS



OPTION #1



BACK OF COIN



OPTION #2

CONTACT:

ART JACOBS

art.jacobs.tn@gmail.com

UPCOMING REUNIONS

The 2022 178th/132nd Reunion

WHERE:

Springhill Suites 24 Via De Luna
Pensacola Beach, FL 32561

WHEN:

October 17- 21, 2022

CONTACT:

Bill McRae

wmcrae@mindspring.com

770/843-3973 (cell)

Sales to date of the
Final Flight of Curious Yellow
Have generated over \$6500 for the
VHPA Scholarship Fund!

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



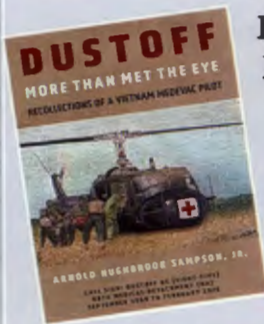
AVAILABLE AT:
amazon.com
in paperback and kindle

BOOK REVIEWS



Marc Liebman, a VHPA Life Member, is a retired Navy Captain and Naval Aviator who flew combat search and rescue missions during the Vietnam War.

He is also the author of five published novels with more coming.



Book Review – Dustoff, More than Met the Eye by Arnold Hughbrook Sampson, Jr., Book Baby, ISBN: 1978-1-09839-1-904, 189 pages, \$19.69.

As someone who flew MEDEVAC missions to bring injured sailors from a smaller ship with limited medical care to either a hospital ship or an aircraft carrier which had the needed medical facilities, I could sort of relate. When I thought, as I read the book, about the pressure to make a rescue whether it was in bad guy country or just to pick up a survivor floating about in the vastness of the ocean, I could relate even more.

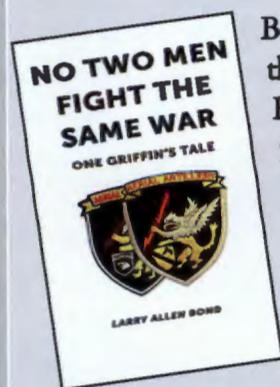
I just couldn't imagine what it was like flying into a hot LZ to bring back wounded day after day for a year. The VC and the NVA knew the MEDEVAC helicopters were

coming and they had bright red crosses to use as aiming points. Oh, one is not supposed to shoot at ambulances and MEDVAC helos. No one told the VC, the Pathet Lao, Khmer Rouge or the NVA that.

Sampson's memories from his year – March 1969 to February 1970 – in Vietnam are poignant, vivid and have haunted him his entire life. As you read the book, you can sense the dedication that enabled the men in his unit, the 68th Medical Detachment do their job.

And you can also sense feel the underlying emotional pain the work was causing. This book helps those who weren't there understand what we went through to save our fellow servicemen's lives. For those of who were there, it is a poignant reminder of what we were prepared to do to help everyone come home in one piece.

Dustoff is sobering and enlightening at the same time, and I highly recommend reading it. Well done Arnold Sampson, Jr.



Book Review – No Two Men Fight the Same War by Larry Allen Bond, Book Baby, ISBN: 978-1-0938-524-8, 172 pages, \$19.67.

Early in the book, Larry Bond sums up the American foreign policy experience in since World War II in one paragraph that caused me to stop, reread and then realize the truth in what I just read.

Bond writes Capitalism creates wealth unevenly. Communism distributes wealth unevenly. Boy isn't that the truth!

Then he writes, "After the United States rid China, Korea, Indochina, and neighboring countries of their Japanese conquerors, we were repaid not with thanks, but with the rejection of the very form of government that lifted the weight of conquest from the people of Southeast Asia. In our continuing effort to support democracy wherever it tries to grow and to resist the tyranny of Commu-

nism wherever it appears, we as a nation through presidents from FDR to Truman, Eisenhower, Kennedy, Johnson, Nixon, Carter, Reagan, Bush 41, Clinton, Bush 43, Obama, and now Trump, continue to repeat our message, "We will help you resist tyranny in whatever form it emerges." We began as and remain the "light on the hill."

Those words resonated with me as an author, as historian, a veteran and as a citizen of the United States. No Two Men Fight the Same War is extremely well-written and well worth reading, if for nothing else to share Larry Bond's experience.

We, the members of VHPA paid the price of that policy and in some places in the world – Japan, South Korea, Thailand, Taiwan, the Philippines – we were successful. In others – Vietnam, Cambodia, Laos, Myanmar, and the PRC – we failed.

As instruments of this policy, we, the members of VHPA we should remember and celebrate our accomplishments. We did our part when others didn't.

Go buy this book.

INTO THE MAELSTROM:

Blue Star 15 to the Rescue

By Mike Williams

In July 1972, the Easter Offensive in Northern I Corps was in full swing. North Vietnam had invaded South Vietnam on March 30, 1972, sending four divisions, including armor, artillery and anti-aircraft artillery and missile regiments south across the Demilitarized Zone. Established by the Geneva Accords of 1954, it separated Communist North Vietnam from Democratic South Vietnam. These units overwhelmed South Vietnamese units defending the District Capital of Quang Tri and continued south until stopped at the My Chan River, 10 miles south of Quang Tri. July 11 saw the South Vietnamese Marines, supported by the South Vietnamese Airborne Division and the 1st Ranger Group conduct a helicopter borne assault to retake Quang Tri. The Ranger Group was protecting the left flank of this attack.

On July 14, Blue Star 15, 1LT Roger Nelson, was leading five other Blue Star Hueys on resupply missions in support of the South Vietnamese offensive. They completed their assignment and were ordered to land at LZ Sally, a former US firebase located southwest of the action around Quang Tri, to stand by for further tasking. That tasking came around 1400, an urgent medevac to pick up severely wounded rangers of the flank ranger group. Previous attempts made by Vietnamese Air Force Huey were beaten back with heavy losses. There were no more VNAF aircraft left. Blue Star would do it. Roger, and his crew of Copilot CW2 Ron Revera, Crew chief SP4 Phil Flemke, and Door Gunner SP4 Schnellecht manned their aircraft

and launched with the rest of his flight. Prior to departure, he was told that if the fire was too intense, he could abort the mission.

As the flight headed toward the LZ, Roger, seeing the shot-down VNAF aircraft, directed the rest of his flight to hold well away from the LZ. Accompanied by four escort Cobra attack helicopters, Roger headed toward the LZ, flying as low and as fast as possible. He hoped to avoid the heat-seeking missiles that killed Blue Star's Commanding Officer the previous month.

With his heart in his throat, Roger flew on, shortly spotting green smoke indicating the LZ. He altered course and started flying toward it then realized he'd been briefed the LZ would be marked with purple smoke. Looking left, he spotted the purple smoke. NVA were trying to trick him into flying into an ambush. As he approached the LZ, the world in front of him erupted in smoke and fire. Artillery was pounding the LZ. His door gunners started firing at NVA who were shooting at them, his copilot was screaming, "taking fire, taking fire, where are the Cobras (all four were fully engaged firing at the NVA).

Roger continued into the LZ, landing in the middle of the maelstrom of fire. Fifteen wounded Rangers were loaded on board and, pulling max power, Roger flew out with the wounded. All involved later agreed it was the most intense fire they had ever encountered. One of the Cobra pilots flying on Roger's left side stated, after 30 years flying Cobras, that was the bravest act he'd ever witnessed.



Original Art by Jim Laurier.

VHPA 2023 CALENDAR



WWW.ACCLAIMPRESS.COM
573.472.9800

ACCLAIM PRESS
 P.O. BOX 238 • MORLEY, MO 63767



Shipping/handling: add \$6.50 for first copy; \$1.50 each add'l to same address. Missouri residents add 93¢ MO Sales Tax per copy.

The Vietnam Helicopter Pilots Association and Acclaim Press are pleased to present the new *VHPA 2023 Calendar*, now available for immediate delivery. This is the 30th calendar produced by the VHPA.

Each month features photographs 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 (1961-1975).

Printed in full-color, this 16x11-inch (BIG) wall calendar is the perfect gift for all VHPA members and their families. **Only \$14.95!** (plus shipping & Missouri state taxes if applicable). **Order your copies today!**



IF YOU LOGGED COMBAT TIME,
**YOU BELONG IN THE
 COMBAT HELICOPTER
 PILOTS ASSOCIATION!**



JOIN US
OCTOBER 13-15TH
IN WASHINGTON D.C.
 DETAILS AT WWW.CHPA-US.ORG

ENJOY RE-OPENED D.C. ATTRACTIONS
 INCLUDING THE NEW ARMY MUSEUM
 AND THE AIR & SPACE MUSEUM WITH
 YOUR FORMER COMBAT AIRCREW.

CHPA-US.ORG

Combat Helicopter Pilots Association

If you were a US military
 helicopter pilot
 or crew in combat or
 imminent danger area ~
 (in any conflict)

**YOU should be
 a member of CHPA.**



www.chpa-us.org



email:
hq@chpa-us.org

phone:
800.832.5144

VHPA CHAPTER ACTIVITIES

ALAMO CHAPTER

Dale Stout
105 Post Oak Dr.
Llano, TX 78643
jdalestout@gmail.com
806-236-2577

ALASKA CHAPTER

Lynn Kile, President
12243 W Skyline Dr.
Eagle River, AK 99577
Phone: 907-696-5453
Email: lkile@aol.com

AMERICAN HUEY CHAPTER

Chuck Canfield, President
3225 Selkirk Bush Rd. SW
Warren, OH 44481
Cell: (330) 984-0889
Email: muskets176@gmail.com

ARIZONA CHAPTER

Dave Sale (provisional president)
Email: davesale64@gmail.com

ARKANSAS CHAPTER

Fritz Kahley
623 Cobblestone Circle
North Little Rock, Arkansas 72116
Phone: 501-690-0936
E-mail: fkahley525@sbcglobal.net

CALIFORNIA NORTH CHAPTER

Ken Fritz
5341 W Riego Rd.
Sacramento, CA 95837
Phone: 916-768-1675

FLORIDA CHAPTER

Randy Woods, President
2342 Wakefield Way Mt Dora FL 32757
352 410 3416
Email: sr7us@yahoo.com

GEORGIA CHAPTER

Doug Lackey, President
dlackey@peachstatetrucks.com
Cell 770-365-6558.

HAWAII CHAPTER – Provisional

Ken DeHoff - POC
808-754-6871
Email: khdehoff@gmail.com

LOUISIANA GULF COAST CHAPTER

Victor Lent, President
P.O. Box 111
Arabi, LA 70032
Phone: 504-201-9070
Email: VHPA-NewOrleans@earthlink.net

MICHIGAN CHAPTER

Richard Deer, President
308 W 4th St
Charlotte, MI 48813-2186
Phone: 517-543-2962
Email: richdeer@att.net

NORTH ALABAMA CHAPTER

Marshall Eubanks, President
217 Golden Harvest, New Market, AL 35761
Phone: 256-527-5900
Email: marshallubanks48@gmail.com

NORTH CAROLINA CHAPTER

Gerald Phelps, President
118 South Pine Cove Lane
Macon, NC 27551
Phone: 252-257-2544
Email: s22comet@centurylink.net

OHIO RIVER LZ CHAPTER

Dan S. Gulley, President
Phone 812 948-1357
Email dan.gulley@att.net
www.ohrivlz.org

OKLAHOMA CHAPTER

Mike Sloniker, President
3909 Creek Bank Rd,
Edmond, OK 73003
Home: 703-690-5856
Cell: 703-395-5147
Email: mikesloniker@yahoo.com
www.okvhp.org

OLD DOMINION CHAPTER

Jim Squyres, President
728 Jouett Drive
Newport News VA 23608
E-mail jimpatti3@cox.net
Facebook: Old Dominion Chapter VHPA

ROCKY MOUNTAIN CHAPTER

Dale E House, President
14520 Akron St.
Brighton, CO 80602
Phone: 303-659-8754
Email: RMC.mailbox@yahoo.com

SOUTH MISSOURI CHAPTER

Don Merritt, President
3008 Northwoods Rd
Owensville, MO 65066
Phone: 573-437-2527
Email: d7236@fidnet.com

SOUTH CAROLINA CHAPTER

(Celebrate Freedom) Chapter
Roger Lone, President
2533 B Airport Blvd
West Columbia, SC 29170
Phone Office 803 822-8812
Cell 760 851-5220
Email: rdlone@hotmail.com

SOUTHERN CALIFORNIA CHAPTER

Jim Davidson, President
PO Box 3219
Crestline, CA 92325-3219
Home: 909-338-0907
Cell: 909-633-4427
Email: jimdavidson007@hotmail.com

UPPER MIDWEST CHAPTER

Upper Midwest
Donald Abrams, President
Email: dbabrams@comcast.net

UTAH CHAPTER

Steve Jackson
801-647-5532
Email: armyav8r11@msn.com

WASHINGTON STATE CHAPTER

Alex Bromen
Email: alexbromen1@comcast.net

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

South Central Texas is hot. Not only because it is a great place to live and visit but because it is heat hot. June and July have been record months for heat, humidity and lack of rain. The region is in an extended draught but never fear, the River Walk is active and all the neat venues surrounding the area are open and will be ready to entertain all of you who attend next years reunion. It will be a great time and fun with lots of activities. Make sure you bring your lounging around the pool stuff.

The chapter and their ladies continue to gather for our monthly luncheons. We dined at the China Harbor restaurant in July. A fantastic buffet was enjoyed by all. Many thanks to President Dale Stout for setting it up. Jim Boykin, our able and talented social director, was involved in moving house and fully involved in making that event happen.

The Executive Council continues the process planning for the 2023 VHPA reunion, which will be held in San Antonio, 2-5 July 2023. *National is already working on the 2023 reunion with a fantastic Fourth of July fireworks display scheduled at the Tower of the Americas. Chapter members are providing suggestions for other events for attendee enjoyment. There are so many activities that can be scheduled for attendees to choose from that it would take months for you to have the opportunity to enjoy them all. San Antonio is a military town. Almost all restaurants and other commercial enterprises offer a 10-20% discount to military, active or retired. This includes spouses. As noted, it will be hot and humid in SA in July. Plan accordingly.

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

The chapter is alive, well, and active. President Dale Stout is still flying left seat, but president-elect Chip Brown is getting ready for his president's check



ride. Chip will lead the chapter beginning January 2023.

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

Until next time, stay happy and healthy.



* Plans for the fireworks are not final (weather conditions must be considered. Like wise, the location is not finalized if fireworks are conducted.)

VHPA CHAPTER ACTIVITIES



CALIFORNIA NORTH CHAPTER

On 6/10 Ed Morris, Al Doucette, Curt Knapp, Jim Cunningham and Dave Anderson attended the "American Aviation Historical Society" annual meeting at the Roland Freedom Center Museum at the Nut Tree airport in Vacaville, CA. Jim is a member of AAHS and invited us to a BBQ and visit to the museum. It was 107 degrees that day and the BBQ was moved inside to the local Elks lodge! The A/C helped a little! Side note - Ed's father was a founding member of the Vacaville Elks Lodge. After the meal we all drove over to the museum located in a hangar at the airport. HOT!! We enjoyed some wine tasting and a quick museum tour. Jerri Bergen, the President of the AAHS welcomed us to their annual meeting of about 30 members. Her husband, Chris Bergen agreed to pose with us in front of the museum UH-1H. Chris was a UH-1H and CH-47C crew chief in his time in the US Army. Curt had to leave early for a family obligation and missed the museum tour.

With more than 65 years of collecting Aviation Documentation, the AAHS is recognized by the Smithsonian National Air and Space Museum as a premier aviation historical effort. Check out the AAHS website at: www.aaahs-online.org.

The Roland Freedom Center is a non-profit military and aviation museum located at the Nut Tree Airport in Vacaville, CA. This is a small museum with some interesting military and aviation exhibits. Most of the airplanes in the hangar are changed out monthly, so you never know what you might see. They do have one UH-1H on outside display, so we were not forgotten! Here is a link to their Facebook page: www.facebook.com/rolandfreedomcenter.



Our Group.



Chris Bergen with Group.

On 7/9, seventeen members and significant others attended a BBQ at LZ Fritz. Our annual business meeting was held after a great hamburger lunch. Ken Fritz makes a GOOD hamburger! Thanks to Ken and Marcia for hosting us at your farm near Sacramento. It wasn't even too hot!



Ken Fritz, Pres/Host/Cook.



"Formal" Biz Meeting.

Annual Business Meeting

Business Issues:

- 1) Past President, Mike Whitten has moved to Texas. Jim Barger was elected to replace Mike.
- 2) Our VHPACCN.org website has been costing us \$145.86/year. No one seems to be accessing this site any longer and the web master (Dave Anderson) requested that we shut the site down and save the expense. The issue was approved.
- 3) Mike Nord was asked to bring our MOC to the VHPA San Antonio reunion next 2-5 July 2023. The MOC has been repaired and is currently stored. A future cleanup time will be scheduled. Mike pointed out that the problem may be in his ability to find a truck driver to transport the MOC. Truck drivers are in short supply.
- 4) The group approved last year's business meeting minutes.
- 5) The treasurer announced that we are currently solvent.
- 6) Dues will not be collected again this year as we regroup and reorganize after COVID.

Future Meeting Ideas:

- 1) August 2022 - Jim Cunningham will coordinate our participation in a Vietnam exhibit at the Roland Freedom Center Museum located at the Nut Tree Airport in Vacaville, CA. He

VHPA CHAPTER ACTIVITIES

has already spoken to their manager, Paul Mirich. (Update – Since our Business meeting, Jim and Ken met again with Paul Mirich. They will be in touch when they have a more definite plan for the Vietnam display.)

2) 7 September 2022 – Dave Anderson will host a meeting at his house in Benicia for all those who want to try out his UH-1 flight simulator. Start time will be 11:30AM and lunch will be

planned at a local restaurant.

3) 15 October 2022 – Mike O’Conner will organize a meeting at “Museum of the Forgotten Warriors” in Marysville, CA.

4) January 2023 – Ken Fritz will coordinate a Holiday Dinner.

Dave Anderson
Secretary, VHPA-CCN

AMERICAN HUEY 369 CHAPTER

It is early August as I write this, our Annual “Gathering of Veterans and Patriots at the Huey Museum” is in two weeks. This Gathering is held the second full weekend of August each year.

Featured at the “Gathering” each year is a helicopter flyover during the National Anthem to kick off the weekend’s festivities. After recognitions and announcements, we hold a charity auction of very unique and different helicopter items to include related militaria. All proceeds from the auction of donated items are used to fund the museum which is still under construction.

Also included at the reunion are assorted vendors as well as the re-enacting groups Wolfhounds and Black Lions. These two very enthusiastic groups also participate in our much-anticipated helicopter assault featuring our four “restored to flight” Vietnam combat helicopters which includes Peter Bales and his OH-6 “little bird” from Janesville, WI. As always, membership flights are then conducted until everyone present that wants to experience flying in a combat warbird, Vietnam Huey,



has had the opportunity to do so.

In addition to the day’s activities, a live band entertains us Saturday night and at nightfall, a fireworks show closes the festivities down. After the fireworks we retire to our campers and motel rooms, to relax and be ready to enjoy one more day of camaraderie and flying helicopters on Sunday.

We are still accepting donations to finish building the National American Huey History Museum (NAHHM). A tax-deductible donation of \$1000.00 or more will get your name on a seven-foot-tall bronze plaque in the main entrance. Please consider helping us build the only Huey museum in the world.
www.americanhuey369.com

Phil Marshall



VHPA CHAPTER ACTIVITIES



GEORGIA CHAPTER

Our Luncheon took place at the 57th Fighter Group Restaurant adjacent to Peachtree Dekalb Airport in Atlanta (PDK).



JIM CRAWFORD

We acknowledged Jim Crawford, our website developer and active commercial flyer, who was presented with a special award by the FAA on June 13. This prestigious award is for "Fifty Years of Dedicated Service and Aviation Safety".



Pictured are Gary Earls (Treasurer), Glen Carr, Jim Crawford, Doug Lackey (Chapter President) Denny Holmes (Sea Wolf), and Bill McRae (Presentation Specialist).

TOMMY CLACK

The Chapter received a late notification of July 4th Celebration from The World Harvest Church in Roswell, GA. It was an invitation to join them as they celebrated July 3-4 with "Honor our Heros" exhibits at the Church. The author of the invitation was by Tommy Clack who served in Vietnam and is one of Georgia's finest soldiers (please see the link:).

Tommy served with the 25th Infantry Division as a Captain. He is a triple amputee due to war wounds received in 1968, and is an inspiration to all who served and all who will serve. For this celebration, Tommy contacted the North Carolina Chapter of the VHPA and asked them to bring three aircraft as exhibits for this celebration.



North Carolina Chapter at Trump's Inaugural.

North Carolina Chapter at Trump's Inaugural

Indeed, the NC Chapter brought a Mike Model Gunship, a D/H model UH1, and an OH6 LOH! All of these aircraft served in Vietnam and all were represented by members of the NC Chapter. Several members from Our Chapter attended and it was great to reminisce with old iron!

Tommy Clack.



Mike Model.



Back in the Saddle!



VHPA CHAPTER ACTIVITIES

ED ETTTEL – Project Mail Call



Our Luncheon speaker was Ed Etttel, Retired Navy Captain. Ed Etttel is the CEO of Project Mail Call that mails care-boxes to deployed U.S. military. Besides his 26-year Navy career, Ed had a parallel 35-year career with the IBM Corporation.

Ed described the Project Mail Call process, focusing on how the charity has engaged 11,000 volunteers to pack over 10,000 customized and personalized care boxes to U.S. military deployed in 64 countries and many ships at sea. Ed runs this operation with his wife out of their home, is a gifted speaker, and is Nationally Acclaimed.

TASK FORCE UPDATES

Membership ~

Max Torrence was welcomed as a new member. Other potential new member contacts were discussed. Chuck Bayless, Task Force Commander, now has a system of phone contacts, Flyer Distribution and formal invitation to all who show interest. We are concentrating on North Georgia addresses.

We were contacted by Ed Puhala a VHPA Life Member from Savannah, GA. Ed had seen our write up in the Aviator and was interested in starting a Chapter around Savannah/Ft. Stewart that would draw members from South Georgia, SE Carolina, and Northern Florida. We are excited about helping them develop this second Georgia Chapter with guidance from VHPA.

Logo and Apparel Task Force~

Chuck Bayless reviewed acceptance of new logo and orders for shirts and hats. He plans to reopen the order board for Fall apparel.

Website Task Force~

Jim Crawford reviewed updates to the website; everyone's reaction was very positive.



Website Home Page

FUTURE ACTIVITIES

Georgia Veterans Day – 12 NOV

We discussed the opportunity to participate in the Georgia Veterans Day Parade which will be held in Truist Park (Home of the Atlanta Braves). Our plan is to incorporate a UH1 towed on a trailer which will be provided by the Army Aviation Heritage Foundation.



AAHF UH1H

Cobb Veterans Memorial

Ground was just broken for the construction of Cobb Veterans Memorial. Although this memorial is located in Marietta, GA (hence Cobb, the County), it's scope and grandeur will be a draw to Veterans from all over the state. We have an opportunity to establish the Chapter's name in granite as a sponsor and we will pursue this. Phase one competition will be in late 2023.



VHPA CHAPTER ACTIVITIES



Submitted by Doug Lackey, Our Chapter President

PRESS RELEASE

~ Cover Story ~

Life member Jim Crawford was awarded The FAA Wright Brothers Master Pilot Award. This award is "In recognition for 50 years of exemplary aviation flight experience, distinguished professionalism, and steadfast commitment to aviation safety."

Jim soloed on May 29, 1969 in an Army

OH-23 while in the Army Helicopter Flight School class 69-44 at Ft Wolters, TX.

He graduated from Army Helicopter Flight School class 69-46 in January of 1970 and went on to complete the Aircraft Maintenance Officer Course (AMOC) course at Ft Eustis, VA and the Maintenance Management Course at Ft Lee, VA in 1971.

He served with the 765th Trans Bn of the 34th Gp and 1st Aviation brigade HQ as a General's Staff office



and then as the 1st Avn Bde HQ company commander in Vietnam in 1972. The helicopters flown in Vietnam were the UH1-H and OH-58.

Jim used his GI Bill to get his FAA Commercial Airplane Single and Multi-Engine with Instrument ratings. He also has the FAA

commercial Helicopter

Pilot's license with Instrument, Type rating Sikorsky SK-58 (CH-34).

Jim and his wife Judy started Crawford Aerial Photography in 1985 and he still flies the Cessna 172 and Robinson R-44 today for aerial photo work.

.....

Cobra helicopter is from the Army Aviation Heritage Foundation, Hampton GA.

The car is owned by Wayne R. Sisley and was on display near our Cobra. Both Cobras are 1967 models.

"ONE FOR THRILLING AND ONE FOR KILLING."

VHPA CHAPTER ACTIVITIES

MICHIGAN CHAPTER

Our Michigan Chapter participants in the Traverse City area were very busy around the Memorial Day weekend. One major project was the annual cleanup at the Welcome Home Vietnam Veterans Memorial.



Welcome Home Vietnam Veterans Memorial Restoration.



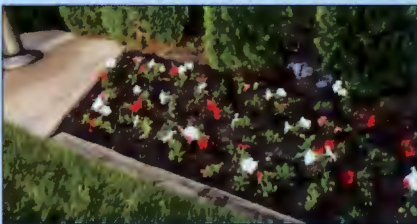
Scott Schwander does the Annual Cleaning.



Dead Tree.



Memorial Refreshed.



New Tree and Flowers.



Restored Memorial Grounds.

project was the annual cleanup at the Welcome Home Vietnam Veterans Memorial. The stone on which the Memorial plaque is located was in need of cleaning and Scott Schwander used his skills to do that as he has each year. He uses the same cleaning solution that he has utilized both at Arlington and Normandy.

A tree on the Memorial grounds had died and a group of volunteers planted a new tree on 1 June. Mark Benjamin coordinated the effort and this Michigan Chapter of the VHPA paid for the replacement. Along with new flowers and the cleaned stone the Memorial grounds look wonderful. Thanks to all who participated.

Mark Benjamin hosted his monthly lunch gathering in Traverse City on June 1st and sent this AAR: Wonderful meeting. Talked about flight training experiences in the TH-55 and the OH-23D. Then about Vietnam War after 1970 and how the end was tougher on Army Aviation than at any other time.

Glenn Youngstedt arranged for eight members of the Michigan chapter to tour Whirlpool Corporation's corporate aviation department in Benton



June 1st Traverse City Gathering.

Walter Topp, Mark Benjamin, Bob Matlis, Bart Halliday, Ed Canright, Joe Meredith.



June 15th Whirlpool Aviation Tour Group. Glenn Youngstedt, Jim Heyn, Clay Maxwell, John Geary, Bob Keller, Denny Klein. Not pictured Paul Boggs (checking out the G600 cockpit) and Linda Maxwell.



June 1st Traverse City Gathering.

Walter Topp, Mark Benjamin, Bob Matlis, Bart Halliday, Ed Canright, Joe Meredith.

Harbor, MI (BEH) on Wednesday, June 15th. We toured from the front door to the back door. We spent time checking out their Gulfstream G 600. After spending time in the cockpit and cabin we all decided that is the only way to fly. The all-glass instrument panel is a far cry from a Huey. Following our tour, we had lunch

VHPA CHAPTER ACTIVITIES



Michigan Chapter Participation at USCG Open Ramp. L-R Ed Canright, Dan Beshoar USCG H-60 Pilot, Walter Topp, LCDR Chris Clark USCG H-60 Pilot, Clay Maxwell, Mark Benjamin, Don Pond, Lola Pukett, Louise Pond.



With Michigan State Police Huey Ed Canright, Clay Maxwell, Barry Witt, Mark Benjamin.



July 6th in Traverse City. L-R Mark Benjamin, Sue & Ed Canright, Walter Topp, Paul Fitzsimons, Joe & Chris Meredith, Rich Deer, Barry Witt.

at Schu's Bar and Grill in Saint Joseph.

Michigan Chapter members participated in the US Coast Guard's Open Ramp in Traverse City on July 1st. The event coincided with the National Cherry Festival. Approximately 10,000 people attended seeing various static displays including all US Navy Blue Angels F/A-18 Super Hornets, F-16s, A-10s, USMC AV-8 Harriers and various civilian aircraft including a twin engine YAK with a small jet engine for aerobatics.

Chapter members posed in front of a USCG MH-60 Jayhawk along with the Coast Guard pilots. They also found one of two operating UH-1H Hueys owned by the Michigan State Police. The Coast Guard Aviation Association Traverse City Chapter and our own Michigan Chapter VHPA were among the various vendors at Open Ramp. Additional air show photos



were taken by John Russell. Mark Benjamin, who coordinated our participation, praised those who attended: "A big thank you to all who came to Open Ramp at the CG Air Station. You were great!! Thanks so much. As they used to say, 'you number one GI.'" He added that Ed Canright and Clay Maxwell were stars of the show.

Mark Benjamin hosted his monthly lunch gathering at the Hotel Indigo on July 6th. The nine in attendance enjoyed the roof top setting looking over the Grand Traverse West Bay while sharing stories. The Hotel Indigo staff was very efficient, and the food options were delicious. Mark showed the group a magazine article highlighting the work of his local MOAA chapter. Rich brought copies of publications from the Yankee Air Museum filled with aviation related articles. Other discussions covered a wide variety of topics and even included some about Vietnam.

Additional information can be found on the Michigan Chapter VHPA website at <https://vhpami.wordpress.com>. Look under "News" for past and recent events.

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

Submitted by Rich Deer, president

VHPA CHAPTER ACTIVITIES

NORTH ALABAMA CHAPTER

We are in the "dog days" of summer. For all of you who live North of the Mason-Dixon line, it has been almost as hot as it was during the Dust Bowl days of 1930 here in Alabama. As a result, the North Alabama Chapter's activities have been limited to our monthly meetings. We are still getting pretty good attendance. We have averaged about 40-50 members, spouses, and guests to the meetings in June and July. (Although, from my foxhole, meeting at 1630 seems like we should be driving there with our blinker on constantly searching for a Cracker Barrel!)

We had an interesting guest speaker in June. Mr. Roger Herrin from the Alabama Veterans folks talked about the availability of space in veteran's homes in the state. The "Tut Fan" veterans' home is one example. Mr Herrin showed us how and where to apply. He also discussed waiting lists. This was timely because some of us will need such a place in the future.

Much of our attention has been on members in hospital and several deaths. We had one member hit from behind in his car, putting him in the hospital. Another died of the big "C" in his brain and a third just sat in his car before going to pick up his wife and left for the great O Club in the sky from there.

NAVHPA member Bob Monette now has his aircraft displayed at Battleship Cove in Fall River MA. Bob flew one of the last Cobra missions of the war in that Cobra. He traveled to Massachusetts to be interviewed during the presentation. Here is how Battleship cove describes the aircraft.

"In Vietnam, they called her the "Snake". The first helicopter designed specifically for direct fire support of ground troops, the Cobra attack helicopter of the Huey family ultimately performed a variety of missions in all weather conditions, engaging in direct air support, anti-tank operations, armed escort, and air-to-air combat.

Cobra Helicopters saw continuous service from 1967 until 1999 and were used by the Army and Marine Corps during the Vietnam War and Operation Desert Storm. The Cobra's formidable combination of armor, armament, and agility proved to be an effective weapons delivery platform for pilots, and spawned many variations.

Our AH-1 Cobra or "Snake" is 70-16038 and was delivered to the US Army in May 1972 as a AH-1G. Snake 038 was immediately deployed to Vietnam with Troop F of the 9th Cavalry Regiment. Here she would operate from 1972 until the cease fire in 1973 in what they call a "Pink Team" with a scout OH-6 "Loach" helicopter. This was a strategic Hunter-Killer team attempting to draw out the enemy. The OH-6 "Loach", usually with a pilot and observer, flew as little as 10 feet above the treetops at between about 45-60 mph, scouting for signs of the enemy. Cobras flew circles 1,500 feet above the scouts, waiting to



CW2 Bob Monette (L) and CW2 Larkin after flying the last mission in Cobra 038 in 1973.



Cobra 038 waiting at the dock in Saigon for return to the US after the Ceasefire in 1973.

pounce on whatever may fire upon the OH-6.

With the official cease fire confirmed, 038 was part of the last helicopter unit to come home. Back to the USA, she would eventually be updated as an AH-1S model with the TOW missile system to acquire, track, engage, and destroy enemy armored vehicles tanks with the Tube Launched Wire Guided missile.

The AH-1 Cobra Attack Helicopter 038 came to Battleship Cove in September 2002 with over one and a half years of restoration work undertaken in Quonset Point, RI by the RI Army National Guard prior to presenting it for display at the museum.

AH-1 038 is currently awaiting a complete restoration to her G model Vietnam War combat appearance as a tribute to all those who served."

Another chapter member, Rob Glasier, sent the following when asked for his memories of flying gunships in Vietnam.

"Somehow the phrase from Gunship fire team member, 'Taking Fire from my nine o'clock...hammer the bastards..,' is not really understood unless you have been there. And, as the evolution of 'Rotary Wing' evolves to different hybrid platform configurations, etc., there might have to be a different name than 'Helicopter,' God forbid. But we often still call the old steam driven ships, whether using oil or coal or nuclear 'Steamships'. Helicopters will continue to evolve, as fling wings are prone to do and they will normally be classified somewhere between 'Vertical lift',

VHPA CHAPTER ACTIVITIES

and whatever. Maybe the name Helicopter will survive, and then a more expansive definition will evolve. The name "Helicopter" might stick around just like most ocean-going vessels still seem to be called steamships.

I was a proud Slick AC, Greyhound 19, until I got sick and tired of being shot at all the time, and we always had to hold formation, and hope my door gunners could at least keep the bastards' heads down...if our Guns could lay some and they did.

AND, when I "went to the Dogs", and became a Gun AC, Maddog 19. There I found my home. As my old CO at the time, with whom I am still in frequent contact, told me at a reunion, "You were a born Gun Driver!" That made my day! He had been a Gun Driver in an earlier tour, and was also on the Cobra evaluation/selection Board so he knew what he was talking about.

When we get to do our version of MASH, only set in Vietnam, not Korea. Some of the booze may change, and 'our song' may be a little different. But the legacy lives on somehow."

Finally, VHPA Chapter Chaplain Paul Kiel contributed the following.

"When the last living Vietnam Combat Vet throws his ruck over his shoulder, picks up his steel pot and M-16, and climbs aboard the last Huey off the LZ, an era will pass forever into history. Vietnam shaped a negative national attitude like no other war America ever fought. We who did fight there, were never really welcomed home. We were the soldiers nobody wanted.

When there was no one else to turn to, we turned to each other and in our Brotherhood, we found comfort, acceptance, and understanding. In our shared experience we found validation for our service and sacrifice.

Hopefully, someday, someone will tell our true story – but probably not. Our experience, our wartime way of life, all the things that transpired to produce the unique Vietnam Combat Veteran will be known only to us,, and to God. Even so, that will be enough."

- Author Unknown, Edited by P T Keil

The chapter decided to discontinue our web site at <http://www.na-vhpa.org>. It didn't have enough traffic to justify the effort and cost required to maintain it. To maintain a presence on social media, we have created a dedicated page on Facebook. It is up now. You can see it by searching for "North Alabama VHPA" in the search bar in Facebook. The website will be up until the end of September of 2022.

The North Alabama Chapter meets in Huntsville, on the 2nd Tuesday of most months at 4:30 PM (1630). 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. Come on out!! We know all those war stories need to get out of your system. We need new ones.

Submitted by Ralph Weber

NORTH CAROLINA CHAPTER



The NC VHPA continued its active participation and helicopter display activities by attending four events during May, June, and July in North Carolina, Florida, and Georgia.

For traveling to the VHPA Reunion, several members elected to ride aboard the association's renowned coach Di Di Mau, a spacious, comfortable van which is owned and operated by Jerry and Barbara Seago. Di Di Mau has been ferrying NC VHPA members to various functions since 2019 and this trip to Tampa was her third such venture to a VHPA Reunion.

NC VHPA President, Ben Gay, and Brock Nicholson followed up their trip to Florida by next providing a UH-1H for static



NC VHPA Travel Coach Di Di Mau.



UH-1H of the 48th AHC on display at the Angier, NC Flags For Heroes tribute.

display on June 11th during the third annual Flags For Heroes tribute sponsored by the Rotary Club of Angier, North Carolina. This nation-wide program primarily honors veterans and first responders and flags were flown on that day to recognize the 48th Assault Helicopter Company (the unit in which Brock and Ben served) and the NC VHPA.

Members were on the road again over the 4th of July holiday by invitation of the World Harvest Church to participate in the Honor Our Heroes celebration in Roswell, Georgia with a static display of our OH-6, UH-1H and

VHPA CHAPTER ACTIVITIES



Barbara & Jerry Seago, Ben & Janet Gay, Colleen & Brock Nicholson, Gerald Phelps and Joe Armstrong ready to embark on Di Di Mau.



On May 28th, those same reunion attendees enhanced their reunion experience by going to the Honor.

UH-1M. As usual, the sight of helicopters travelling on the Interstate highway (as has happened so many times over the years) caught the attention of fellow motorists and the occasional photographer waiting on an overpass.

NC VHPA has additional helicopter displays scheduled in the coming months. Please go to our website ncvhp.com to see the latest event schedule.

Submitted by Ben Gay, President, and Vic Rose



NC VHPA helicopters enroute to Georgia.

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

Since our last Chapter Article we've had two in-person meetings with Zoom back up for a total of 24 members attending. At the June meeting a motion was made to retain the current officers in the current positions. The motion carried. The President is Dale House, Vice President Bill Bates, Treasurer Jim McNamee, and Secretary Doug Neil. Our Museum Operations Officer is Terry Olson.

Members at the July meeting presented a motion to make a \$1000.00 donation to the AAAA/VHPA Scholarship Fund. The motion was carried.

Chapter Member and Board Member of the National Vietnam War Museum, Charles Bogle, gave us a report on the Grand Opening of the Museum in Weatherford, TX, just outside of Mineral Wells and Fort Wolters. Alma Mater to many of us. It was regarded as a huge success with over 600 attendees. See the Museums web site at: <https://www.nationalvnwarmuseum.org/>

The Rocky Mountain Chapter has been invited to attend the Collector Car Council of Colorado Car and Swap meet on August 6th at the Rocky Mountain Metro Airport. Last year when we attended, we had an



OH6 964b.

VHPA CHAPTER ACTIVITIES

estimated 450 visitors to our Museum. This year, Gary Worthy, is bringing his fully restored OH-6 Loch '964' Helicopter. We are looking forward to this event, and will report the results of this show in the next issue of "The Aviator".

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

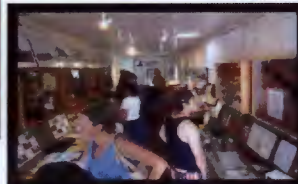
Stay Safe, and above all, Stay Healthy.
Dale House
President

HELICOPTER WAR MUSEUM

SPONSORED BY
 VIETNAM HELICOPTER PILOTS ASSOCIATION
 ROCKY MOUNTAIN CHAPTER



- *SEE PICTURES FROM HELICOPTER COMBAT MISSIONS
- *BROWSE ARTIFACTS BROUGHT HOME FROM THE WAR
- *MEET PILOTS THAT FLEW HELICOPTER COMBAT MISSIONS
- *SIT IN THE COCKPIT OF A "HUEY"



SEE THE HELICOPTER WAR MUSEUM

ROCKY MOUNTAIN CAR SHOW AND SWAP MEET, SPONSORED BY THE COLLECTOR CAR COUNCIL OF COLORADO. CAR SHOW-WAR BIRD FLYBYS DISPLAYS-FOOD-ENTERTAINMENT AND A real Vietnam Combat Helicopter.

WHEN: SATURDAY, AUGUST 6TH, 2022

WHERE: ROCKY MOUNTAIN METRO AIRPORT
 11755 AIRPORT WAY
 BROOMFIELD, CO 80021

WEBSITE: WWW.RMCVHPA.COM

UPPER MIDWEST CHAPTER

Things are returning to a more of a normal feeling. We were able to sponsor a barbecue for some of the residents of the Minnesota State Veterans Home. The home, originally named the old soldier's home, serving the Veterans of the Civil War was originally opened in the 1880's. It certainly has been much improved since then and is now a first-rate skilled nursing care facility. One of our honorary chapter members (he was a bird dog pilot in Viet Nam) was a resident of this facility until his passing a year or so ago. I was totally impressed with the facility and the staff during visits to him. We were honored to cook for and serve approximately 40 residents during our visit. Thanks for our volunteers for this event. Even though we learned early in our careers that "never volunteer for anything", we were able to shake it off and volunteer our services to these fellow veterans.

At the time of this writing, the moving wall wrapped up in Eagan Mn and is headed to Winsted Minnesota for the 27th and 28th of July.

The Vietnam Veterans of America have



"Ready Set Grill" Left to Right: Tim Callister, Jim Bankston, Rick Koehnen, Dan Weiberg, Bob Rohlfson, Don Abrams .



Gathered for our Chapter Meeting after the cook-out Left to Right: Jim Bankston, Dave Larson, Don Abrams, Dan Weiberg, Rick Koehnen, Terry Branham, Bob Rohlfson, Mitch Madison, Lloyd Enos and Tim Callister.

VHPA CHAPTER ACTIVITIES

invited us to participate in their annual China Beach picnic at Trimble, WI on August 13th. It's a good time to meet and greet other veterans who weren't necessarily involved in aviation. Bring a dish to share. We always appreciate their hospitality at this event.

August 15th will be the Stillwater Veterans Memorial dinner cruise on the St. Croix River. It's a Dinner cruise and program on a replica paddle wheeler originating in Stillwater, MN launching at 4:30 PM. If you are interested in participating, go to the StillwaterVeterans-memorial.org for tickets. It has been a great event in the past and I assume it will not disappoint this year.

Our September activity/meeting will be at the Fagen Fighters Museum at the Granite Falls, MN airport. We will gather for lunch at the Granite Falls golf course at noon September 15th, followed by a museum tour at

1:00 and a short business meeting after. This is a first rate aircraft museum with meticulously restored WWII aircraft and other artifacts including gliders from Normandy and vehicles as well. One of our members (with the help of VHPA) has assembled a mailing list of Minnesota, Wisconsin, Iowa, and both Dakotas' members and will be sending out an invitation to this event. Twin City Members will gather at the Menards in Eden Prairie at 9:00 AM for carpool formation. Please join us for this event if you are interested. Please e-mail me if you have any questions at dbabrams@comcast.net.

Collective full down, throttle to flight idle, gas producer check rpm, at 100' progressive deceleration, 25' flare and cushion for landing.

Don Abrams
Chapter President

UTAH CHAPTER

After COVID lock downs, health challenges, and a challenging 2021-2022 winter, the Utah Chapter of the VHPA is finally getting our legs back under us. We held a general membership meeting at the Golden Corral in Orem, Utah on 30 April with 12 members in attendance.

Representatives of the Utah Honor Flight organization gave a presentation on their goals, procedures, and structure. They covered participant applications and nominations and provided a slide show of previous Honor Flights. Several chapter members gave testimonials about their experiences with Honor Flight.

Chapter business was discussed including educational outreach activities and a round table discussion on future activities and use of chapter funds.

An election for chapter officers was held. Doug Drury was elected President with Tom Melville as vice-president, and Steve Jackson as member representative at large.

The chapter is beginning to breathe again, and we look forward to great associations and activities in the future.

Submitted by Steve Jackson

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.

Want to start a Chapter of the VHPA in your area?

Contact: Tom Payne for full details and lots of help!

(918) 813-5132 (or) ka5hzd@att.net

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.

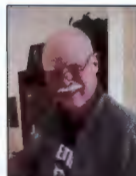
***Adkins, Donald V. USA, LTC Ret.; Flight Classes: 62-7/63-3; RVN: 66-67 C/1/9 CAV 1 CAV; SS, DFC; Callsign: Phantom Raider 6.**



Lieutenant Colonel Donald Vandelin Adkins of 1153 Town Creek Road in Eden, passed away on October 27, 2016, at Moses Cone Hospital in Greensboro. Donald was born July 16, 1935 in Charleston WV.

Upon graduation from high school in Charleston, Adkins enrolled at Marshall University. His father, who was a World War II veteran, encouraged the military life, so Adkins joined the Army ROTC. Shortly after graduation from Marshall in May 1958, he was commissioned a second lieutenant. Adkins retired in June 1979 and took a position with Morehead High School as JROTC Commander, and he later became Athletic Director. He retired a second time after serving as principal at Holmes Middle School.

Bastedo, David C. USA, CW4 Ret.; Flight Classes: 67-3/67-1; RVN: 67-68 C/229 AVN 1 CAV; SS; BS; Callsigns: Wagon Wheel/North Flag.



David Bastedo of Wesley Chapel FL, passed on February, 15, 2022. David was a native of Connecticut, where he returned following Vietnam to spend a career as a Connecticut State Trooper. He also served his state as a National Guard aviator.

He is survived by his wife, Judy.

***Childers, Jerry W. USA, COL Ret.; Flight Class: 64-1; RVN: 64 UTT, 64-65 197 AHC, 67-68 AH-1G NETT, 72-73 18 CAC; SS, LM, DFC, BS, MSM, PH, ACM; Callsigns: Playboy 11/Striker 11/Green Delta 6.**



Jerry William Childers passed away on April 27, 2022. He was born and raised in Waynesville NC. He earned his Bachelor's Degree from Tennessee Technical College and his M.B.A. from Georgia Southern University. Jerry was also a member of Tyner United Methodist Church.

During his military career he served as the Chief of Staff of the 101st Airborne Division at Fort Campbell and the Board of Directors for the National Medal of Honor Museum.

He is survived by his loving wife of 60 years, Mary Jane.

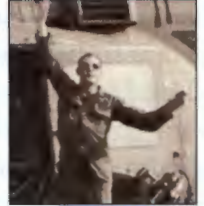
***Carley, Henry P. USA, MAJ Ret.; Flight Class: 67-19; RVN: 68 178 ASHC, 69 179 ASHC, 72 213 ASHC; BS, PH; Callsign: Boxcar.**



Henry Carley of New Orleans LA passed away on July 29, 2022 from Parkinson's secondary to Agent Orange exposure. He was born in San Jose CA on May 9, 1940. He was raised in Red Bluff CA and there graduated high school, entering the Army in 1959.

When Hank was not serving his country, he was an entrepreneur. He ran a logging business, a laundromat, a pizza parlor, and a number of import/export ventures. He obtained a degree in psychology and proudly volunteered at the VA assisting PTSD groups.

***Cocherell, McDade USA; Flight Classes: 68-511/68-19; RVN: 68-69 282 AHC, 71-72 D/3/5 CAV 9 INF; Callsigns: Alley Cat 2/Charleyhorse 40.**



McDade "Mack" Cocherell of Dahlonge passed away peacefully at home with his wife and family at his side on June 8, 2022. Mack was born on December 17, 1938, in Blanchard LA.

Mack joined the Army at the age of 16. After serving for 12 years and while in training to become a Green Beret, he volunteered for helicopter flight school.

After he retired from the Army in 1975, he flew for Campbell Air Service in the Southeast as a fire spotter, seeder, surveyor, and firefighter. He then flew for Rocky Mountain Helicopters. Later he moved to the Southeast to fly for Life Flight in Atlanta, as a Rocky Mountain Helicopter employee. He worked for Life Flight for 21 years in Georgia, Louisiana, and Arizona, transporting critically ill and wounded patients to the nearest hospital. Once when asked, "What was the tightest place you had to land when flying for Life Flight?" he answered – "a tennis court...with the net up." Mack retired in 2004 after a flight career of 12,000 hours.

McDade Cocherell was a hero to his army buddies, who considered him one of the world's greatest helicopter pilots. They called him "The Old Man" because he was at least 10 years their senior and the unit's Cobra Instructor Pilot. They always felt safe flying with him because of his outstanding record of never losing a pilot.

He is survived by his wife of 40 years, Bar.

***Combs, John C. USA;**
Flight Class: 67-12; RVN:
67 173 AHC, 68 11 CAB;
Callsign: Robinhood 26.



Jack Combs, also known as JC, passed away on May 24th peacefully and surrounded by his four children, three brothers, and grandchildren. It was heart-breaking and beautiful at the same time. He was diagnosed with Corticobasal Degeneration in November, 2018. It is a rare degenerative brain disease where the brain cells die slowly affecting mobility, speech, and memory. There is no known cause or treatment. It was difficult for everyone who knew him as the active and energetic person he was to shoulder such a prognosis and condition. We are comforted knowing his suffering is over.

Coombs, Edward A. USA;
Flight Class: 65-1W; RVN:
65-66 119 AHC; Callsigns:
Crocodile 7/Lucky 7.



Edward Allen Coombs passed away on May 27, 2022, after a short illness from congestive heart failure. Ed's family was at his bedside as he passed peacefully. Ed was born on March 23, 1940 in Madison WI. He lived in Madison's Maple Bluff area until he enlisted in the Army in 1963. As a child, Ed attended Lakewood Elementary and Wisconsin High School. He graduated from California State University, Fullerton.

An excellent and moving video of his tour can be found here: <https://vimeo.com/261764255>

***Crawford, George S. USA,**
LTC Ret.; Flight Class: 59-
C6; RVN: 66 C/1/9 CAV 1
CAV, 70-71 170 AHC;
DFC, (OLC), BS (OLC),
PH; Callsign: Bikini 6.



George Seeber Crawford, 89, died June 7, 2022, exactly as he had planned, at home with his beloved wife of 49 years, a day after driving (probably too fast) through Palatka in search of pool chemicals and dog food. George was born and raised in Waukegan IL and served 31 years

in the U.S. Army.

Over the course of his career, George alternated infantry and helicopter cavalry assignments globally, including in Korea, Japan, Europe, Vietnam, and Africa, and the aviation tactics he helped develop were instrumental in establishing modern special operations aviation units.

George earned a bachelor's degree from the University of Wisconsin and a master's in education from Fitchburg State College in Massachusetts.

He served as Lieutenant Governor of Kiwanis FL, and as president and secretary of the Kiwanis Club of Palatka, president of the Putnam Historical Society, and president of the St. Johns River Valley Chapter of the Military Officers Association of America. He was also a life member of the Military Order of the Purple Heart, The Disabled American Veterans, the Veterans of Foreign Wars, the Special Operations Association, American Legion China Post 1, and the National Rifle Association. He was long-time secretary of Keep Putnam Beautiful and a Haven Hospice volunteer, and a charter member of St Peter's Anglican Church, East Palatka where he served as secretary and warden on the church steering committee.

Cressman John A. USA;
RVN: 68-70 6/32 ARTY,
70 193 ABN BDE.



John A. Cressman Jr. of Naperville IL. passed away peacefully at his home on June 28, 2022 with his wife at his side. He was born on December 12, 1942 in Northampton PA. John and his family lived in Port Huron MI while he was growing up. He graduated from Michigan State University.

After his military service he became an importer and distributor with his company, World Wide Wine. He traveled to Italy frequently for his business.

He is survived by his wife of 18 years, Cricket (Kathy).



***Darrow, Edward K. USA;**
Flight Class: 67-7; RVN: 67-
68 2 BDE 1 CAV; DFC, BS;
Callsign: Storm Cloud 6.



Edward Kenneth Darrow of Lake Harmony PA, formerly of Glenside PA, passed away peacefully on May 30, 2022, surrounded by his loving family in the Lebanon VA Eagle Hospice Center. Edward was born on May 1, 1945, in Utica NY. Ed grew up in Glenside PA and graduated from Abington Senior High School in 1963.

Following his active time in the military he continued to serve in the U.S. Army Reserves, flying out of Naval Air Station Joint Reserve Base Willow Grove, while also building a manufacturing business in Montgomery Township. During his time as president/owner of Country Furniture, Inc., Ed was integral in opening Pennsylvania exports to Asia to benefit independent businesses. Ed was always an active member of his communities. In Glenside, he was a volunteer firefighter with the Weldon Fire Company starting in 1962. He served the Fire Department of Montgomery Township as a business owner and volunteer, and in his retirement joined the Lake Harmony Fire Department and held various roles, including president. Ed was bestowed the Kidder Township First Responder award in 2016.

He is survived by his wife, Vicki (Roth).

***Fedde, Carl B. USA, MAJ**
Ret.; Flight Classes: 68-
519/68-35; RVN: 66-67 1
BDE 101 ABN, 69 A/1
AVN 1 INF; DFC, MSM,
ACM; Callsigns: Bulldog/Longhorn 79P.



Carl B. Fedde passed away December 21, 2021 in Columbus GA. Carl was born July 23, 1942 in Norwalk CT.

After retirement he worked with Civil Service as the Ft Benning Installation Ammunition Manager until retiring from Civil Service in 2004. He contributed many volunteer hours to the Am Red Cross at Ft Benning and the National Infantry Museum (NIM) and his church, Trinity Episcopal Church.

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

***Ferguson, Jimmie D. USA; Flight Class-** es: 71-15/71-17; RVN: 71 C/4/77 ARA 101 ABN, 71-72 A/4/77 ARA 101 ABN, 72 D/229 AHB 1 CAV; DFC, BS, PH; **Callsigns: Griffin 96/Dragon/Smiling Tiger 32.**

Jimmie D. Ferguson died June 22, 2022 at Hospice of Southern Kentucky. Jimmie was born in Salem IL on June 2, 1950. Jim was a 1985 graduate of Western Kentucky University.

For three decades he was an Air Traffic Controller in Bowling Green KY and Nashville TN, he was an Eagle Scout, Ham Radio operator, a member of Civil Air Patrol, and an outdoorsman.

He was survived by his wife Jean A. Fleener.

Fix, Herbert M. USMC, COL Ret.; Flight Class: 57; RVN: 72 HMH-463, 72 HMH-462, 1/10 CAV; Callsigns: Black Foot/Moonman/Foxtrot 06/Pineapple 6.



Herbert Melvin Fix passed this life to the next on August 22, 2021. He was born on August 9, 1934 in Elk City OK where he spent his formative years on his family farm. He took delight in telling people that he went to a one room schoolhouse until the third grade and the only grade with two students was his and his twin brother Hubert's. He graduated at the top of his class from Merritt High School in Elk City, received his bachelor's degree in teaching from Southwestern Oklahoma State University, Weatherford OK and his master's degree in business from Auburn University Auburn AL. He retired in 1981 with the rank of Colonel.

During his military career he commanded four Marine squadrons and worked on the team that created the Marine Corp Tactical Data System for Vietnam. Most notably and the thing that he was most proud of in his military career was commanding and leading HMH 463 during the evacuations of Saigon and Phnom Penh Cambodia.

After retirement from the Marines, he

helped his wife Doris with her outstanding real estate career, and together they built an impressive portfolio of real estate sales and holdings. They later moved to Daytona Beach Shores FL, where they continued to manage their real estate portfolio.

He is survived by his beloved wife, Doris.

***Flemer, Carl F. III USA; Flight Class: 70-38; RVN: 70-71 174 AHC; Callsign: Dolphin.**

Carl Flemer, died peacefully in his home on April 25, 2021. Carl studied horticulture at the University of Maryland.

Carl was a true renaissance man – an entrepreneur, philanthropist, author, patriot, and athlete. After years of dairy farming, he founded Ingleside Plantation Nursery in the 1950s, which grew to be one of the largest wholesale nurseries in the eastern US. He later become one of the pioneers of the Virginia wine industry, starting Ingleside Winery in 1980 with help from his dear friend, winemaker Jacques Recht. The award-winning winery is one of the oldest on the eastern seaboard and one of the largest in Virginia.

Carl was an avid historian, and wrote two books about Virginia's Northern Neck – Four Centuries of Little-Known Washington Parish History and Birthplace of the Nation: Leedstown, Westmoreland and the Northern Neck. He loved to visit historic homes and was enamored with fine art, antiques, and historical artifacts. Carl was a community servant, serving on the Westmoreland County School Board, the Westmoreland County Planning Commission, and the vestry of St. Peters Church in Oak Grove. He was instrumental in the expansion of the Peoples Bank of Montross, where he served as board chairman. Carl was a leader in the nursery industry, serving as vice president and president of the Virginia Association of Nurserymen, and was a founding member of the Mid-Atlantic Nursery Trade Show, which now has over 10,000 attendees annually.

Garrison, William E. USA, MAJ Ret.; Flight Class: 62-1W; RVN: 65-66 116 AHC, 67-68 192 AHC; SS, BS (2OLC); Callsign: Hornet.



William Everett Garrison Sr. was born in Lebanon MO on October 28, 1939. He passed away on November 29, 2021. He graduated from high school in Des Moines IA in 1956. He then joined the Army.

He earned a bachelor's degree at Park College in the Kansas City area. After he retired from the military, he was an instructor at Kansas Technical Institute and instrumental in starting the flight program. The college eventually became KSU-Salina. He was an instructor for A & P mechanics, and a flight instructor for fixed wing and rotor wing aircraft. During the summers he would fly air tours in Branson MO. He also was a crop duster and achieved the Wright Brothers Master Pilot Award presented in 2014 for 50 years of accident-free flight.

He is survived by his wife, Lois.

Groebe, Dennis G. USA, LTC Ret.; Flight Class: 68-2; RVN: 68-69 A/9 AVN 9 INF; DFC, BS; Callsign: Jayhawk 27.

Dennis George Groebe of Fairhope AL, passed away peacefully at his home on December 5, 2021. Dennis was born in Pasadena CA on July 4, 1945. He graduated in 1963 from Morningside High School in Inglewood CA, then went on to earn his Bachelor of Science with Honors from the University of Southern Mississippi in 1975, with a major in Computer Science and a minor in Mathematics.

After retiring from service, Dennis found success across a variety of endeavors with none more accomplished or rewarding than C&A Medical and Groebe Investments - the two he entered into jointly with the love of his life Carol Dolan-Groebe., who survives him.



Herman, Roger A. USMC; Flight Class: 19-65; RVN: 67-68 HMM-361, 71-72 VMGR 152.

It's with a heavy heart that I have to inform the membership of Roger's passing. Roger passed away yesterday after a series of massive heart attacks. As most people know, Roger founded "Popasmoke" which brought together thousands of old friends and brothers in arms. Roger and I spoke just last week about the upcoming reunion. He had planned to attend because as he had said, "we don't know how many reunions we have left in us, and the importance of the friendships we made in combat." Roger was a good friend as he was to many of us, I'll miss our frequent talks and get together. Fair winds and following seas my Friend, we'll hook up again on the other side.

Semper Fidelis. Announcement from the POPASMOKE Board of Directors

***Huber, Leland L. USA, Ret.; Flight Class: 66-10; RVN: 66-67 C/229 AVN 1 CAV, 67 121 AVN; Callsigns: Wheel/White Tiger.**



Leland Leroy Huber was born September 9, 1936 in Easton IL and left us on May 1, 2021. He was dedicated to his family, both that into which he was born, and the one he created with his wife and daughter. Lee was a proud veteran of the United States Army, in which he served as a military policeman, an armor officer, and a helicopter pilot.

He loved to fly, especially Hueys, and spent years as an instructor pilot at Fort Rucker after his retirement. Lee's interest in, and his love for his fellow man was evident in the years he spent involved in Scouting and Civitan, his generous support of Veterans' Service Organizations, and his volunteer service for the Veterans' Administration.

He is survived by his wife, Lisa.

***Jones, Robert R. USA, MAJ Ret.; Flight Classes: 67-25/67-23; RVN: 68 B/229 AHB 1 CAV, 70 A/101 AVN 101 ABN; DFC (OLC), MSM, BS (OLC), PH; Callsign: Spade 29.**



Robert "Bob" Ray Jones of Kansas City MO went home to be with his Lord on April 17, 2020. Bob was born July 6, 1942 in Nevada MO. As a young boy, Robert was a part of the Columbus Boys Choir in Princeton NJ from 1953-1956 singing to the audiences of Ed Sullivan and Burl Ives. Bob had appearances on the Hallmark TV-special -Amal and The Night Visitor. A graduate of the 1960 class of North High in Wichita KS.

Bob earned his Bachelor's degree in Professional Aeronautics from Embry-Riddle Aeronautical University. Bob started his military career in the army. Bob had his second retirement from the Kansas City International Airport after 32 years of working in the EPA division.

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

***Lynch, Kevin K. USA, LTC Ret.; Flight Classes: 68-8/68-10; RVN: 68-69 A/9 AVN 9 INF; DFC (2OLC); Callsign: Jayhawk.**



Kevin Kerr Lynch, 77, of Falmouth, died peacefully surrounded by family at the Royal Nursing Home on March 24, 2022, in Falmouth MA.

Born in Edgewood Arsenal MA, Kevin spent his early years in Washington DC. At age 17, he moved to Brookline MA, his mother and father's hometown, graduated from Brookline High School, and spent a PG year at the New Hampton School. He briefly attended Northeastern University and then entered the US Army as an Officer Candidate. Kevin went on to earn an undergraduate degree from Boston University and a Master of Business Administration from the University of Massachusetts.

Kevin transitioned from the Army and

continued his military service with a forty-year career as a full-time Army Air National Guard pilot.

Kevin was tirelessly dedicated to his community, leveraging his boundless curiosity to enrich the lives of the people of Falmouth. Kevin was instrumental in the founding of Falmouth Community Television and explored every aspect of television production there, capturing the people and events of Falmouth in hundreds of TV programs. Notably, Kevin produced live and recorded coverage of the Falmouth Road Race every year. In addition to race coverage, he and his crew would interview world-class and first-time participants with equal interest. Kevin served on the FCTV board of directors for over 20 years.

Kevin contributed to his community throughout his life in Falmouth. He was a Town Meeting Member for over 34 years. He was also an instrumental member of the Falmouth Bike Path Committee, responsible for converting many of the town's unused railways to bike paths. Kevin was a staunch advocate for Falmouth's deaf community, producing shows focusing on accessibility. In 2018, Kevin received the Falmouth Chamber of Commerce Volunteer of the Year Award to recognize his dedication. He volunteered his aviation expertise to the Cape Cod Civil Air Patrol as commander of Coastal Air Patrol 18 and piloted its "fixed-wing" aircraft.

He is survived by his wife, Betty (Moshenrose).

***Martin, Frank R. USA; Flight Class: 70-13; RVN: 70 DIV ARTY 4 INF, 70-71 C/7/17 CAV; SS. DFC, PH.**



Frank Martin was born in New Orleans LA, in 1946. He Left this earthly realm, on June 23, 2022, to join the angels and saints in Heaven with our Father and Savior, Jesus Christ.

Frank earned a degree in Electrical Engineering from Arizona State University. He spent many years at Honeywell, in the IT

TAPS

and Systems Engineering departments. Frank also owned and operated The Bike Barn in Phoenix for 37 years. He was an avid cyclist and rode bikes all over the world. He left a legacy with the success of the Bike shop continuing through new ownership.

Frank served on the board of directors of Gompers for many years, as a director and board member.

He leaves behind a beloved wife, Michele.

***Miller, Edward J. USA, LTC Ret.; Flight Class: 57-7; RVN: 66-67 C/2/20 ARA 1 CAV, 68-70 C/4/77 ARA 101 ABN; Callsigns: Armed Falcon 65/Griffin 66.**

Edward J. Miller, passed away on March 9, 2022 in Birmingham AL following a battle with cancer.

He was born in Washington D.C. on December 7, 1935. Ed was raised in New York City where he attended an aviation vocational high school. He then joined the Army in 1953. While working as an aircraft mechanic at Fort Sill OK, he was encouraged by a Captain to attend the Field Artillery Officer Candidate School. Ed graduated from OCS in 1957. He then received orders to attend the Army Fixed wing flight program.

Ed retired from the Army in 1973 and started a career in flight training systems design and development. He spent 39 years as a technical writer and designer for flight simulators and ultimately as a program manager and director for computer-based training programs for a multitude of military aircraft. When he finally retired, he had been working altogether for more than 60 years, most of it in National Defense, in some capacity. He spent his last years enjoying family, golf, and gardening.

He is survived by his wife, Patsy.

***Mullen, William J. USA; Flight Class: 61-10; RVN: 63 A FLT 19 TC CO, 63-64 611 TC CO; DFC, PH; Callsign: Moon 1.**



William Joseph "Moon" Mullen was born on March 31, 1938 in Clifton NJ. Bill passed away surrounded by his loving family at St. Luke's Hospital, Stroudsburg PA on July 24, 2022. He is survived by his wife Maggie of 13 years. He was a graduate of Clifton High School in NJ and graduated from the University of Dayton in 1960 with a degree in Business Administration.

Bill started his career in marketing as a buyer for several grocery store chains, including Weis Markets, and eventually owned and operated Alliance Marketing, an auto parts distributorship along the east coast. While in college he joined the ROTC which led him to join the Army. The Distinguished Flying Cross Medal, several Air Medal awards, and The Purple Heart.

After selling his business, he moved to Pocono Pines where his interests started with joining Vietnam Helicopter Pilots Association (VHPA) for seven years as President and Legacy Committee member, as well as various other positions. This led him to wanting a Memorial at the Arlington Cemetery to honor the Vietnam Helicopter Pilots. He spearheaded this project along with a good friend. With several trips to Washington, DC, a presentation to Congress, and with much perseverance, the monument is now at Arlington National Cemetery.

He was also instrumental in getting the Veterans Hospital in Wilkes-Barre to purchase a van to transport local veterans that were unable to get to the hospital on their own. Another local project of his was to resurrect Hungry Hill on Sullivan Trail. It had been abandoned for years and Bill, with his perseverance, was able to work with the County Government to restore Hungry Hill.

He came upon a Huey Helicopter that was flown in Vietnam and restored it to be

able to trailer it to various festivals, parades, schools, and other special events.

His recent interest was serving on the Airport Authority Board for the last 10 years at the Municipal Airport in Mount Pocono. He also was an active member of the Pocono Lions Club, he served as past chairman for the Scholarship Committee and currently chaired the New Membership Committee, and other committees as well.

"Moon" Mullens was an integral part of the growth of the VHPA, particularly in organizing early reunions. He was in every respect a loveable 'character', and quite effective in his many activities on behalf of the organization. ~ TK

***Nevin, Michael J. USA, COL Ret.; Flight Classes: 68-514/68-24; RVN: 68-69 48 AHC; Callsign: Joker 65.**



Michael Jay Nevin, 74, of Madison AL passed away June 15, 2022. Mike was raised in Fort Morgan CO. He graduated from High school in 1965. The following year Mike joined the US Army.

Some of his qualifications include Initial Entry training, Engineer OCS School, Rotary Wing Qualification, Fixed Wing Qualification, Engineer Officer Advance Course, Command and General Staff Course, US Army War College, and Senior Officer National Security at Harvard.

After retirement from the Army, Mike worked for the California State Military Department.

After he fully retired, he worked primarily as a Christian missionary on water projects in Central America with a dedicated mission in Haiti.

He is survived by wife of 53 years, Candy.

Noyes, Charles E. USAF; Flight Class: 66-BH; RVN: 66-67 38 ARRS DET 2; Callsign: Pedro.

Charles Edward Noyes, of Naperville IL died on July 17, 2022. He was born on December 6, 1939.

He is survived by his wife, Terry.

***Pare, Ronald C. USA; Flight Class: 66-4 Q; RVN: 66-67 121 AHC; Callsign: Tiger 16.**



Ronald Charles Paré of The Woodlands TX passed away on January 27, 2022. Ronald was born August 17, 1940. No further information posted.

***Pedigo, Bobbie G. USA, LTC Ret.; Flight Class: 63-3FW; RVN: 66-68 341 AVN DET, 70 HHT/3/17 CAV, 70 145 CAB, 70-71 68 AHC, 71 HHC 269 CAB; DSM, LM, BS, AAM; Callsigns: Aod 6/Old Warrior 5/Top Tiger 6.**



Bobbie Glyn Pedigo of Clarksville TN, died peacefully in his childhood hometown of Bowling Green KY June 17, 2022. Bobbie was born in Warren County, KY in 1933 and graduated from Bowling Green High School in 1952. He worked for the Holley Carburetor Company and Koon Food Sales while serving in the Kentucky National Guard from 1951-1961. He served with distinction in the US Army from 1961-1980.

He earned two Master's degrees, was a Professor of Military Science at the University of Kentucky, and was the Director of Student Officer Instruction at Fort Knox. He held the honorary title of Kentucky Colonel.

Bobbie followed his military career with continued service to the nation as a civil servant from 1981-2003 in Saint Louis, Fort Knox, Germany (Fulda and Wiesbaden), and Fort Campbell. He was instrumental in making military communities supportive and fulfilling for soldiers and their families.

He is survived by his wife of 69 years, Joyce Ann.

***Pittman, Phillip D. USA, LTC Ret.; Flight Classes: 67-1/66-23; RVN: 67-68 A/7/17 CAV, 71-72 1 RADIO RESEARCH CO.**



Phil Pittman, 75, of Versailles KY, passed away April 6, 2022. He was born and raised in Jackson TN, graduating high school from Northside. He went on to attain several degrees from various institutions as well as a masters from Florida Institute of Technology. He was drafted by the U.S. Army in 1966.

After retiring from active-duty service, Phil began a 20-year career with L3 Communications supporting SOFSA at Bluegrass Station in Lexington KY. Phil was also a founding member of Honor Flight Kentucky, serving as the organization's president from 2019-2021, and as an ambassador since the organization's inception in 2015. HFK has flown 1,000 WWII, Korean War, and Vietnam War Veterans to visit their memorial in Washington D.C.

He is survived by his wife of 55 years, Connie.

***Price, James F. USA; COL Ret.; Flight Class: 63-1T; RVN: 65-66 48 AHC; DFC, LM, BS, ACM; Callsign: Joker 4.**

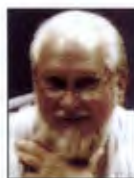
James Francis Price, born May 1, 1939 in Pekin IL, passed away peacefully on July 2, 2022. He attended R.O.T.C. at Knox College and University of Illinois, Juris Doctor 6- 69, University of Illinois. JAG Corps 3-70. Received Master of Laws.

James had a career as lawyer for Ford Aerospace, Motorola, Loral, and VP General Counsel L-3 Harris.

He is survived by his partner, Linda.

Reprinted with biographical information unavailable for prior issue.

Romaszewski, Alfred J. USA; CW4 Ret.; Flight Class: 59-C3; RVN: 65-66 A/228 ASHB 1 CAV, 68-69 178 ASHC; LM, DFC, BS; Callsign: Winged Warrior/Boxcar.



Alfred Romaszewski passed away on February 9, 2022. He was born in Jersey City NJ in 1936.

After retiring from his last duty station in AK, he remained and worked as realtor until two years before he died.

Rossomme, Carl G. USA, MAJ Ret.; Flight Class: 69-25; RVN: 70-71 176 AHC; Callsign: Minuteman 19.

Carl George Rossomme passed away on the 15th of May 2022. He was 72 years of age.

After retiring, Carl served as a Licensed Pilot for the Civil Air Patrol. Not only was he active in the U.S. Army, he was also active in the community. Major Rossomme served as a scout leader and worked with his youngest son to earn his Eagle Scout Award. He loved serving as a docent with both the Birmingham Museum of Art and the Birmingham Museum of Flight, along with being a proud supporter of Broadway in Birmingham.

***Scott, Donald R. USA, Ret.; Flight Class: 63-6T; RVN: 64-65 56 TC CO, 67-68 273 HHC; DFC; Callsigns: Superhook 16/Mojave 31.**



Donald Ray Scott passed on December 26, 2020 in San Antonio TX. He was born in Scott City KS on February 7, 1935. He grew up in Perryton TX, graduating from Perryton High School in 1953. Donald proudly served in the United States Army for 26 years.

Following retirement from the Army, Don established Oklahoma Legal Process Service in Lawton OK, directing it until 2016. Don was a deacon at Northwest Baptist Church in Lawton for over 30 years, a 33rd Degree Mason, Sojourner, and Rotarian.

He is survived by his loving wife of 66 years, Cora.

***Smith, Charles H. USA, CW4 Ret.; Flight Class: 63-2WT; RVN: 65-66 1 INF DIV, 67 7/1 CAV, 67-68 AH-1G NETT; MSM, DFC, ACM; Callsigns: Night Hawk Charlie/Sandpiper 26.**

Charles H. (Sonny) Smith, 79, of Enterprise AL, died on April 11, 2018, after a lengthy illness. Mr. Smith was a graduate of Embry-Riddle Aeronautical University.

He was recognized as the 2008 Man of
Page 44 The VHPA Aviator

TAPS

the Year. He was a member of the Enterprise Lions Club and was awarded the 2008 Lion of the Year and the recipient of the prestigious Melvin Jones award.

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

***Southwell, Gary T. USA; Flight Classes: 63-4W/63-4; RVN: 65 145 AVN PLAT, 66 281 AHC; Call-sign: Mardi Gras.**



Gary T. Southwell of Enterprise died July 18, 2019 in Detroit MI, where he was visiting with relatives. Gary was born on July 4, 1941 in Wayne, MI.

After returning from Vietnam, he settled in Enterprise and became a helicopter instructor pilot at Fort Rucker, a job he held for over 39 years. Along the way, he acquired an associate's degree from Enterprise State Junior College and a bachelor's degree from Troy University. Gary worked in home repair and painting, a part-time occupation during his flying days and full-time after he retired. He made friends of his customers and almost everyone he ever met. He had a lifetime's worth of stories, and he loved to tell them.

***Stobe, Walter R. USA; Flight Class: 69-1; RVN: 69-70 281 AHC; Call-sign: Wolfpack 39.**



Walter Stobe, of East Northport, died on May 28, 2022, 74 years of age.

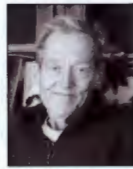
He is survived by his wife, Barbara.

West, James R. USA; Flight Class: 66-15; RVN: 66-67 161 AHC, 67 176 AHC, 70-71 131 SAC; Call-signs: Pelican/Minuteman.

James R West died on June 15, 2022 in Niederhambach Germany. He was born December 12, 1938 in New York NY.

He is survived by his wife, Hansi.

***Vandenakker, Richard D. USA; Flight Classes: 70-3/70-5; RVN: 70-71 C/101 AHB 101 ABN; Call-sign: Black Widow 49.**



Dirk (Richard) Vandenakker died June 13, 2022 after several years of fighting cancer. Dirk was born in Nieuwehorne, Friesland on April 7, 1945. His family immigrated to the United States in 1957 and settled in Sussex NJ.

After graduating from Sussex High School he attended Calvin College in Grand Rapids MI. He was drafted into the Army in 1969 and attended flight school. His training and experience in Vietnam were the basis and start of a successful career flying helicopters around the world. He worked in Iran, UAE, Alaska, and The Netherlands, to mention a few.

In 2005 Dirk and Dagmar retired and moved to Fridolfing, Germany.

***Walker, Jerry L. USA, CW3 Ret.; Flight Classes: 67-13/67-11; RVN: 67-68 155 AHC, 70-71 178 ASHC AMERIC; Call-signs: Falcon/Boxcar.**



Jerry L. Walker went to be with the Lord on September 7, 2021. Jerry was born October 18, 1941 in Big Spring, TX. He spent 20 years in service to his country which included being a helicopter pilot, two tours in Vietnam, a tour in Korea and numerous humanitarian missions.

He is survived by his wife, Gloria.

***Watkins, Alvin H. USA, LTC Ret.; Flight Classes: 67-18/67-20; RVN: 68 128 AHC, 68 11 AVN BN; BS; Call-signs: Tomahawk 26/Red Dog Smoke/Red Dog 3A/Tomahawk 25.**

Alvin "Smoke" Hall Watkins died on July 22, 2022. He was born on October 26, 1943, growing up in the "bootheel" of MO. He graduated from Caruthersville High School in 1961 and enlisted in the military when he was 17.

After active duty he moved to MA, and graduated from Bentley college. He returned to full-time military service through the Massachusetts National Guard in 1982.

Alvin served as an Assistant Professor of Military Studies at St. John's University. Even before his retirement was final, he had started on his second career as a leader and consultant for Worker's Compensation Insurance. He held positions at Traveler's, Missouri Employer's Mutual, and the Texas Worker's Compensation fund. He also went on to own an Allstate Agency, and do private consulting before finally retiring circa 2015. Alvin leaves a legacy of nearly 49 years of marriage to Emily who had suffered from dementia.

***Weeks, Charles B. USA; Flight Classes: 66-23/67-1; RVN: 67-68 192 AHC, Call-sign: Polecat.**



Charles "Charlie" Buford Weeks of Palm Beach Gardens, passed away on November 3, 2021. He was born on August 08, 1941. Charles learned independence and hard work at a young age. After serving three years in the National Guard for the State of Texas, Charles enlisted in the US Army in 1966.

After his discharge, he pursued additional qualifications and professional credentials in international aviation. Over the years, Charles worked as a helicopter pilot and performed related marketing work at the Helicopter Utilities PTY, LTD in Australia; National Utility Helicopters in Singapore; Evergreen Helicopters in the US; and Helikopter Service A/S in Norway. After two years of serving the American Airlines Training Corp as the Training Captain and Marketing Manager, Charles joined Sikorsky Aircraft in 1982 as the Marketing Manager until asked by the sister Company, Pratt & Whitney, to help strengthen their helicopter engines marketing effort as the Regional Manager for Turborshaft Engines from 2000 until 2003.

He is survived by his wife, Catherine.

Reprinted with biographical information unavailable for prior issue.

*** West, Louis USA; Flight Classes: 57-11FW/61-6QC; RVN: 64 73 AVN, 64-65 114 AVN, 67 B/25 AVN 25 INF, 68 USARV FLT DET; Callsigns: Aunt Sally/Backspinner/White Knight Lead.**

Louis West departed this Earth on March 12, 2022 in New Roads LA after a valiant struggle from exposure to Agent Orange. Louis was born in Baton Rouge LA on October 11, 1934. He graduated from Louisiana State University and received his commission as Second Lieutenant on August 11, 1956.

He was a member of the 114th Aviation Association, the Pointe Coupee Parish Gun Club, and First Baptist Church, New Roads LA.

He is survived by his devoted wife, Margaret.

***White, James M. USA, CW3 Ret.; Flight Classes: 67-11/67-13; RVN: 67-68 176 AHC, 70-71 144 RR; DFC, BS, ARCOM (2 OLC); Callsigns: Minuteman 15/Vanguard.**



James "Jim" Michael White passed away at home on July 18, 2022. He was born on November 4, 1940 in Garrison, Boone County WV.

He joined the United State Army in 1957. During his second tour to Vietnam in 1970 to 1971 Jim flew 600 combat hours of secret reconnaissance missions.

After retiring from the Army, Jim became an Army civilian pilot at Redstone Airfield. He retired in 2000 as a standardization officer. At the end of his more than 40 years as a pilot for the government he had 14,000 flying hours. In 2010, Jim was one of four founding members for the North Alabama Vietnam Helicopter Pilots Association, which he served as the president for the first four years. Jim belonged to many organizations including Warrant Officers Association, American Legion, Retired Military Officers Association, Veterans of

Foreign Wars, Disabled American Veterans, Combat Helicopter Pilots Association, and the National Rifle Association.

He is survived by his beautiful bride of 46 years, Teresa.

***Wilson, Albert H. III USA; Flight Classes: 67-23/67-501; RVN: 68-69 11 GS 1 CAV, 68-69 371 ASA 1 CAV; Callsign: Jaguar/Left Bank.**

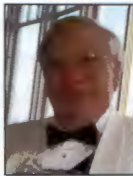


Albert Hughes "Tim" Wilson, III, passed away March 28, 2022. He was born July 1, 1944 in New Rochelle NY.

He was a member of Sigma Nu Fraternity, Mount Union College and the NRA. He was an amazing train collector and an avid fisherman. He loved his land in New Hampshire, spending time with his grandchildren.

He is survived by his wife, Sandra Vance.

***Yonts, Charles E. USA; Flight Classes: 67-21/67-19; RVN: 68 7/1 CAV, 68 116 AHC, 69 25 AHC; DFC (OLC), BS; Callsigns: Hornet/Red Carpet.**



Charles (Charlie) Edward Yonts Jr. of Huntington Beach CA, passed away on May 12, 2022. He was born August 21, 1943, in Cleveland OH and raised in Dayton OH. He graduated from Oakwood High School in 1961.

After his discharge he lived in Miami FL, and then Tallahassee FL where he served for many years as a Senior Staff Assistant for U.S. Senator Bob Graham. During this time, as a veteran and military affairs specialist, he proudly helped other U.S. veterans of all conflicts receive the medals and benefits they earned for their service. His lengthy time in the senator's office gave Charlie an extraordinary knowledge of the Vietnam war.

He is survived by his wife, Martha Wang.

***Zipperer, Frank E. USA, LTC Ret.; Flight Class: 63-8; RVN: 64-65 118 AHC, 68-69 B/9 AVN 9 INF; Callsign: Stingray 6.**



Frank Ellis Zipperer of Asheville passed away at Mission Hospital on January 6, 2022. Frank was born on May 15th, 1937, in Savannah GA. Frank attended North Charleston High School Class of 1955 and received a degree in Industrial Management from Auburn University 1961 as well as an MBA in Information Technology from George Washington University 1973.

From 1981-2010 he was co-owner/operator at Effinar Studios Hair Care in Arlington VA. Frank moved to Asheville NC and in 2010 he started Frank Zipperer Photography where he was owner/photographer until 2020. Frank enjoyed documenting the music and food scene there.

Frank is survived by his husband and partner of 46 years, Rick Wood.

**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.*

**Full Details
available at:**

Aviator@VHPA.org

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.

Alderin, Albert A. USA; Flight Class: 65-19W; RVN: C BTY/220 ARA; died on June 6, 2022.

Bobby J Good USA; Flight Classes: 68-24/68-42; DFC; died on June 13, 2022.

Tyre, Allen R. USA, (Ret.); Flight Class: 69-34; RVN 71-72 178 AHC; died on February 28, 2022.

Chirichigno, Luis G. USA; Flight Classes: 68-24/68-42; RVN: 69 B/7/17 CAV, 69-73 POW; DSC, SS, BS, PH (3); died on February 3, 2021.

Porter, David L. USA; Flight Class: 69-16; RVN: 7/1 CAV; DFC; BS; died on June 21, 2022.

Watters, Wilfred B. USA; RVN: 70-71; died on May 21, 2021.

Dobson, Keith L. USA, CW4 Ret.; Flight Classes: 68-511/68-17; died on August 6, 2021.

Sawyer, Timothy E. USA; Flight Class: 67-18; DFC, BS, PH, ACM; died on June 22, 2022.

Rookstool, Roger C. USA; Flight Class: 71-45; died on February 22, 2016.



DRAIN YOUR EUROPEAN BUCKET LIST IN 2022/23



World War I – Armistice Day France
4—14 November

WWI Battlefields Devil Dogs & Doughboys
20—29 May 2023



D-Day Normandy, Battle of the Bulge & Paris
9—22 October

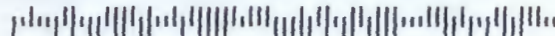
Belgium WWI/Waterloo
21—28 October

13198 Centrepointe Way,
Ste 202 Woodbridge, VA
22193-5285
703-590-1295 *
www.miltours.com
* mhtours@miltours.com



MILITARY™
HISTORICAL TOURS, INC





*****FIRM 79409
S14408
VIETNAM CENTER ARCHIVE
TEXAS TECH UNIVERSITY
PO BOX 41041
LUBBOCK TX 79409-1041

vietnampilotgear.com

Latest gear available!

- T-SHIRTS
- POLOS
Long & Short sleeved
- DRESS SHIRTS
- JACKETS
- HATS
- FLIGHT JACKETS



License Plate Holder



Proof

Flight jackets can be embroidered with your wings, call sign, unit name, years of service and your name in various configurations.

Gear Up!

Send us your patch and we can add it to your jacket



Custom Unit Polos



Variety of message tee-shirts available



214.802.4244

Wings available for: All service branches and pilot ratings • Crew Chief • Flight Surgeon

VHPA Gear

Vietnam Pilot Gear is an authorized vendor of VHPA logo apparel

Any personalized embroidery requires four to six weeks to complete and ship.

Issue 41-05, September/October 2022