



The VHHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association



Cover Story Bob Eustice 67-23B ~ See Pages 6-7

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PRESIDENT'S CORNER

President's Corner Article Number Four

My Last Solo President's Corner Article. Wow, time does fly. My next article I will share with your next President. Don LeMaster will introduce himself and perhaps that will assist in his transition from Vice President to President. Let's proceed: The overarching point of this article is that heroes never die and they don't fade away. They live forever as their deeds are remembered and celebrated by those that witnessed those actions. I want to transfer to all of the VHPA readers a couple of actions by a brave 1/9th Cav Lift Pilot that ensures he lives forever as we recall just one of his actions in the Republic of South Vietnam. John E. Flanagan, retired Major and Master Aviator and a former Warrant Officer plus on occasion, a giant among men. Later in life, John was a big man with a great sense of humor and a booming voice. A fixture at the annual VHPA Reunion that could be easily found at the B Troop 1st of the 9th table in the Officers Club. When I first met John, he was slim and a man in a strong, lean body. The voice was the same. What did he do to earn hero status? Read on and I shall tell you.

Tet Offensive 1968 was a tough time for B Troop 1st of the 9th Cav. Our aircraft were shot up and repaired daily. Pilots and Crew Members were in short supply due to combat losses and rotations back home. Flyable aircraft were at a minimum but we just worked longer and flew more missions to get the job done. Faced with the aforementioned challenges we seemed constantly volunteered for hazardous missions that nobody else would try. John did exactly that one dark night when even the ducks were walking. Ceiling about 40 ft, light rain and fog. Close to 0/0 conditions. A young soldier was seriously wounded and assessed to probably be dead by morning without a Medevac. John was in the



TOC when the call went out to all units to see if someone would step up. As all the normal units were unable to John got to thinking and decided to do the Medevac himself. John hatched his plan. Only two steps left, convince our head shed to allow it and find a sober co-pilot.

The head shed was convinced by John and he proceeded to the next step. Find a sober co-pilot. He arrived at the Gun Pilots Tent with high hopes but found the pilots sauced in anticipation of a no-fly night. In walks a Scout pilot. Not just any Scout Pilot but the living legend Larry Brown. Sober and willing and an ex-Lift Pilot. Mission on!

John discussed his plan: have Evans fire Artillery flares as he made his way down the road to the ARVN base and complete the Medevac. To the flight line go John and Larry while to the TOC goes the Weapons Platoon Pilots to monitor the action listening to the radio chatter. Given the weather, not much hope for a successful mission in the group. Into the wild rain-soaked fog goes the H model as the first flare burns. At speeds approaching 10 knots, this was going to take a while! When flare burned out another was supposed to have been fired. It did not always work that way so the H model would land on the road and wait. After what seemed like hours they landed at the ARVN LZ and secured their Medical Evacuee. Then all they had to do was get home. They landed just after Evans fired their last flare on the LZ. John secured the respect of all and became a hero forever. These are the types of men I served with in Vietnam. Cav Troopers! John is currently in Fiddlers Green waiting on the rest of us. His physical time on earth over. The HERO still lives in our hearts as he will forever.

Art Price, VHPA President

FROM THE STAFF AT HQ!

Information for R2022 in Tampa follows in later pages of this issue.

Mark your calendar for May 26 – May 29, 2022

(closing banquet will be on May 29)

Tampa Marriott Water Street Hotel

Hope to see you there!

REMINDERS:

- ◆ Paper Directories purchased beginning September 1, 2021 will be for the 2022 directory that will be delivered in October 2022. The deadline for ordering the 2022 directory will be August 31, 2022.
- ◆ The price for a pre-ordered copy of the paper directory is \$25.
- ◆ The on line directory is free at <https://directory.vhpa.org>.
- ◆ Dues can be paid and a directory can be ordered on line via the On Line Directory at <https://directory.vhpa.org>!

PLEASE HELP US REDUCE THE COSTS OF REMAILING ITEMS! If you move, PLEASE go on line to <https://directory.vhpa.org> and log in with your member number, then set up a password. Then on the left side will be a box with red lettering that says "Other Services". Under "Other Services" will be a box that says "Update My Information". Click on this button and you can make updates directly to your information. You can also call HQ with an update to your contact information!

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

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

*Sherry Rodgers
VHPA Office Manager*

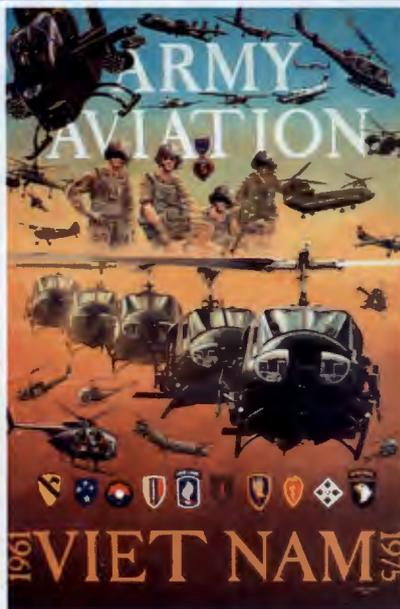
A MEMBERSHIP FOR THOSE HONORED FEW



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"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, Across the fence, and SOG Chronicles



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

YOU, CACA DAU!

I don't remember the name of the compound or why I was there when I got stranded. At the airfield I tried unsuccessfully to catch a hop back to my base camp. The Operations Sergeant said I might have better luck at the front gate. I explained my plight to the MPs.

They told me to standby and they would do their best. Five hours later, "Sir, this Sergeant and Major will drop you off at your base." I jumped into the back of the jeep, and we sped off toward the mountains. Rounding a curve in the road we were stopped by what appeared to be an entire Vietnamese village.

They were obviously upset and scared. They kept pointing to a field of elephant grass and saying, "You, caca dau! You, caca dau!" After some back and forth in which nobody could understand anybody, the Major said, "They're not going to let us pass. The Sergeant and I will investigate, you guard the jeep." "Yes, sir."

The Sergeant grabbed his M-16. Approaching the field the Major demonstrated his superior leadership training. He drew his sidearm, crouched behind the Sergeant, and pushed him forward into the tall elephant grass. When they disappeared I became apprehensive. Standing there without a weapon, I'm guarding the jeep — but who's guarding me?

I'm not worried about the villagers. I'm worried about an NVA regiment coming down the road.

After some 10 minutes, I heard the automatic firing of an M-16 and then, above the grass I saw a hand holding a .38 and shooting wildly into the air. Moments later both men burst from the field and ran to the jeep. The Vietnamese surrounded us, "You, caca dau? You, caca dau?" The Major and Sergeant were out of breath and couldn't speak. They simply nodded their heads up and down. This seemed to satisfy our capturers, smiling they parted and allowed us to leave.

After giving the Major and Sergeant time to compose themselves, I leaned forward from the back seat of the jeep and asked, "What happened?" The Sergeant explained, "In front of me I see what looks like a big black stick, stuck in the ground and swaying from side to side. I slowly inched forward, desperately trying to identify it. Suddenly, I realized it was a snake — a cobra. I closed my eyes, depressed the trigger and sprayed the area in front of me. I turned and got the heck out

of there." I said, "Well, you told the villagers you killed the snake. Did you kill the snake?" "I have no idea!"

Our unit had a pet monkey. He was tethered to a clothesline and would scamper along the rope from pole to pole. His other great talent was screeching and hollering at the top of his lungs. If you happened to pass in his vicinity he would jump to the ground, pick up his feces and throw it at you. I hated that nasty creature.

One afternoon Bill, a fellow pilot, knocked on my door. We were cordial, but not close buddies. I don't think we ever flew together, so I was surprised to see him, but not half as surprised as seeing the monkey sitting at his feet. Bill said, "Bob, I need your help. Get dressed and don't forget your flight gear." In hindsight, I should have asked, "Why?" Instead, I silently followed them to the airfield. When we arrived at a Huey, Bill said, "I'll untie the rotor blade, you start it up." I don't have to ask what's going on, I understand now. We're going to drop this critter back in the jungle. Fire with me.

Bill positioned himself in front of the aircraft and yelled, "Clear." As the main rotor began to turn, I focused on the instrument panel. I soon started to feel a vertical vibration. The faster the blades rotated the more severe the vibration. "What's going on?" I'm not strapped in and I'm bouncing up and down in the seat. I

looked outside, Bill is making big circles with both arms, urging me to go faster. For the first time, I noticed something black on the end of one of the rotor blades.

Did Bill forget to remove the tie down? "What is that?" The helicopter is bouncing so hard I'm off the helipad.

I don't care what Bill says, I'm shutting this sucker down. At that very instant, the vibrations stopped and I'm sitting smoothly and calming at flight idle. Bill signals to shut it down. Uh-oh, I must have broken something. As I was climbing out of the helicopter Bill said, "We did it!" "Did what?", I asked. "We turned that SOB inside out. You should have seen it, there were body parts flying everywhere."

Oh, my God, what has Bill gotten me into? Walking up the hill, my mind is racing. I've got to think of a good alibi. I know the commander is going to call me into his office and I can hear him now, "Okay Mister, what did you do with the monkey?"

~ Cover Story ~



What monkey business?

“Monkey? What monkey? I didn’t know we had a monkey?” No good. “Sir, I was on R&R, I wasn’t even here.” “Don’t give me that shit, you just got back from R&R.” I’ll have to work on my excuse. In the meantime, I’m going to keep my mouth shut.

Two weeks went by, no one said a word about the monkey. They never asked what happened to the monkey, not even the guy who used to feed him. Strange. It was like the monkey never existed. Maybe, just maybe, everyone hated that monkey as much as I did. It reminded me of the movie, Mister Roberts, the crew hated the palm tree and they threw it overboard. That’s it! If anyone asks me what happened to the monkey I’ll tell them, “He got loose and he’s in the jungle. — Okay, okay, have it your way, SOME pieces of him are in the jungle.”

At a nightly pilots’ briefing our Platoon Leader announced two of our pilots had liberated (we all knew what that meant) from the Air Force, a large conex full of brand new air conditioners and every pilot in the platoon would receive one. I couldn’t believe it, I was going to have an air conditioned room.

My habit during rocket attacks was simply to roll out of my bunk and wait it out. I never tried to run to the bunker, except for this one particular night and don’t ask me why. When I got to the bunker everyone was outside, no one was inside the bunker. It was mayhem, a lot of pushing and yelling. Two guys were scuffling with another guy at the entrance. They would shove Mr. Reluctant into the bunker and he would immediately charge out. Each time, he said something no one could understand. It sounded like sh...sh-ake. What’s a shake? Oh, I get it.

Someone yelled, “Does anybody have a flashlight?” I think, “Nobody’s got a flashlight, we’re lying here in the dirt, in our skivvies. Thank goodness I don’t see Mike, because he sleeps in the nude.”

Some guy said, “Just a minute.” and took off. Mortars and rockets are exploding all around. I can’t tell how close they are. The night sky is filled with flares. I can see the fougasse drums exploding in the distance. I heard later the perimeter was breached.

The flashlight arrived and was passed to the front of the line. I heard, “It’s a cobra and he’s pissed. Does anyone have a gun?” Here, we go again. I should have stayed in my room. I’m sure a mortar round is going to land right on my head.

“The Secretary of the Army regrets to inform you, your husband was killed due to a hostile enemy shake.”

The guy returns, not with a gun, but a hand grenade. Why would he have hand grenades in his room?

I don’t want to think about that. They pulled the pin and tossed it in — kaboom. “Okay, let’s go!” We scrambled toward the entrance, everyone trying to get through the doorway at the same time — keystone cops fashion. As soon as we were all safely inside, the shelling stopped.

The next day I was asked, “Did you hear what happened last night?” “No.” “The conex with the air conditioners took a direct hit, it’s a total loss.”

~ Bob Eustice
67-23B

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

Patrick Leary, FVSO President and VHPA Life Member



Y Boi and Y Hien are showing off their beautiful Vinh Son smiles

FVSO is a 501©(3) non-profit group 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 tax deductible donations, we provide food, medicine, dental care, education, shelter & emergency relief.

WE APPRECIATE YOUR SUPPORT !

The Dentist came to town!! Finally, after a year-long delay, the annual FVSO Dental Program took place in January. Each child had a check-up and advanced treatment where needed.

To donate or to contact FVSO

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

Web: FriendsofVSO.org

Email: FriendsofVSO@gmail.com

Army Aviation Heritage Foundation

FAA Wright Brothers 50-year Master Pilot Awardees

The Army Aviation Heritage Foundation (AAHF) recently conducted a formal presentation of the Federal Aviation Administration's Wright Brothers 50-year Master Pilot Award to four of its members. The presentation had been delayed for over a year due to the restrictions imposed by the Covid 19 Virus.

The 200 years plus of flight experience accumulated between the four of them was unbelievably impressive.

Three of the four Heritage Foundation members are also Vietnam Helicopter Pilots Association (VHPA) members. The fourth, while a helicopter pilot, flew fixed wing aircraft in Vietnam, so isn't a member of VHPA.

The VHPA members were US Marine Corps Colonel Retired, Mike Holland; US Army Chief Warrant Officer Five Retired, Tom McNamara; and former US Army Warrant Officer, Jack McCormick. The other Awardee was US Army Chief Warrant Officer Five Retired, Jeff Zito.

MIKE HOLLAND:

Upon graduating from William & Mary in 1967, Mike earned his USMC commission through the Platoon Leaders Course (PLC). He was off to Naval Flight School, Pensacola, FL, in 1967. On 25 January 1968, Mike achieved his first aviation milestone when he took to the skies over Pensacola, FL, and soloed in a T-34B Mentor. He completed Rotary Wing training flying the H-13 and H-34 in late 1968. After earning his Navy Wings, he transitioned to the CH-46 Sea Knight Helicopter in the Fleet Marine Force. He remained on flight status with the Corps until June 1993. Five of those 25 years were on active duty; the remainder with the Marine Corps Reserves. During those years, Mike qualified in T-34, T-28, T-2 (Instructor), CH-46, UH-1 (Instructor), A-4 (Evaluator). Of all the military aircraft he has flown, his favorite was the A-4, Skyhawk, having spent 19 years in the airframe!

It was in Vietnam that a young Lieutenant Mike Holland would experience his most memorable military flying experience – conducting multiple MEDEVAC Missions at night. He culminated his illustrious military aviation career with VMA-142 (A-4 Squadron), NAS Jacksonville, and NAS Cecil, holding several key leadership positions including Maintenance Officer, Executive Officer, and Commanding Officer. Mike also distinguished himself as a Senior Naval Air Training and Operating Procedures Standardization (NATOPS) and Instrument Evaluator, Air Combat Tactics Instructor, as well as Senior Aircraft Accident Investigator.

Mike's 35+ years of civil/commercial aviation career began in 1971 as a Corporate Pilot with Associated Developers in Florida. From December 1978 until March 1989, Mike flew as a Pilot with Eastern Airlines, first as a Second Officer

Instructor in Boeing 727 series aircraft, and then as a First Officer in DC-9 series aircraft. After a short stint with Midway Airlines in 1989, after the collapse of Eastern, Mike was hired by Northwest Airlines. His career flourished with them until his retirement in 2006.

TOM MCNAMARA:

His aircraft ratings would be the envy for the most seasoned and experienced aviator. On the civilian side, he holds an Airline Transport Pilot certificate with type ratings in the Boeing 737, CL-65, BAe-146/AVRO-146, DC-3, SA-227, LR-JET, HS-125, and SK-58 and commercial privileges in helicopters and sea planes. His Army aircraft qualifications include the UH-1, AH-1, U-21, T-41, OV-1, C-26, OH-58, OH-13, TH-55, and CH-34 with instructor pilot qualifications in the UH-1 and OV-1. Tom has over 10,000 hours of accident-free flying and is still flying.

In 1968, the Vietnam War proved to be his ticket to begin his flying career. Tom would complete Army flight school in 1969 and spent 1970 in country, assigned to the 1st Aviation Brigade at Bien Hoa. During his tour, Tom logged 966 hours of combat time, but the one hour he remembers most occurred on May 29, 1970. On that fateful day, Tom distinguished himself as a member of the 190th Assault Helicopter Company. While flying a single ship general support mission as the Pilot in Command, Tom and his crew came upon an infantry unit caught in an ambush. They were instrumental in turning the tide of battle by directing friendly fire on the enemy, and removing critically wounded soldiers to safety all while completely exposed to hostile fire. For this, Tom and his copilot received the Distinguished Flying Cross. Before he left Vietnam, Tom had earned 26 air medals.

Upon his return from Vietnam, Tom was assigned as an Instructor Pilot at Fort Rucker from 1971 to 1974. For the next 50 years, Tom's flying career would overlap military and civilian pursuits including flying stunts with Commercial, Corporate, Law Enforcement, and the Federal Government. Since 1990, he has been employed as an Aviation Safety Inspector for the FAA. Additionally, he retired from the Georgia Army National Guard in 2008, as a CW5 having served as a pilot, instructor pilot, instrument flight examiner and detachment commander.

JACK MCCORMICK:

Jack's dad was a private pilot, which naturally inspired him to follow in his footsteps at an early age. Additionally, his involvement with the local Civil Air Patrol reinforced his desire to fly. After a few hours of civilian training, and approaching the ripe old age of 21, Jack found himself wearing Army green

and learning how to fly helicopters with the U.S. Army at Fort Rucker, AL. In 1970, he was in Vietnam flying UH-1s with Company C, 229th Assault Helicopter Battalion of the famed 1st Cavalry Division (Airmobile).

Jack was in Vietnam from March 1970 until March 1971, flying combat missions on a daily basis as a young Warrant Officer. With over 1,000 hours of combat flying, Jack racked up a host of awards and decorations, including: the Distinguished Flying Cross for heroism, the Air Medal with Oak Leaf cluster, the Bronze Star Medal, and the Army Commendation Medal with "V" device, again for valorous achievement in battle.

Upon returning from his combat tour in Vietnam, Jack separated from the Army and pursued flying opportunities in the civilian sector. For eight years Jack was instrumental in leading a couple of flight schools to success as an instructor, Vice-President, Director of Operations, and Chief Pilot. These years served to sharpen his talents in the aviation business, which ultimately landed him his dream job as a pilot for Delta Airlines. He flew with Delta from February 1979 until his retirement in February 2005.

Jack reflects with pride to having led the flyover at the graveside services for LTG Hal Moore, whose actions in 1965 in the Ia Drang Valley, Vietnam, inspired the best-selling book, "We Were Soldiers Once...and Young".

Courtesy of AAHF

UPCOMING REUNIONS

A Troop, 3/17th Air Cavalry Reunion "Silver Spurs"

Where: Hotel Elegante in Colorado Springs, CO

When May 24 - 28, 2022

Contact: Bill McCalister silver-
tip_trading@yahoo.com

27th ANNUAL REUNION 174 AHC

Where: Ft Walton Beach, FL

When: April 28 - May 1, 2022

Information see website 174thAHC.org
174th Assault Helicopter Company Association

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.



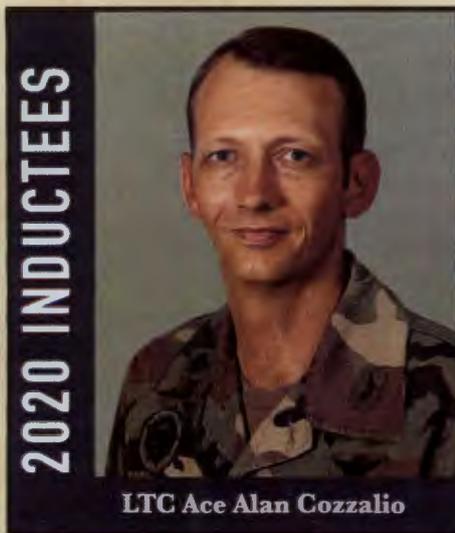
Website: www.chpa-us.org
Email: hq@chpa-us.org
Phone: 800-832-5144 messages





Two more VHPAers inducted

Tuesday, 16 Nov 2021 was a memorable day for several VHPAers. As part of the AAAA Annual Symposium in Huntsville, AL, the Army Aviation Hall of Fame (HOF) inducted LTC Ace Alan Cozzalio (of the 2020 Class) and Retired CPT James E. Stein (of the 2021 Class). Everyone was glad to have the HOF Induction Banquet in 2021 after COVID concerns had cancelled the 2020 event.



Left to right: Quinn Sowell, Gary Winsett, Ray Swindell, Mike Rasbury

While **Ace Cozzalio** passed in 1993 with 'potential member' status in the VHPA, many VHPAers (Rex Gooch and John Sorenson for sure) plus the WAR-WAGON (Scout platoon) and LIGHT HORSE (D/3/5 Cav) [with their distinctive White Cav hats] all consider Ace to be a deceased member of the VHPA. Gary Winsett, Ray Swindell, Quinn Sowell, and Mike Rasbury were the 'tip of the spear' of what was planned to be as many as 18 VHPAers to 'support' Ace's induction. Ace is especially



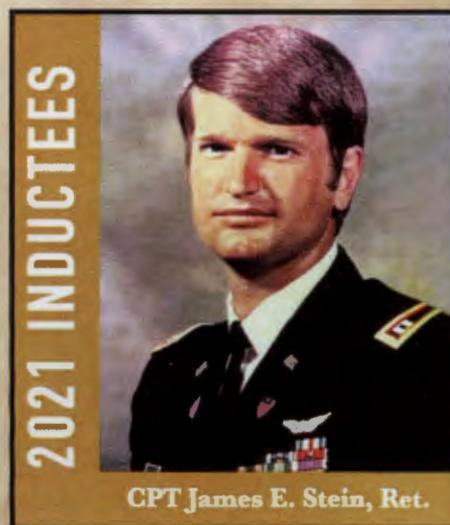
remembered for his actions on 25 Jan 1969 when he destroyed a fortified NVA machine gun bunker that had pinned down a 90-man infantry company for over two hours. After several unsuccessful

attempts to destroy the bunker flying a Cobra, Ace swapped for a LOH so he could attack the bunker with the mini-gun and then land his crew chief on top of the bunker who put grenades in the gun ports.

into the Army Aviation Hall of Fame



Left to Right: MG David J. Francis (CG U.S. Army Aviation Center of Excellence) ~ Fort Rucker
Jim Stein and Bill Reeder



CPT James E. Stein, Ret.

Jim Stein “is the epitome of an Army Aviator” according to the HOF induction program. After flight school, he served 21 consecutive months flying slicks and guns with the 335th AHC “Cowboys”. After completing fixed wing and then OH-6A transition training in the states, he returned to Vietnam to be “Scalp Hunter Lead” in B/7/17th Cav which became H/17th Cav based at Camp Holloway, Pleiku. On 19 June 1972, Jim was shot down for the tenth and last time when he took an anti-aircraft round in his right knee. With his wounded observer helping with the pedals, they safely landed the LOH before Jim passed out. His awards: two Silver Stars, four Distin-



guished Flying Crosses, two Bronze Stars, plus 94 Air Medals (two for valor). To his credit, Jim rarely misses a VHPA, Cowboy, or Ruthless Rider reunion. Retired Colonel Bill Reeder,

HOF class of 2014, was Jim’s escort for the induction ceremony. On Bill’s second tour in Vietnam, he flew Cobras for the 361st AWC “Pink Panthers”. Bill not only knew Jim in Vietnam but also flew cover for Jim’s LOH a time or two. VHPAers Mike Law and Vance Gammons were happy to ‘support’ Jim’s induction.

ANC Vietnam Helicopter Crewmembers Memorial Update

"Everything Is Fine with Hesselbein"



Veterans Day Wreath Placement organized by VHPA HQ.

Life Member Bob Hesselbein has always been a strong advocate for VHPA. He is dedicated to the preservation of our History and Legacy as participants in the Vietnam War. As many of you know, Bob was the primary mover and shaker in the idea, creation, and placement of our Memorial Monument to the memory of the Pilots and Crewmembers who lost their lives while serving in Vietnam and SE Asia during the war. Bob put together a distinguished group of VHPA members and friends who lobbied Congress and the ANC establishment for three plus years till the deal was done. "As President of VHPA it was one of the highlights of his life to be allowed to offer the welcoming speech in the ANC Rotunda at the dedication of our monument almost four years ago."

Recently, doing some research on our monument, he found a tremendous oversight to our nation had been committed; the VHPA Memorial Monument was not listed on the ANC list of dedicated memorials and monuments. He immediately placed a call to the administrators of ANC and was assured this oversight would be immediately corrected. Time passed and, as usual in these cases, nothing happened. Bob was not the kind of person to let this slight of VHPA and its members go unchanged. He again called those at Arlington National Cemetery to bring up the oversight, his displeasure with the lack of action and the thousands of VHPA members who also want this situation corrected. He mentioned putting an article in our national magazine listing the number of the Cemetery Administration office and a request to the over 45,000 Helicopter pilots who served in Vietnam, asking them to contact their Congress representatives and the Cemetery to express their displeasure.

Today, if you look up Arlington National Cemetery on your computer, click on Monuments and Memorials, our monument is listed at last. Way to go "Beaner," they always save the best for last.

By Mike Sheurman
Proud VHPA Member

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.

My Longest Day ...

The fatal crash of one of our CH-47s at Quan Loi on March 9, 1970, and the loss of the Chinook on the opening day of the Cambodian Incursion had brought us down to fourteen aircraft. We picked up a new CH-47B in early June and put it into service immediately. No other CH-47 before or since has likely beaten this bird to its first and second periodic inspection (one-hundred-hour inspection). The periodic inspection gets more involved and prolonged as the aircraft ages; but early on, the periodic maintenance inspection entails not much more than what is required during the intermediate inspection that is conducted at twenty-five-hour intervals. By the last week in July, we were on track to set a CH-47 flying hour record for a single month. On July 30, the aircraft had 221 hours for the month and our goal was to reach 228 hours – the numerical designation for our battalion, the 228 ASHB. I was scheduled to fly the aircraft on the thirty-first and had no doubts about achieving our goal, since we were averaging about twelve hours of flying time per day on all of our aircraft.

The remarkable thing about setting a CH-47 monthly flying record had more to do with the endurance and performance of the flight crew than the aircraft's feat. The flight engineer, crew chief, and door gunner had been virtually living on the aircraft since it went into service. I had decided about mid-July that the entire flight crew should be awarded an Army Commendation Medal (ARCOM), to be presented as an impact award. Impact awards, or awards presented on the spot, require Assistant Division Commander approval. We not only got approval but were informed that one of the ADCs, BG Burton I believe, had indicated he would like to try to make the presentation. The 228th was indeed popular with the brass. The presentation was scheduled for 1600 hours. The flight crew didn't have a clue about the awards. We would fly most of the day, then break away from the AO in time to taxi up to the front of our maintenance hangar where the ceremony would take place.

The day started out normally enough. My co-pilot for the day was Captain Bill Norton, a US Military Academy graduate. Bill was a fun guy to fly with and a good pilot. It was early in the morning, and we were hauling a sling load of bulldozer tracks at an altitude of about three thousand feet. We had just departed Phuoc Vinh and were about ten miles north, heading to the Song Be area. Bill and I were looking forward to our two milestones that day, the awards ceremony and getting 228 plus hour on the aircraft for the month. It started out to be one of those hours and hours of boredom days. We had flown most of the morning hauling ammunition, then about mid-day the boredom was interrupted with some of those

moments of stark terror.

The Chinook has two hydraulic systems. The systems are interrelated, but one serves as a backup if the other fails. The Chinook has another small utility hydraulic system to operate such things as the engine auxiliary power unit, the ramp, the hook release mechanism, and the brakes. But the two main systems are the babies that enable the pilot to control the aircraft. Both gauges are positioned right in the middle of the instrument panel, one on top of the other, and each look really good when the needles are pointing to 3000 PSI. I was well aware that there had been only one CH-47 dual hydraulic system failure on record, and it had taken the life of a friend in one of our sister CH-47 companies within the 228th ASHB. I was first to notice the needle on the top gauge begin to fall. It dropped to 2000 PSI fast. We had just passed over an occupied Fire Support Base (FSB), so I called our operations, reported our position, our problem, and where we were landing. While I was transmitting, the needle on the instrument console continued to fall. Then Bill and I really puckered when we saw the other needle start its downward movement. I transmitted an emergency Mayday call, then reduced airspeed, leveled the rotors of aircraft, and set a low rate of descent, about 50 feet per minute or less. I knew if we lost both systems, we would be unable to maneuver the controls, so essentially the attitude and rate of descent that I was trimming up would hopefully be the one we would be in when we touched down. If we were lucky, we would maintain the level attitude and low rate of descent all the way down, but we had a lot of altitude to lose. The dirt road running north from the FSB ran all the way up to An Loc. It was flat, straight, and clear of trees, thanks to the Army engineers. We needed a long runway, because our low rate of descent would likely take us almost to An Loc, some 10 miles to our north. Bill was busy on the radio, talking to our base operations and to other aircraft responding to our mayday call. I had told him to punch off the load as I was trimming up the aircraft.

What happened next was frightening. When the needle on the top gauge dropped below 1200 PSI, the bottom gauge needle would follow its downward path toward the same 1200 PSI mark, then as it met the 1200 PSI mark, the top needle would shoot back toward 3000 PSI. This exchange went back and forth several times, and each time the systems' needle indicators met at their respective 1200 PSI marks, the aircraft sort of shuddered and yawed to the right. I was making small adjustments with the cyclic trim button and to the collective as we continued to watch the needles seesaw back and forth.

The aircraft responded well to each adjustment, and I

began to gain confidence that we might be able to make a safe, controllable landing under power. I did not want to autorotate because I was still afraid we might lose everything, and the rate of descent would then be too great for survival. I finally decided to make a slow turn back to the FSB helipad and increased our rate of descent. As we approached the FSB helipad, I started to begin breathing normally again, but there was not a word being spoken inside the aircraft. As I started to flare and pull pitch to decelerate my approach, the flight engineer said over the intercom, "Sir, your load's one hundred feet off the ground!" "What frigging load?" Bill had never heard me tell him to release/punch off the bulldozer tracks! We did land safely and saved the load as well.

It was comforting to see two Cobra gunships overhead shortly after we landed safely. Less than an hour later, our unit's maintenance officer was standing next to us, together with his maintenance team. A pin-sized hole was found in one of the hydraulic lines. It was repaired or replaced, and we were flyable again within a couple of hours. The experience was only the second time in two tours that I feared for my life, but it would not be the last time. The next time would come sooner than I could imagine.

We flew sorties into and out of FSBs, in and around the Fishhook and Loc Ninh area until it was time to head south to Phuoc Vinh for the award ceremony. The monsoon season in Vietnam begins in April and lasts until October. Our flying had been hampered several days after the Cambodian Incursion with heavy rains and poor visibility. The weather in the morning of 31 July was good for the monsoon season but began to deteriorate in the afternoon. About 20 miles north of Phuoc Vinh, I saw what appeared to be a meteorology textbook picture of a squall line. It extended across the horizon from east to west like a huge gray trough. It appeared to be moving north. I presumed it had just passed over Phuoc Vinh. I had encountered similar squall lines in Vietnam and usually punched through them in a matter of seconds.

When we broke off from our mission work, I noticed that the weather looked much worse in the direction of our destination, so I called Paris Control out of Saigon and requested a radar vector to Phuoc Vinh. While enroute, I tried contacting Paris Control again to check the weather but could not raise them. As we got closer to the squall line, I could tell it was car-

rying an inordinate amount of rain. As we were about to enter the cloud-bank, we passed directly over the same FSB where we made our forced landing earlier in the day. I had thought about landing there again and letting the squall line pass, but we were getting close to that 1600-hour ceremony time, and I did not want to keep a brigadier general waiting.

We entered the squall line and there was indeed lots of rain and excessive turbulence as well. We flew long enough to discourage my thinking that we could rapidly punch through it. I did a 180 degree turn with a new and more sensible plan that would fly us back to that FSB we had just flown over, land there, and wait out the weather. I was able to contact my base operations and apprise them of our intentions so they, in turn, could tell the general of our delay. The squall line was moving

fast, because when we broke out of it to the north, it had already passed the FSB. We likely overflew it, turned back to find it, but couldn't. In our frustration at not being able to find it, we found ourselves flying on the leading edge of the fast-moving squall line. We were still flying VFR, with our eyes out the cockpit, trying, in vain, to find that FSB. We spent about ten minutes looking, then decided that we would fly westward and attempt to fly around the squall line.

About ten minutes later, one of us noticed that there were no longer any bomb craters below us. This could mean only one thing. We had to be flying in Cambodia air space, because you couldn't find a square

mile in the III Corps area without bomb craters. By now, Bill and I started to realize that our problem was a little more serious than missing an award ceremony and keeping a general waiting. We were running low on fuel and realized that we had no idea where we were at the moment. Then I saw it! It was LZ East, the LZ in Cambodia where one of our pilots had clipped some trees, damaged his rotors, became unflyable, and had to remain over night until a recovery could be attempted. I was familiar with the LZ because I had orbited above it in a Huey long enough to see our CH-47 recovered.

I looked at my map and determined that the closest fuel to LZ East was a Special Forces site named Katum. It was located on the southwest border of Parrot's Beak, due north of Tay Ninh. It was a good forty nautical miles away on a westerly heading. I drew a line from LZ East to Katum on my 1:50,000 map, determined the azimuth, then set course for our quest for fuel. The ceiling and visibility deteriorated, and we dropped the aircraft down just above the trees. I maintained my heading without a degree of deviation. When the fuel



warning light came on, indicating we had twenty minutes of fuel remaining, it was déjà vu all over again. I was experiencing the same feeling I had just a few hours earlier while looking at hydraulic gauges. We were now going through a torrential rainstorm, reducing our visibility to about a quarter of a mile. The bright yellow of the warning light was disconcerting enough, but the jungle below us was even more worrisome.

I was sure we were going to run out of fuel and that I would soon be flaring the aircraft out to kill off the forward airspeed, then falling downward through the triple canopy jungle. I also knew, by time and distance, that we had to be close to Katum. I also knew that we were in the vicinity of many NVA infiltration routes from Cambodia to South Vietnam. There was not a more dangerous place to be in Vietnam if one was forced to escape and evade. I told the crew to strap themselves in because I thought we would soon be going down. I had no sooner said that when we broke out into a clearing of about a mile in diameter. It was Katum! Heaven couldn't be more beautiful as seeing those gun emplacements, bunkers, and vehicles below us. We had hit Katum right on the button after flying some forty miles of dead reckoning, mostly over jungle terrain, and in some of the worse weather I have ever flown in.

Fully fueled, a Chinook takes a little over one thousand gallons of JP4. We completely emptied two five-hundred-gallon rubber blivets. The squall had passed to the north, and we had an uneventful thirty-minute flight back to Phuoc Vinh. The crewmen received their Army Commendation Medals, sans the general. When the green weenies were being pinned on the flight suits of our crewmen by our Group Commander, I was thinking that these guys sure deserved one hell of a lot more.

It was about 1800 hours, and we still had five birds out. The sorties remaining did not warrant our return to the AO. Bill and I felt pretty damn good and damn lucky as well. We had accomplished both our objectives. Although, in that achievement, we may have also accelerated our aging process. Our well-deserving crewmen had been presented their duly-earned awards, and we had achieved a new monthly flying hour record for a Chinook helicopter. We had our 228 hours! Whoopie!

The sorties for our unit went much longer than we expected. I was in operations, monitoring the radio calls of our aircraft and waiting for their release. About 2100 hours we got a call from one of our pilots, who reported that he was having trouble finding Song Be, his destination. Song Be's ADF radio signal was inoperative, and he was having a problem visually finding the base. It can get mighty black at night in that area, and it was definitely overcast. He also reported that he was shutting down one engine to conserve fuel. He was in communication with several of our aircraft working in the AO, but nobody had visual contact with him. It was apparent that he was about to run out of fuel. I sympathized with the aircraft

commander since I had been in his shoes just a few hours earlier. About the time he ran out of fuel, one of our aircraft spotted his grimes light as he was descending. Somehow, he autorotated into what we would call a tight confined area and had made a beautiful autorotative landing with minimal damage.

The aircraft who spotted our aircraft going down orbited above our downed aircraft and reported that it appeared to have some rotor blade damage while coming through the trees. We thankfully learned that there were 1st Cavalry Infantry units nearby and that the area was considered relatively safe. When the gunships arrived in the area, we asked the orbiting aircraft if he could find a landing area nearby to rescue the crew of our downed aircraft. The crew took out the secure radio and everything else they could carry and climbed aboard their rescue bird. We planned and prepared for recovery of our downed bird the next day.

July 31, 1970, turned out to be the longest day of my life. Fifty years later, I still haven't experienced another day like it. When I pulled the poncho liner over myself that night, I was both physically and mentally exhausted. But I fell asleep knowing that we had not lost anybody that day and we still had fourteen flyable aircraft to support our mission.

Bob Lanzotti
Tide 6

TOO TALL HIGHWAY

Dedication of US Highway 98 at McClain, MS on 9 December 21 in honor of Medal of Honor recipient MAJ Ed Too Tall Freeman. Too Tall grew up in Neely, a small community nearby.

Pictured from left to right: VHPA Life Member Mike Cochran, Mississippi Southern District Highway Commissioner and USAF Vietnam Veteran Tom King and VHPA Life Member Mike Gilpin.



LETTERS TO THE EDITOR/LOOKING FOR

HOME FOR A HUEY

Dear Sir,

I am a friend of Rich Madore, one of your members. He suggested that I contact you regarding our Huey currently on display at the Military Heritage Museum in Punta Gorda, Florida.

The original intent was for our Huey to be moved to the Vietnam Memorial Wall located in Veterans Park, Punta Gorda, FL. Unfortunately, politics have gotten in the way, and that option now appears unlikely.

I am looking for a new home for our display aircraft. I would appreciate any thoughts that you might have regarding a location or entity that would appreciate receiving a donation of the Huey and which would display her with the dignity she deserves.

Thank you.

Gus Hawkins
219 201 4150

PHOTO OF HELICOPTER PILOT

Hi,

I'm not sure if I'm looking in the right place, but I was hoping you could help me track down a military photo. My dad's cousin's husband lost all of his family photos and I was hoping to track down a military photo of him. His name is Dennis Robert Kennedy. He was born on Apr 24, 1941 in Brown- ing, Glacier, Montana, USA. He served as a helicopter pilot in Vietnam. Do you know if there's a possibility of tracking something down for him?

Thank you!

Julia Lillegard
mailto:j_r_lillegard@hotmail.com

Dennis's POT member data from the database only reflects his rank as Major. No flight class or RVN units are noted. ~ Ed

TAIL # OF RECENT BLUE STAR A/C PHOTO

Greetings and welcome home.

I saw the pic in the VHPA Aviator which showed a Huey with a nose art of the 61st AHC, Lucky Star.

I was the second platoon commander for the 61st 1971. Could you tell me the tail number of the Huey in the Pic?

Second platoon aircraft skid tips and tail stinger were painted blue and first platoon were painted red.

Glad to see it made it home and is being used to educate all who are interested.

Thanks

Cliff White
68-12 / 68-18
1968 173rd ABN Casper Aviation / 1971
Lucky Star 61st AHC
905-252-3563

Dear Editor,

Your issue covering the history of the H-43 Pedro in Viet- nam brought me back to January 21, 1969. The 218st AHC had inserted a few RECONDO School patrols in the hills surrounding Nha Trang when one got in a lot of trouble. The first aircraft in was maneuvering into position to lower a McGuire rig when a burst of AK-47 fire fatally wounded the Recovery Sergeant, SSG Marvin Geis. The second aircraft in also shot out of the area and a Pedro arrived on the scene, lowered his hoist from treetop level maybe 150' above the ground and extracted the severely wounded Marine team member.

Departing the AO, the Pedro pilot said something like "That wasn't so hard" followed by "I'm landing here in this rice paddy, I need a bit of help." It seems he had more bullet holes than he had blades and one of them cost him all of his oil. A few more aircraft later we had the PZ cleared and I never got the chance to shake that pilot's hand, but I did talk to the extracted Marine years later and he asked me to pass along his gratitude as well. Those Air Force Pedro pilots were all right.

Jeff Murray, Life Member,
281st AHC 1968-69 Wolf Pack 33

This underscores the uniqueness of the VHPA and its members' legacy to history - A group involving combat veterans all of the armed services performing all types of missions, performed in many different aircraft with ONE goal: THE SUPPORT of OUR GROUND TROOPS! ~Ed.

Dear Sir,

I realize you do not include burial details in the Taps sec- tion, but I sincerely hope you will make note of the Army Aviation Heritage Foundation of Hampton, GA. They performed a fly-over in a vintage VN era Huey. They worked so hard to accommodate with our funeral plans. They are a wonderful organization with the mission of restoring and flying vintage aircraft.

Sincerely,
Linda Thompson

THIS COULD BE WHERE YOUR STORY STARTS!

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

GENERAL REUNION INFORMATION

TAMPA ★ FLORIDA

Last updated 31 January 2022

Registration is now open!

WWW.VHPA.ORG

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

As a general rule, since VHPA Membership and Subscriber dues expire on the last day of the month, someone who is dues current when they register could be non-dues current on the 1st day of the Reunion (26 MAY 2022). Because of this, the VHPA Reunion Registration software is "forward looking" regarding dues status.

Reunion hotel: Tampa Marriott Water Street Hotel & Marina, 505 Water Street, Tampa, Florida 33602.

Reunion hotel reservations: There are at least three ways to make your hotel reservations while ensuring that you receive the VHPA Group Rate of **\$129 plus tax per night for single, double, triple, or quad** over the dates of **26 MAY 2022 thru 29 MAY 2022 (based on availability)**. **The cutoff date for the hotel rate is 25 APRIL 2022.**

Please consider the following:

- Via the Reunion's personalized website, go to: <https://book.passkey.com/go/vhpa2022>
- Via www.vhpa.org, then Reunion Information and use the "reserve your hotel room link".
- By calling the hotel's reservation line at **(888) 789-3090**. You need to mention "Vietnam Helicopter Pilots Association". **PLEASE DO NOT CALL THE HOTEL DIRECTLY or MARRIOTT'S CENTRAL RESERVATIONS NUMBERS.** You **MUST** speak to a Passkey Agent.

Transportation from/to the Airport: The hotel does not offer a shuttle to/from the airport. There are several options for going to and from Tampa International Airport: Members can take a cab and request the flat fee cab rate of \$30 to and from Downtown and the Airport. Otherwise, average cab fares start at \$2.50 for the first 1/8 mile and then \$2.40 for each additional mile. Members may prefer Uber or Lyft and pricing will fluctuate. Blue One Transportation is the hotel's preferred shuttle and is offering VHPA a discounted flat rate of \$15.00 Per Person, each way. Please call (813) 282-7351 to pre-book your airport pickup and drop-off. Mention our group name of Vietnam Helicopter Pilots to receive the \$15 price. Our members can also call once you arrive at baggage claim but Blue One would recommend and prefer our members to pre-book so that they can have transportation readily available. They will also track your flight so they are aware if you have any flight issues/delays.

Parking: VHPA has negotiated a discounted price of \$21 per day for valet parking. The adjustment will be made on your final hotel statement.

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

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

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

Vendor Area: If you are interested or know of anyone interested in becoming a Vendor for R2022 please go to www.vhpa.org and download the Vendor/ Book Seller/ Exhibitor Contract, Waiver, and Vendor/Book Seller/Exhibitor Policy Rules & Regulations. Complete the forms and mail, fax, or email to VHPA HQ. If you know of anyone that you think would be an asset to the Reunion Vendor Area be sure to let them know or contact VHPA HQ to give us the info and we will be happy to give them a call. **Space is limited this year so be sure to send your form in early.**

Oral History Interviews: Mike Law will be available to record and collect Oral Histories. As we have done in past years, we will be signing attendees up for slots in advance. Please contact Mike Law via email at mglaw@earthlink.net or visit www.vhpa.org for details about how to sign up prior to arriving in Tampa so you can fit this history preserving events into your Reunion schedule.

Family-Friendly and Local Attractions: There are plenty of things to do around Tampa for everyone to enjoy no matter the age. We recommend bringing the kids and grandkids to all Reunions to see what the VHPA is all about and to check out the things to do around the city. Many attractions are within walking distance of the hotel or just a FREE trolley ride away. The Teco Streetcar is FREE for everyone and has a stop right outside the hotel. On the water, Pirate Water Taxi is available right outside the hotel. Ticket prices vary and are an ALL DAY PASS.

The following is a list of a few attractions that we recommend visiting, but **are not** included in our tours and may be within walking/driving distance:

Ybor City has options like breweries, dining options, sightseeing, and the occasional loose chicken crossing the street. Also, there is the Florida Aquarium, Tampa Bay History Center, water sport rentals right outside the hotel, Sparkman Wharf for all your food needs, Busch Gardens, Museum of Science, Dinosaur World, Glazer Children's Museum, Zoo Tampa, and much, much more...this is only to list a few.

Volunteers: The Florida Chapter is the Host Chapter this year and as such, will organize the volunteers. Volunteer opportunities are organized around stations and then shifts with the number of volunteers needed for that shift. Sounds like a Duty Roster! We've found that 3-hour shifts will not take up much of your time or make you too tired. Additionally, we can guarantee everyone is trained on their duties. Needless to say, WE GREATLY APPRECIATE having volunteers! Not only do we avoid the cost of hiring local convention bureau temps, but we get a chance to interact with each other while performing the tasks EXACTLY as a VHPA'er would have it done. As is our tradition, the Host Chapter, Florida Chapter, gets "first shot" at the Duty Roster. If you are interested in volunteering you can contact Randy Woods and Tom Rountree of the Florida Chapter. Contact Randy at 352-410-3416, sr7us@yahoo.com or Tom at 352-362-4104, trountree@tampabay.rr.com or contact HQ at 800-505-8472. BTW, husband and wife teams are welcome to volunteer.

Reunion T-Shirts - T-shirts will be a tan color this year and will come in sizes small thru 3XL. You are welcome to order as many as you wish with your Reunion Registration until the cutoff date.

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

Cutoff date to order a T-shirt is 01 May 2022

S, M, L & XL - \$19 XXL - XXXL - \$21

Adult Guest Registration - The early registration fee for the member is **\$40** through 30 April and **\$50** beginning 01 May. **Please remember that each person 21 years and older who wants/needs an event ticket and/or a Reunion name badge and lanyard must pay the registration fee.**

Under 21 Guest Registration - The registration fee for someone under the age of 21 years is **\$15**. **Please remember that each person 21 years and older who wants/needs an event ticket and/or a Reunion name badge and lanyard must pay the registration fee.**

Canceling a Reunion Registration - The VHPA Member or Subscriber who made the Reunion Registration is known as the Primary Registrant (PR). A PR may cancel all or portions of his or her registration **any time prior to Friday, 29 April 2022** by contacting HQ via US Mail at 1601 E Lamar Blvd, Suite 117, Arlington, TX 76011, Email to HQ@vhpa.org, Phone at 800-505-8472 or Fax at 817-200-7309. It is important to note that reunion registration cancellations and hotel reservation cancellations are completely separate business processes. The PR is responsible for both processes. PRs cannot assume that when they cancel their hotel reservation that the hotel will notify HQ to cancel the reunion registration or vice versa.

Reunion Refunds - The Executive Council establishes the official cancellation date (OCD) for each reunion. **The OCD for R2022 is Friday, 29 April 2022.** Only cancellations received by HQ by close of business Central Daylight Time (normally 3pm) on the OCD (including those via US Mail) are considered for refunds unless covered by Guarantee Refund Insurance (GRI) described below. **It is important to note that the following reunion registration items are non-refundable even with the purchase of GRI: registration fees, dues payments, directory orders, donations, or voluntary contributions plus any event designated as non-refundable.** For cancellations after the OCD, the GRI fee is non-refundable. As a general rule, HQ starts processing refunds about two weeks after the reunion ends. No refunds are processed until after the reunion is over. For PRs receiving a refund, there is a two-step process. First, the PR receives a letter and/or a statement from HQ outlining the details of the refund including the amount. Normally this correspondence is sent from HQ by US mail but it can be via email. Second, the PR receives a check via US mail from the VHPA's bank. No refunds are issued back to credit cards. The goal is to complete the entire refund process no later than one calendar month after the reunion ends. Any clerical errors in the details of the refund should be brought to the attention of HQ.

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

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

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

Mini-Reunions: 26 May through 29 May - Keeping in mind that one of the primary reasons for our Reunion is to reconnect with past compatriots from your RVN unit and flight school. The best way to meet up with unit members is to schedule your own Mini-Reunion. If your unit does not have a Mini-Reunion, why not take the initiative to start one up, or you could combine with other sister units you are familiar with if you wish. In addition to specific units and flight classes, we've had Mini-Reunions for such subjects as tandem rotor, Dust-off, Operation Lam Son 719, anyone who was stationed at Soc Trang, VHPA chapters, anyone interested in radio controlled aircraft models. Mini-Reunions are typically scheduled in 4-hour blocks and are available for booking on most days during the Reunion. You can also request a second four-hour block. However, this second block will be granted on a space available basis with priority for the particular space given to units requesting only one block. Due to decreased usage and increased expenses, the Reunion no longer provides AV equipment for Mini-Reunions. Once your Mini-Reunion is scheduled the details will appear on the webpage. You still should make an effort to get the word out to your buds. Use your directory to contact members (encourage them to re-up with the VHPA if they are not dues current), write a short article for the VHPA Aviator, and schedule early so we can list your unit in articles such as this.

Unit TOC (Tactical Operation Center): If you have a big group that you know is coming (say approximately 20 registrants), then we invite you to schedule a TOC. A TOC is a specific Mini-Reunion room given to your group all day or for several days. This is like a super Mini-Reunion. Since the group is going to "hang out" in the same room for several days, they can bring almost anything into the room (AV stuff, displays, etc.). **NO OUTSIDE FOOD OR DRINK IS ALLOWED IN THESE ROOMS**

*It is easy to schedule a Mini-Reunion or TOC. Complete the Mini-Reunion Request form available at VHPA.ORG and return by email to Sherry Rodgers at sherry@vhpa.org or mail the completed form to HQ at the address listed on the form. **Space is limited this year so get your request in early!***

KIA/MIA Gold Star Family Sponsorship - \$25

Use this item to make a contribution that will purchase Gold Star Breakfast & Closing Banquet tickets for Gold Star Family members... Thank you for your generosity. If you would like to purchase a ticket to the Gold Star Breakfast for yourself, please go to the Gold Star Breakfast event to sign up.

O'Club: 26 May -11:00am – 11:00pm / 29 May - 12:30pm – 11:00pm

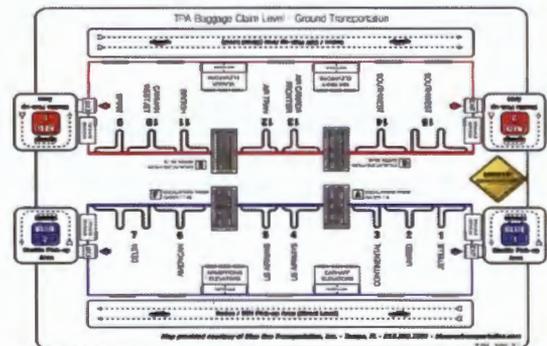
In the tradition of a Vietnam Unit's Officer's Club, you can get a beer and shoot the breeze with your buddies. The O' Club will again be part of 'ground zero' – meaning the Vendor Area, Ballrooms, Registration and Pre-registration, and the O' Club are all within hand grenade range.



Airport Transportation
Blue One Transportation, a shuttle service in the Tampa Bay Area and all Downtown Hotels, is the Marriott's preferred shuttle service and offers transportation to and from the Tampa International Airport.

Book Online @ blueonetransportation.com or call **813-282-7351
Pre-Book your reservation in order for Blue One Transportation to track your arrival and coordinate shuttle bus pickups.**

Group name: Vietnam Helicopter Pilot's
Pricing is \$15.00 per person, each way.
****Please call (813) 282-7351 from baaaaaa claim once you have collected your luggage.***



Thursday, 26 May 2022

J.C. Newman Cigar Factory Tour #1: 26 May – 11:30am – 1:45pm - \$23

This tour is a top to bottom exploration of El Reloj, the only cigar factory still in operation in Cigar City. Founded in 1895, J.C. Newman Cigar Company is a four-generation family business and is the oldest family-owned premium cigar company in the United States. VHPA guests will go through the process of cigar making by hand and on antique cigar machines, the Newman family legacy, the history of Cigar City, watch old cigar films in an interactive theater, browse rare cigars and gifts in the factory store, and much more. Three stories high, and one city-block long, this historic cigar factory will please cigar enthusiasts, history buffs, and those with interests in manufacturing and technology.

Capacity: This event is limited to 54 participants.

St. Petersburg City Tour w/Lunch #1: 26 May– 11:30am – 5:30pm - \$58

Join your Tour Guide, Todd, from Travel Is Fun Tours to discover all about St Petersburg, Florida - We're not just a suburb of Tampa! See some of the more than 500 beautiful Murals painted in each Year's SHINE festival that attracts artists from all over the World. Find out how a coin toss determined the name of the city, learn about the founders and early history of St Petersburg, and learn about the very first commercial airline flight. We'll also visit St Petersburg's Iconic Pier and have a great lunch at top rated Doc Ford's Rum Bar & Grill. Lunch will include a choice of Cuban sandwich or hamburger, side of fresh fries, key lime pie square for dessert and tea or soft drink. Did you know over 100 movies have been filmed in the St Petersburg area? We'll find out about those too! Plus we'll visit St Petersburg's affluent neighborhood Snell Isle. We think you'll go home with a deep appreciation for the Sunshine City and want to come back!

Capacity: This event is limited to 54 participants.

Tampa Water History Tour #1: 26 May– 12:00pm – 1:30pm - \$25

Our members will learn about how this city grew from a Spanish outpost to the fastest growing city in Florida. This tour takes VHPA guests step by step through the evolution. As you cruise along the waters in a roomy vessel, history unfolds all around you. These guides will have little known facts about the city and share them with you. Many locals have said, "I have lived here all my life, and I did not know that about Tampa." When you leave this tour, you will know more than most of the locals! Being one of the picturesque harbors in Florida, Tampa harbor abounds with history on all sides. The waterfront features museums, shipyards, and million dollar homes. See the Pirate ship, Gabriella, up close and learn our pirate history. Ask the guides, "What's a pirate beard in Tampa?" You will be surprised by the answer. View the most beautiful building in Tampa, The Plant Hotel. Learn how Tampa became a city, and who made it happen.

Capacity: This event is limited to 50 participants.

J.C. Newman Cigar Factory Tour #2: 26 May – 2:00pm – 4:15pm - \$23

This tour is a top to bottom exploration of El Reloj, the only cigar factory still in operation in Cigar City. Founded in 1895, J.C. Newman Cigar Company is a four-generation family business and is the oldest family-owned premium cigar company in the United States. VHPA guests will go through the process of cigar making by hand and on antique cigar machines, the Newman family legacy, the history of Cigar City, watch old cigar films in an interactive theater, browse rare cigars and gifts in the factory store, and much more. Three stories high, and one city-block long, this historic cigar factory will please cigar enthusiasts, history buffs, and those with interests in manufacturing and technology.

Capacity: This event is limited to 54 participants.

Zubrick Magic Theatre Show w/Dinner: 26 May – 2:00pm – 7:00pm - \$75

Illusionists Chris & Ryan Zubrick conjure up an exhilarating blend of sleight-of-hand; family-friendly comedy and breathtaking grand-scale illusions in a 70-minute private performance for VHPA guests. Conveniently located in downtown St. Petersburg, Florida, VHPA guests will take a 40 minute bus ride to the Zubrick Magic Theatre where this performance will guarantee to stretch smiles and drop jaws. VHPA guests will be walking away scratching their heads in disbelief saying, "How did they do that?!" This show has been ranked one of the top things to do around Tampa and received numerous awards. After the show, guests will take the bus over to Dr. BBQ for dinner. Dr. BBQ offers "new American barbecue" and sizzles with global flavors. Owner, Roger Perry, created these exclusive recipes by drawing on inspiration from his travels and the local tastes of St. Petersburg.

Capacity: This event is limited to 90 participants.

Tampa Water History Tour #2: 26 May – 3:00pm – 4:30pm - \$25

Our members will learn about how this city grew from a Spanish outpost to the fastest growing city in Florida. This tour takes VHPA guests step by step through the evolution. As you cruise along the waters in a roomy vessel, history unfolds all around you. These guides will have little known facts about the city and share them with you. Many locals have said, "I have lived here all my life, and I did not know that about Tampa." When you leave this tour, you will know more than most of the locals! Being one of the picturesque harbors in Florida, Tampa harbor abounds with history on all sides. The waterfront features museums, shipyards, and million dollar homes. See the Pirate ship, Gabriella, up close and learn our pirate history. Ask the guides, "What's a pirate beard in Tampa?" You will be surprised by the answer. View the most beautiful building in Tampa, The Plant Hotel. Learn how Tampa became a city, and who made it happen.

This event is limited to 50 participants.

Movie – American Medevac: 26 May – 5:00pm – 6:30pm - NC

A veteran's story that needs to be heard...an extraordinary story about valor, selflessness and the unbreakable bond of brotherhood created among soldiers in wartime.

Early Bird Gathering: 26 May – 7:00pm – 9:00pm - NC

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

Note: No food is provided at this gathering.

Friday, 27 May 2022

Golf Outing at Summerfield Crossings: 27 May – 7:00am – 3:30pm - \$125

This year we will play at Summerfield Crossings Golf Club at Riverview, FL. Your golf ticket includes bus transportation, green fees, carts, scorecards, complimentary range balls, one Power Pack, and lunch. Visit for details <https://www.summerfieldgdc.com/course/> about the course.

Capacity: This event is limited to 55 participants.

Breakfast w/speaker - TBD: 27 May – 7:30am – 9:00am - \$25 This is the first of three breakfasts offered at this Reunion.

Breakfast includes Fresh Florida Orange Juice & Grapefruit Juice, Apple Juice, sliced seasonal fruit & fresh berries, Steel Cut Oat Meal w/Brown Sugar, Dried Bananas, Dried Fruits, & Chopped Walnuts, Cage Free Scrambled Eggs, Hickory Smoked Bacon, Yukon Gold Potato Wedges w/Sautéed Peppers, Smoked Paprika & Onion, Fresh Bakery Selection w/Bagels, Croissants, Danishes, & Sliced Breakfast Breads, Whipped Butter, Fruit Preserves, Assorted Dry Cereals, 2% Milk, Whole Milk, Almond Milk, Skim Milk, & Soy Milk, Coffee & Tea.

John and Mable Ringling Museum #1: 27 May – 9:10am – 3:30pm - \$55

The Ringling celebrates the legacy of circus owner and art collector, John Ringling, and his wife, Mable. It combines outstanding art and circus museums with a historic mansion and theater, occupying beautiful grounds and gardens in Sarasota, Florida. VHPA Guests will take a 45 to 60 minute bus ride to Sarasota where you will be given free rein to explore the Art and Circus Museums and Bayfront Gardens at your leisure. The Ringlings' historic mansion, CA'D'ZAN, was built to resemble a Venetian Gothic Palace and is onsite to tour, as well. This tour will require lots of walking as the museum is large and spread out. Lunch is available onsite and IS NOT included with the ticket.

Capacity: This event is limited to 100 participants.

Tampa Water History Tour #3: 27 May – 9:15am – 10:45am - \$25

Our members will learn about how this city grew from a Spanish outpost to the fastest growing city in Florida. This tour takes VHPA guests step by step through the evolution. As you cruise along the waters in a roomy vessel, history unfolds all around you. These guides will have little known facts about the city to share with you. Many locals have said, "I have lived here all my life, and I did not know that about Tampa." When you leave this tour, you will know more than most of the locals! Being one of the picturesque harbors in Florida, Tampa harbor abounds with history on all sides. The waterfront features museums, shipyards, and million dollar homes. See the Pirate ship, Gabriella, up close and learn our pirate history. Ask the guides, "What's a pirate beard in Tampa?" You will be surprised by the answer. View the most beautiful building in Tampa, The Plant Hotel. Learn how Tampa became a city, and who made it happen.

Capacity: This event is limited to 50 participants.

J.C. Newman Cigar Factory Tour w/Columbia Group Lunch #1: 27 May – 9:15am – 1:30pm – \$59

This tour is a top to bottom exploration of El Reloj, the only cigar factory still in operation in Cigar City. Founded in 1895, J.C. Newman Cigar Company is a four-generation family business and is the oldest family-owned premium cigar company in the United States. VHPA guests will go through the process of cigar making both by hand and on antique cigar machines, the Newman family legacy, the history of Cigar City, watch old cigar films in an interactive theater, browse rare cigars, and gifts in the factory store, and much more. Three stories high, and one city-block long, our historic cigar factory will please cigar enthusiasts, history buffs, and those with interests in manufacturing and technology.

After the tour, the bus will take our guests over to Columbia Restaurant for a group dinner like never before. Columbia Restaurant is the oldest restaurant in Florida and the largest Spanish restaurant in the world. Situated in Ybor City “Cigar Capital of the World”, the Columbia draws off its history and the unique culture of the area to create an experience that will make for fond memories. VHPA guests will also enjoy a 15 minute private Spanish Flamenco Show, the traditional dance of Spain. The music, the colorful costumes, and the passion of the dance will transport VHPA’ers to the famous Flamenco cafes of Barcelona and Madrid. This buffet will include two signature Spanish Main dishes, Cuban bread and butter; Columbia’s Original 1905 Salad, side choices of yellow rice and seasonal fresh vegetables, dulce de leche chocolate cake as dessert and freshly brewed coffee, iced tea, and soft drinks. One of the main dishes is Pollo Manchego: a delicious combination of Manchego cheese and bread crumbs crusted on a chicken breast and grilled then topped with sundried tomatoes, basil and citrus sauce. The second main dish is Ropa Vieja: shredded beef sautéed with onions, green peppers, and tomatoes.

Capacity: This event is limited to 54 participants.

Vietnam Center & Archive Videos #1: 27 May– 11:00am – 12:00pm - NC

While the VHPA has been working with the *Vietnam Center* and Sam Johnson *Vietnam Archive* at Texas Tech University (VNCA for short) for more than a decade, things ‘took off’ starting in 2015 when we were able to hire first one, then two and, for a time, three students to work exclusively on our legacy items and collections. Recently we developed four short tutorial videos specifically to address VHPA’ers questions and to show how you can add your pieces to our collective ‘mosaic history’ of helicopters in Southeast Asia during the Vietnam War. We will also provide a ‘sitrep’ on our most recent accomplishments plus our two new initiatives.

Columbia Group Lunch: 27 May – 11:15am – 1:30pm - \$43

Our guests will head over to Columbia Restaurant for a group dinner like never before. Columbia Restaurant is the oldest restaurant in Florida and the largest Spanish restaurant in the world. Situated in Ybor City “Cigar Capital of the World”, the Columbia draws off its history and the unique culture of the area to create an experience that will make for fond memories. VHPA guests will also enjoy a 15 minute private Spanish Flamenco Show, the traditional dance of Spain. The music, the colorful costumes, and the passion of the dance will transport VHPA’ers to the famous Flamenco cafes of Barcelona and Madrid. This buffet will include two signature Spanish Main dishes, Cuban bread and butter; Columbia’s Original 1905 Salad, side choices of yellow rice and seasonal fresh vegetables, dulce de leche chocolate cake as dessert and freshly brewed coffee, iced tea, and soft drinks. One of the main dishes is Pollo Manchego: a delicious combination of Manchego cheese and bread crumbs crusted on a chicken breast and grilled then topped with sundried tomatoes, basil and citrus sauce. The second main dish is Ropa Vieja: shredded beef sautéed with onions, green peppers, and tomatoes.

Capacity: This event is limited to 54 participants.

J.C. Newman Cigar Factory Tour w/Columbia Group Lunch #2: 27 May – 11:15am – 3:30pm - \$59

This tour will start with a bus ride over to Columbia Restaurant for a group dinner like never before. Columbia Restaurant is the oldest restaurant in Florida and the largest Spanish restaurant in the world. Situated in Ybor City “Cigar Capital of the World”, the Columbia draws off its history and the unique culture of the area to create an experience that will make for fond memories. VHPA guests will also enjoy a 15 minute private Spanish Flamenco Show, the traditional dance of Spain. The music, the colorful costumes, and the passion of the dance will transport VHPA’ers to the famous Flamenco cafes of Barcelona and Madrid. This buffet will include two signature Spanish Main dishes, Cuban bread and butter; Columbia’s Original 1905 Salad, side choices of yellow rice and seasonal fresh vegetables, dulce de leche chocolate cake as dessert and freshly brewed coffee, iced tea, and soft drinks. One of the main dishes is Pollo Manchego: a delicious combination of Manchego cheese and bread crumbs crusted on a chicken breast and grilled then topped with sundried tomatoes, basil and citrus sauce. The second main dish is Ropa Vieja: shredded beef sautéed with onions, green peppers, and tomatoes.

After lunch, the bus will take our guests for a top to bottom exploration of El Reloj, the only cigar factory still in operation in Cigar City. Founded in 1895, J.C. Newman Cigar Company is a four-generation family business and is the oldest family-owned premium cigar company in the United States. VHPA guests will go through the process of cigar making by hand and on antique cigar machines, the Newman family legacy, the history of Cigar City, watch old cigar films in an interactive theater, browse rare cigars and gifts in the factory store, and much more. Three stories high, and one city-block long, our historic cigar factory will please cigar enthusiasts, history buffs, and those with interests in manufacturing and technology.

Capacity: This event is limited to 54 participants.

Tampa Water History Tour #4: 27 May – 1:00pm – 2:30pm - \$25

Our members will learn about how this city grew from a Spanish outpost to the fastest growing city in Florida. This tour takes VHPA guests step by step through the evolution. As you cruise along the waters in a roomy vessel, history unfolds all around you. These guides will have little known facts about the city to share with you. Many locals have said, "I have lived here all my life, and I did not know that about Tampa." When you leave this tour, you will know more than most of the locals! Being one of the picturesque harbors in Florida, Tampa harbor abounds with history on all sides. The waterfront features museums, shipyards, and million dollar homes. See the Pirate ship, Gabriella, up close and learn our pirate history. Ask the guides, "What's a pirate beard in Tampa?" You will be surprised by the answer. View the most beautiful building in Tampa, The Plant Hotel. Learn how Tampa became a city, and who made it happen.

Capacity: This event is limited to 50 participants.

Donut Dollies Documentary #1: 27 May – 3:00pm – 5:00pm – NC

VHPA's exclusive screening of "The Donut Dollies" film followed by a Q&A session with the filmmakers and Donut Dollies. During the Vietnam War, a small group of American women volunteered for a Red Cross program that sent them into a war zone with little training or preparation. Armed with nothing but Kool-Aid, handmade entertainment programs and bright smiles, their mission was to be a sister or a girl next door providing an understanding ear and supportive shoulder to cry on for hundreds of thousands of American troops. They were "The Donut Dollies" - idealistic young women with no idea what they were getting into and whose lives would never be the same.

Amazingly, over 55 years since the first Donut Dollies arrived in Vietnam, most of the public have still never heard of them. Through this award-winning documentary, their stories will be told, memories of their service and the men who made an impact on them will be shared, so that they will find their rightful place in our country's history.

This documentary is a story about courageous women in a unique role few knew existed and presents a new perspective on the war. While shedding light on the story and shared experiences of the 627 Donut Dollies who served in Vietnam, this film will focus on two best friends - Dorset and Mary - who volunteered for the program together in 1968, at the peak of the war. These idealistic young women embraced their mission - to cheer up battle-worn GIs on the frontlines of the Vietnam War - with energy, creativity, compassion, and resolve, while having no idea of the challenges they would face. 46 years later, they return to Vietnam to retrace their steps, explore why they went, unlock buried memories and share their stories for the first time.

Learn more at www.donutdollies.com and www.facebook.com/thedonutdollies

StarShip Dinner Cruise: 27 May – 6:45pm – 9:30pm - \$115

Set sail on the waterways of Tampa Bay with Yacht StarShip and delight in a different kind of dining experience! Our members can expect unmatched service, exquisite views, and a delicious, freshly-prepared dining experience. Enjoy stunning sunsets, bright city lights of Downtown Tampa, breathtaking views, and entertainment as you sip and savor your way through dinner and cocktails. This private dinner cruise will pick up and drop our members off at the dock right outside the hotel. The dinner buffet will include salad, beef, chicken, and salmon entrees, mash potatoes, seasonal vegetables, dessert, coffee, and tea. DJ entertainment will be onboard with a dance floor for VHPA guests to dance the night away. Don't forget the camera for spectacular views of Tampa lit up at night.

Capacity: This event is limited to 300 participants.

Quilters Show and Tell...

This year The Quilters Show and Tell is scheduled for Saturday, May 28. Location for the quilters shall be determined at a later date.

Looking forward to the Reunion in Tampa and seeing

what everyone has accomplished this past year. Please bring items for Show and Tell that you have been working on, either blocks, quilt tops, or quilts and any other projects.

I'd like to thank Roslyn Atwood and Shireen Hattan and Michele McCreery-Carbaugh for offering their services of quilting the veteran's quilts.



*If there are any questions,
please contact me at 912-631-6811
or by e-mail (Subject line type VHPA quilter)*

klskms@aol.com
Kathleen Sherfey
12420 W. 53rd Terr
Shawnee, KS 66216

Saturday, 28 May 2022

KIA/MIA Gold Star Breakfast: 28 May - 7:30am - 9:00am - \$25

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

If you would like to sponsor guests for the breakfast you can use the Event Sponsorship section under Voluntary Contributions in [Step 2](#) of the online registration. If you would like to invite KIA/MIA Gold Star family members who will not be registering for the Reunion, please call VHPA HQ to provide their names and contact information so we can have Name Badges prepared for them.

John and Mable Ringling Museum #2: 28 May - 9:10am - 3:30pm - \$55

The Ringling celebrates the legacy of circus owner and art collector, John Ringling, and his wife, Mable. It combines outstanding art and circus museums with a historic mansion and theater, occupying beautiful grounds and gardens in Sarasota, Florida. VHPA Guests will take a 45 to 60 minute bus ride to Sarasota where you will be given free rein to explore the Art and Circus Museums and Bayfront Gardens at your leisure. The Ringlings' historic mansion, CA'D'ZAN, was built to resemble a Venetian Gothic Palace and is onsite to tour, as well. This tour will require lots of walking as the museum is large and spread out.

Note: Lunch is available onsite and IS NOT included with the ticket. Capacity: This event is limited to 100 participants.

St. Petersburg City Tour w/Lunch #2: 28 May - 9:30am - 3:30pm - \$58

Join your Tour Guide, Todd, from Travel Is Fun Tours to discover all about St Petersburg, Florida - We're not just a suburb of Tampa! See some of the more than 500 beautiful Murals painted in each Year's SHINE festival that attracts artists from all over the World. Find out how a coin toss determined the name of the city, learn about the founders and early history of St Petersburg, and learn about the very first commercial airline flight. We'll also visit St Petersburg's Iconic Pier and have a great lunch at top rated Doc Ford's Rum Bar & Grill. Lunch will include a choice of Cuban sandwich or hamburger, side of fresh fries, key lime pie square for dessert and tea or soft drink. Did you know over 100 movies have been filmed in the St Petersburg area? We'll find out about those too! Plus we'll visit St Petersburg's affluent neighborhood Snell Isle. We think you'll go home with a deep appreciation for the Sunshine City and want to come back!

Capacity: This event is limited to 54 participants.

American Victory Ship #1: 28 May - 9:45am - 12:15pm - \$18

One of the country's most historic icons, American Victory was built in 1945 in only 55 days and is now one of only 4 fully-functioning vessels in the USA having served in WWII, Korea, and Vietnam. Aboard the American Victory Ship and Museum, VHPA Guests can come aboard a fully-functioning 1940s era steamship. Experience an unforgettable voyage of discovery and relive history by visiting cavernous three level cargo holds, radio and gyro rooms, hospital, galley, weaponry, steering stations, flying bridge, signaling equipment, wheelhouse, mess halls, engine room, crew cabins, lifeboats, and cargo equipment, then gaze upon photographs, uniforms, medals, documents, and naval equipment. This will include a ticket for admission, the bus ride to be dropped off directly at the front entrance, and is self-guided. There is a café on site for food purchase.

Note: This tour has no air conditioning, requires lots of walking and is not handicap accessible. There can be as many as 55 steps to access all areas of the ship. Capacity: This event is limited to 100 participants.

Tampa Water History Tour #5: 28 May - 10:00am - 11:30am - \$25

Our members will learn about how this city grew from a Spanish outpost to the fastest growing city in Florida. This tour takes VHPA guests step by step through the evolution. As you cruise along the waters in a roomy vessel, history unfolds all around you. These guides will have little known facts about the city to share with you. Many locals have said, "I have lived here all my life, and I did not know that about Tampa." When you leave this tour, you will know more than most of the locals! Being one of the picturesque harbors in Florida, Tampa harbor abounds with history on all sides. The waterfront features museums, shipyards, and million dollar homes. See the Pirate ship, Gabriella, up close and learn our pirate history. Ask the guides, "What's a pirate beard in Tampa?" You will be surprised by the answer. View the most beautiful building in Tampa, The Plant Hotel. Learn how Tampa became a city, and who made it happen.

This event is limited to 50 participants.

Donut Dollies Documentary #2: 28 May – 10:00am – 12:00pm – NC

VHPA's exclusive screening of "The Donut Dollies" film followed by a Q&A session with the filmmakers and Donut Dollies. During the Vietnam War, a small group of American women volunteered for a Red Cross program that sent them into a war zone with little training or preparation. Armed with nothing but Kool-Aid, handmade entertainment programs and bright smiles, their mission was to be a sister or a girl next door providing an understanding ear and supportive shoulder to cry on for hundreds of thousands of American troops. They were "The Donut Dollies" - idealistic young women with no idea what they were getting into and whose lives would never be the same.

Amazingly, over 55 years since the first Donut Dollies arrived in Vietnam, most of the public have still never heard of them. Through this award-winning documentary, their stories will be told, memories of their service and the men who made an impact on them will be shared, so that they will find their rightful place in our country's history.

This documentary is a story about courageous women in a unique role few knew existed and presents a new perspective on the war. While shedding light on the story and shared experiences of the 627 Donut Dollies who served in Vietnam, this film will focus on two best friends - Dorset and Mary - who volunteered for the program together in 1968, at the peak of the war. These idealistic young women embraced their mission - to cheer up battle-worn GIs on the frontlines of the Vietnam War - with energy, creativity, compassion, and resolve, while having no idea of the challenges they would face. 46 years later, they return to Vietnam to retrace their steps, explore why they went, unlock buried memories and share their stories for the first time.

Learn more at www.donutdollies.com and www.facebook.com/thedonutdollies

Ed Fletcher's Early Bird Theatre w/Lunch: 28 May – 10:25am – 3:15pm - \$55

VHPA guests will take a bus ride to Ed Fletcher's Early Bird Theatre for a comedy play "The Long Weekend". This play is wicked wit and uproarious comedy by Canada's favorite playwright Norm Foster! Two couples come to a cottage where they discover fantastic truths and hilarious deceptions. The truth and lies of a friendship come to the surface during a weekend visit. There are plenty of surprises along the way in this biting comedy of manners. Before the show starts, enjoy a lunch to include: Virginia Baked Ham, Carved Top Round Roast Beef with Au Jus and Horseradish, Salmon Almondine, Seasonal Chicken Entree, and Meatballs in Marinara Sauce or Baked Ziti. Rounding out the menu we have our side selections which include Seasonal Rice, Mashed Potatoes, and Vegetables. After lunch, enjoy coffee and your choice of dessert as you prepare for the show.

Capacity: This event is limited to 100 participants.

Zubrick Magic Theatre: 28 May – 1:15pm – 5:00pm - \$55

Illusionists Chris & Ryan Zubrick conjure up an exhilarating blend of sleight-of-hand; family-friendly comedy and breathtaking grand-scale illusions in a 70-minute private performance for VHPA guests. Conveniently located in downtown

St. Petersburg, Florida, VHPA guests will take a 40 minute bus ride to the Zubrick Magic Theatre where this performance will guarantee to stretch smiles and drop jaws. VHPA guests will be walking away scratching their heads in disbelief saying, "How did they do that?!" This show has been ranked one of the top things to do around Tampa and received numerous awards.

Capacity: This event is limited to 90 participants.

Vietnam Center & Archive Videos #2: 28 May – 2:00pm – 3:00pm - NC

While the VHPA has been working with the *Vietnam Center* and Sam Johnson *Vietnam Archive* at Texas Tech University (VNCA for short) for more than a decade, things 'took off' starting in 2015 when we were able to hire first one, then two and, for a time, three students to work exclusively on our legacy items and collections. Recently we developed four short tutorial videos specifically to address VHPA'ers questions and to show how you can add your pieces to our collective 'mosaic history' of helicopters in Southeast Asia during the Vietnam War. We will also provide a 'sitrep' on our most recent accomplishments plus our two new initiatives.

Quilter's Show & Tell: 28 May – 2:00pm – 4:00pm - NC

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



Tampa Water History Tour #6: 28 May – 4:00pm – 5:30pm - \$25

Our members will learn about how this city grew from a Spanish outpost to the fastest growing city in Florida. This tour takes VHPA guests step by step through the evolution. As you cruise along the waters in a roomy vessel, history unfolds all around you. These guides will have little known facts about the city to share with you. Many locals have said, "I have lived here all my life, and I did not know that about Tampa." When you leave this tour, you will know more than most of the locals! Being one of the picturesque harbors in Florida, Tampa harbor abounds with history on all sides. The waterfront features museums, shipyards, and million dollar homes. See the Pirate ship, Gabriella, up close and learn our pirate history. Ask the guides, "What's a pirate beard in Tampa?" You will be surprised by the answer. View the most beautiful building in Tampa, The Plant Hotel. Learn how Tampa became a city, and who made it happen.

This event is limited to 50 participants.

Welcome / First Time Attendee Reception w/College of the Ozarks Chapel Choir: 28 May – 7:00pm – 9:00pm - NC

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

Sunday, 29 May 2022

Pre-Memorial Service Breakfast: 29 May – 7:30am – 8:30am - \$25

This is the third and final breakfast offered at this Reunion. The Memorial Service, scheduled to begin at 9am is primarily a time to honor the several hundred VHPA members and potential members who passed away since the 2021 Reunion in Charlotte, NC.

Breakfast includes Fresh Florida Orange Juice & Grapefruit Juice, Apple Juice, sliced seasonal fruit & fresh berries, Steel Cut Oat Meal w/Brown Sugar, Dried Bananas, Dried Fruits, & Chopped Walnuts, Cage Free Scrambled Eggs, Sausage Links, Yukon Gold Potato Wedges w/Sautéed Peppers, Smoked Paprika & Onion, Fresh Bakery Selection w/Bagels, Croissants, Danishes, & Sliced Breakfast Breads, Whipped Butter, Fruit Preserves, Assorted Dry Cereals, 2% Milk, Whole Milk, Almond Milk, Skim Milk, & Soy Milk, Coffee & Tea.

Memorial Service: 29 May – 8:45am – 9:30am - NC

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

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

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

Spouse/Guest Eyent – Cactus Moon Succulent: 29 May – 10:00am – 11:30am - \$55

Crystal Desi, Succulent Florist and owner of local plant shop Cactus Moon, will teach you how to make your own succulent garden out of a cigar box in this fun DIY workshop! Learn about the soil, care, upkeep, design, and more for these drought tolerant living arrangements. All materials are provided and guests will take home their creation! You choose your own souvenir cigar box (a variety of styles!) cacti, succulents and fillers (sand, gravel, rocks, moss, etc.). Bags will be provided to help transport your arrangement home on an airplane. Take home a piece of Tampa with this fun and creative take on a souvenir.

Capacity: This event is limited to 100 participants.

Annual Business Meeting: 29 May – 10:00am – 12:30pm - NC

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

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

Henry B. Plant Museum: 29 May – 12:50pm – 3:00pm - \$20

The Henry B. Plant Museum is housed in the 1891 Tampa Bay Hotel, the Victorian railroad resort that defined the elegant frontier, now a National Historic Landmark. Unlike most museums dedicated to lifestyles of the past, it contains the actual furnishings enjoyed by the first guests to visit here. The Museum accurately reflects the opulence of turn-of-the-century America and the vision of American transportation pioneer, Henry B. Plant. Then, guests will step back in time and enjoy a single character performance that will bring turn-of-the-century Tampa Bay hotel staff and guests to life. VHPA guests will enjoy a performance of Henry A. Dobson, Spanish-American Solider, 1898. He will share his history of the army and Tampa with insight, honesty, and humor. Catch a glimpse of life at the hotel through the eyes of Henry A. Dobson.

Capacity: This event is limited to 54 participants.

American Victory Ship #2: 29 May – 1:45pm – 4:15pm - \$18

One of the country's most historic icons, American Victory was built in 1945 in only 55 days and is now one of only 4 fully-functioning vessels in the USA having served in WWII, Korea, and Vietnam. Aboard the American Victory Ship and Museum, VHPA Guests can come aboard a fully-functioning 1940s era steamship. Experience an unforgettable voyage of discovery and relive history by visiting cavernous three level cargo holds, radio and gyro rooms, hospital, galley, weaponry, steering stations, flying bridge, signaling equipment, wheelhouse, mess halls, engine room, crew cabins, lifeboats, and cargo equipment, then gaze upon photographs, uniforms, medals, documents, and naval equipment. This will include a ticket for admission, the bus ride to be dropped off directly at the front entrance, and is self-guided. There is a café on site for food purchase.

Note: This tour has no air conditioning, requires lots of walking and is not handicap accessible. There can be as many as 55 steps to access all areas of the ship. Capacity: This event is limited to 54 participants.

Closing Banquet: Registered Adults – 29 May – 5:30pm – 10:30pm - \$75

This ticket is for an adult banquet meal (beef, chicken or fish) for someone who has also paid the adult reunion registration fee. The highlight for most reunion attendees is our closing banquet. This is the only "dress up" occasion of the reunion. It is a celebration of our time together opening with a tribute to our missing men and closing with the change of command from our current president to the new one after the meal.

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

Closing Banquet: Registered Child <12 – 29 May – 5:30pm – 10:30pm - \$35

This ticket is for a "kid's meal" for the closing banquet. A word of warning is appropriate here. This meal is designed for children under the age of 12 years old. Trust us when we say that this meal will NOT MAKE a teenager happy at all!

Closing Banquet: Non-Registered Guest – 29 May – 5:30pm – 10:30pm - \$85 This ticket is for an adult banquet meal (beef, chicken or fish) for someone who has **NOT PAID** the adult reunion registration fee. Please review the Non-Registered Banquet Guest (NRBG) details in the Reunion Information at www.vhpa.org.

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

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VHPA 39th ANNUAL REUNION ~ TAMPA, FL

26 MAY – 29 MAY 2022

VOLUNTEER FORM

Instructions: If you are volunteering as a couple, please provide both names and please insure that all the information provided below covers both of you. The default shift length is three hours, if you are unable to work that long then please include details.

Name: _____

Phone: _____ Member#: _____

Email Address: _____

Specific Requests: _____

Volunteers needed: Thur, May 26 (8:45 am) thru Sun, May 28 (noon), 2022

Days you are available: _____

Physical Restrictions: _____

Additional Comments: _____

Questions? Call HQ at 800-505-8472. Please return completed form to VHPA Headquarters.

Email to: sherry@vhpa.org

Fax to: 817-200-7309

Mail to: VHPA
1600 E Lamar Blvd
Suite 117
Arlington, TX 76011

REUNION SCHEDULE

TAMPA ★ FLORIDA

Last updated 07 December 2021

TIME:

EVENT:

THURSDAY, MAY 26

9:00 am - 12:00 pm
 9:00 am - 8:00 pm
 9:00 am - 10:00 pm
 10:00 am - 11:00 am
 11:00 am - 11:00 pm
 11:30 am - 1:45 pm
 11:30 am - 5:30 pm
 12:00 pm - 1:30 pm
 1:00 pm - 5:00 pm
 2:00 pm - 4:15 pm
 2:00 pm - 7:00 pm
 3:00 pm - 4:30 pm
 5:00 pm - 6:30 pm
 6:00 pm - 8:00 pm
 7:00 pm - 9:00 pm

HQ Registration Desk
 Pre-Registered Packet Pickup
 Welcome Desk
 Pre-Ordered T-shirt Pick Up
 Vendor Room Open
 Mini Reunions / TOCs
Oral History Interviews
 O' Club Open
J.C. Newman Cigar Factory Tour #1
St. Petersburg City Tour w/Lunch #1
Tampa Water History Tour #1
 HQ Registration Desk
J.C. Newman Cigar Factory Tour #2
Zubrick Magic Theatre Show w/Dinner
Tampa Water History Tour #2
Movie - American Medevac
 HQ Registration Desk
Early Bird / First Time Attendee Gathering

FRIDAY, MAY 27

7:00 am - 3:30 pm
 7:30 am - 9:00 am
 8:00 am - 11:30 am
 8:00 am - 8:00 pm
 8:00 am - 8:00 pm
 8:00 am - 8:00 pm
 9:00 am - 10:00 am
 9:00 am - 8:00 pm
 9:00 am - 10:00 pm
 9:10 am - 3:30 pm
 9:15 am - 10:45 am
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 12:30 pm - 5:00 pm
 1:00 pm - 2:30 pm
 3:00 pm - 5:00 pm
 3:00 pm - 5:00 pm
 6:00 pm - 8:00 pm
 6:45 pm - 9:30 pm

Golf
Breakfast w/speaker
 HQ Registration Desk
 Pre-Registered Packet Pickup
 Welcome Desk
 Pre-Ordered T-shirt Pick Up
Oral History Interviews
 Vendor Room Open
 Mini Reunions / TOCs
John and Mable Ringling Museum #1
Tampa Water History Tour #3
J.C. Newman Cigar Factory Tour w/Columbia Lunch #1
Vietnam Center & Archive Videos #1
 O' Club Open
Columbia Group Lunch
J.C. Newman Cigar Factory Tour w/Columbia Lunch #2
 HQ Registration Desk
Tampa Water History Tour #4
Donut Dollies Movie #1
 Banquet Seating
 HQ Registration Desk
StarShip Dinner Cruise

REUNION SCHEDULE

TAMPA ★ FLORIDA

Last updated 07 December 2021

TIME:

EVENT:

SATURDAY, MAY 28

7:30 am - 9:00 am
 8:00 am - 11:00 am
 8:00 am - 12:00 pm
 8:00 am - 12:00 pm
 8:00 am - 5:00 pm
 9:00 am - 10:00 am
 9:00 am - 8:00 pm
 9:00 am - 10:00 pm
 9:10 am - 3:30 pm
 9:30 am - 3:30 pm
 9:45 am - 12:15 pm
 10:00 am - 11:30 am
 10:00 am - 12:00 pm
 10:25 am - 3:15 pm
 11:00 am - 11:00 pm
 12:00 pm - 6:00 pm
 1:15 pm - 5:00 pm
 2:00 pm - 3:00 pm
 2:00 pm - 4:00 pm
 4:00 pm - 5:30 pm
 7:00 pm - 9:00 pm

KIA/MIA Gold Star Breakfast
 HQ Registration Desk
 Pre-Registered Packet Pickup
 Pre-Ordered T-shirt Pick Up
 Welcome Desk
Oral History Interviews
 Vendor Room Open
 Mini Reunions / TOCs
John and Mable Ringling Museum #2
St. Petersburg City Tour w/Lunch #2
American Victory Ship #1
Tampa Water History Tour #5
Donut Dollies Movie #2
Ed Fletcher's Early Bird Theatre w/Lunch
 O' Club Open
 HQ Registration Desk
Zubrick Magic Theatre
Vietnam Center & Archive Videos #2
Quilters Show & Tell
Tampa Water History Tour #6
Welcome Reception w/College of the Ozarks Chapel Choir

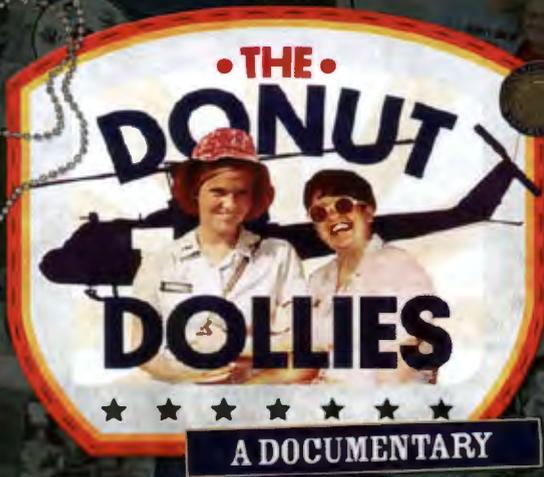
SUNDAY, MAY 29

7:30 am - 8:30 am
 8:00 am - 11:00 am
 8:00 am - 1:00 pm
 8:45 am - 9:30 am
 10:00 am - 11:30 am
 10:00 am - 12:30 pm
 12:00 pm - 3:00 pm
 12:30 pm - 11:00 pm
 12:50 pm - 3:00 pm
 1:00 pm - 5:00 pm
 1:45 pm - 4:15 pm
 4:00 pm - 6:00 pm
 5:30 pm - 10:30 pm

Pre-Memorial Breakfast
 Consolidated HQ Reg, Pre-Reg & T-Shirts
 Welcome Desk
Memorial Service
Spouse/Guest Event - Cactus Moon Succulent
Annual Business Meeting
 Consolidated Reg, Pre-Reg & T-Shirts
 O' Club Open
Henry B. Plant Museum
 Mini-Reunions / TOCs
American Victory Ship #2
 Banquet Seating
Closing Banquet w/Entertainment

Items in RED are outside events
Items in GREEN are inside events
 Items in BLACK are general events or tasks

The untold story, 50 years in the making, of the American women who volunteered to go to Vietnam on an impossible mission



PALOMA PRODUCTIONS, INC. PRESENTS THE DONUT DOLLIES DOCUMENTARY BY JESSICA ANDERSON AND MARY BLUM. CO-PRODUCED BY JESSICA ANDERSON AND MARY BLUM. EXECUTIVE PRODUCERS: MARY BLUM AND JESSICA ANDERSON. PRODUCED BY MARY BLUM AND JESSICA ANDERSON. WRITTEN AND DIRECTED BY MARY BLUM AND JESSICA ANDERSON. DONUTDOLLIES.COM Paloma Productions Inc.

VHPA has partnered with the producers of "The Donut Dollies: A Documentary" to bring their story to the VHPA 2022 Tampa Reunion.

Showtimes

Friday, May 27th
3:00 PM

Saturday, May 28th
10:00 AM

Q & A session with Donut Dollies and producers to follow screening

VHPA would like to extend an invitation to Donut Dollies to attend the screening of this film!

Please contact Headquarters for more information regarding Donut Dolly Registration: HQ@vhpa.org

CONSIDER A RUN...

... for the VHPA Executive Council, that is. Elections are held each year at the Annual Business Meeting for two positions on the Executive Council: Vice President and Junior Member-at-Large.

→ VICE PRESIDENT:

Serves for a three-year term (Vice President, President, Immediate Past President)

→ JUNIOR MEMBER-AT-LARGE:

Serves for a three-year term (Junior, Mid-Term, and Senior Member-at-Large)

The VHPA has always rotated its Executive Council Members through these overlapping cycles to ensure that we have new members and new ideas with regard to how the VHPA manages its business on behalf of the members and our mission.

We encourage you to consider contributing your time to this important worthwhile, and quite frankly, rewarding experience. The Executive Council convenes monthly via telephone conference for about an hour to conduct the ongoing business of the VHPA.

Anyone interested in running for one of these two offices should submit their name in writing to Jim Crigler, the current VHPA Junior Member-at-Large and National Election Chairman (jimc@mrwinona.com) along with a brief biography/ resume (not to exceed 500 words) not later than thirty (30) days prior to the first day of the Tampa reunion (must be submitted by 24 April).



Jim Crigler,
VHPA Junior Member-At-Large

COBRA MEDEVAC 1968

Late Fall of 1968 sometime before mid-November: it was a glorious day to be flying a "hunter-killer" aerial reconnaissance (recon) mission in the area of the "Mush-bom" bends of the Saigon River north of Cu Chi Basecamp, III Corps, RVN home of the 25th Infantry Division. The air was smooth and Armed Forces Vietnam (AFVN) radio was playing a bunch of my favorite popular songs that Sunday morning.

C Troop 3rd Squadron 17th Air Cavalry (call sign Charlie Horse) tactics at that time typically consisted of a "pink" team of one OH-6A Cayuse light observation helicopter (LOH), commonly referred to as a Loach, scout aircraft, flying near the surface (50' and below) with an AH-1G Cobra attack helicopter (gunship) flying circles 1,000 to 1,200 feet above ground level (AGL) providing air cover for the Loach performing the recon mission in the area of operation (AO).

If he were on to something, the scout pilot would maintain a constant narrative of intelligence information (intel) his crew was gathering on the UHF radio assigned frequency and the front seater Cobra copilot/gunner would write the information and coordinates on the Plexiglas canopy with a grease pencil.

As time allowed during the typically two-hour long missions, the copilot/gunner would pass the intel on to Troop Operations on FM which would in turn consolidate and format the information and pass it on to the 25th Division G-2 and G-3 shops to formulate offensive plans of action.

Our scout aircraft typically carried a crew of three... a pilot in the right seat, an enlisted aerial observer in the left seat armed with a 5.56 mm CAR-15 (carbine version of the M-16) and smoke grenades (with pin pulled); and a flying crew chief seat-belted to the cargo rings in the floor sitting on a flak vest and armored "chicken plate" on the floor with his feet on the right skid. The crew chief manned a 7.62 mm, M-60 machine gun hanging from a bungee cord; he also had a smoke grenade with pin pulled in his hand when in the AO.

The OH-6 was equipped with an M-134 mini-gun with (750 rounds of 7.62 mm belted ammunition) mounted on the left side of the aircraft with elevation and depression control only. The aircraft was heavily loaded and even during "cool" early-morning missions it was in the "yellow" cautionary torque range during takeoffs until passing through effective translational lift and becoming fully airborne.

2LT Larry D. Schmidt (an experienced second tour combat aviator and former Warrant Officer sporting a gold bar direct



commission) was not yet an aircraft commander (AC) and was flying that day as my copilot. And I, an almost 20-year old kid with nearly nine months "in country" was AC.

1LT Clyde T. Johnson was the Loach pilot with SSG Ronnie Newman as the left seat aerial observer and SP4 Jorge Nieves in back as the crew chief-gunner. Jorge was an "Army brat" and his father was a MSG serving at Ft. Sill, OK at the time. Jorge was an excellent aircraft maintainer, fearless warrior and all-around good guy. His aircraft was always in top performing condition, so it came as no surprise when Clyde radioed up to us that he was "loving the flying" that morning... does the phrase "fat, dumb and happy" come to mind? Yup, there we

were enjoying our quiet Sunday morning flight all satisfied and clueless. Now that's not to say any of us were complacent. We were experienced enough to know that conditions in the AO could change rapidly.

While performing a recon north of Cu Chi about an hour and 20 minutes into the mission, Clyde's voice suddenly took on a serious tone. He first reported multiple fresh bicycle tracks; then bicycles; then armed Viet Cong; then he called out "Taking fire!" "Taking hits!" "I'm hit!" "I'm hit!" "I'm hit!"

To suppress the enemy's fire, we rolled in on the red smoke the scout crew had popped only to see the Loach's nose pitch down almost 90 degrees. Then within a second the nose pitched back up and the aircraft began to climb.

Clyde had taken a round through his upper right thigh and had instinctively let go of the controls to grab his painful bleeding leg with both hands (nose pitches down) then SSG Newman (a relatively new-guy observer... he was normally an Infantry NCO in the Blues Platoon) had jerked back on the cyclic and grabbed an armload of collective pitch (nose pitches up radically and aircraft climbs).

The Cobra's mini-gun and M-129 40 mm grenade "chunker" had both jammed and Larry was frustrated in the front seat as I pumped in multiple pairs of 2.75 inch rockets before we pulled up out of our rocket run and turned to find the LOH.

Newman informed us that Clyde was wounded "pretty bad" and that he (Newman) was flying the aircraft.

We gave him a compass heading to fly toward Di An and radioed to OPS to tell them that they'd best have a crash crew and fire truck on hand as SSG Newman did not know how to land the helicopter.

Most of our scout pilots began giving their enlisted observers "stick time" after this and taught them to take off,

land, and hover when it became obvious they may need that skill one day.

About that time, we heard over the UHF radio, "Flame out!" "Flame out!" "Flame out!" from a high pitched and excited voice. At first, I assumed it was a fast mover zoomie transmitting on Guard but then we saw the LOH dropping like a rock... the voice was Newman's. Analysis afterward showed the Loach's fuel control had been damaged by the small arms fire and the engine had died from fuel starvation as they were climbing through 1,000 feet AGL.

I don't remember Larry and I saying anything to each other at the time, but later we both confirmed that we were sure the crew had "bought the farm" because there was no way non-pilot Ronnie Newman could possibly perform a successful autorotation landing.

As we dived toward the little bird and just before the probable fiery crash the LOH decelerated, leveled and lightly touched down in a two foot deep wet rice paddy. (We later found that Clyde had passed out from the pain after being wounded but had regained consciousness long enough to execute a flawless autorotational decent and touch-down.)

We saw two people exit the loach standing in the water waving their arms above their heads signaling they were OK.

After we called OPS to scramble the UH-1H slicks, Infantry Blues, and an aircraft maintenance recovery team, we made multiple low passes to determine the enemy situation. Within a few minutes SSG Newman radioed that Clyde was "white as a clean sheet" and asked what to do.

Requesting and waiting for a Medevac was not seriously considered as it seemed apparent that Clyde was losing a lot of blood. In the Gun Platoon we'd discussed and decided how we'd respond if we ever experienced an event like this and I asked Larry if he'd be willing to give up his front seat to Clyde since he (Clyde) would not be able to hold on outside the aircraft in the slipstream.

Larry agreed and we directed Newman and Nieves to prep Clyde and gather up weapons and sensitive materials. We were about 1/4 fuel and had launched all of our rockets, but had a full load of 7.62 mm and 40 mm ammunition still on board. I landed with the skids 90 degrees to and on the dike line and kept the Cobra "light on the skids" while Larry, Ronnie, and Jorge stuffed Clyde's limp body into the front seat and made every effort to make sure he wouldn't foul the controls in his

unconsciousness.

Larry ensured Newman and Nieves (with weapons, etc.) were as secure as possible on the lowered left ammo bay door. He directed them to hook their arms under the door support cables and "hold on tight" before he assumed his perch on the right ammo bay door.

We flew the eight kilometer trip to Cu Chi at less than 30 knots airspeed and afterward I asked them "how the ride had been". Each one answered in effect, "A bit windy but a whole lot better than staying back at the unsecured incident site."

I made a straight in approach from the north to the Medevac pad at the 12th Evac Hospital. The approach took me right down the basecamp's main north-south road past the Post Exchange (PX). It was not unusual for the troops to see Medevac UH-1 Hueys landing to the helipad but evidently a Cobra with human legs hanging over the side was not a common sight.

I remember glancing down at the soldiers coming out of the PX and in spite of the gravity of the situation, having to chuckle at their "double takes" as they looked up at us.

The hospital staff was waiting for us at the pad, and they quickly got Clyde out of the front seat, onto a gurney, stabilized and into surgery.

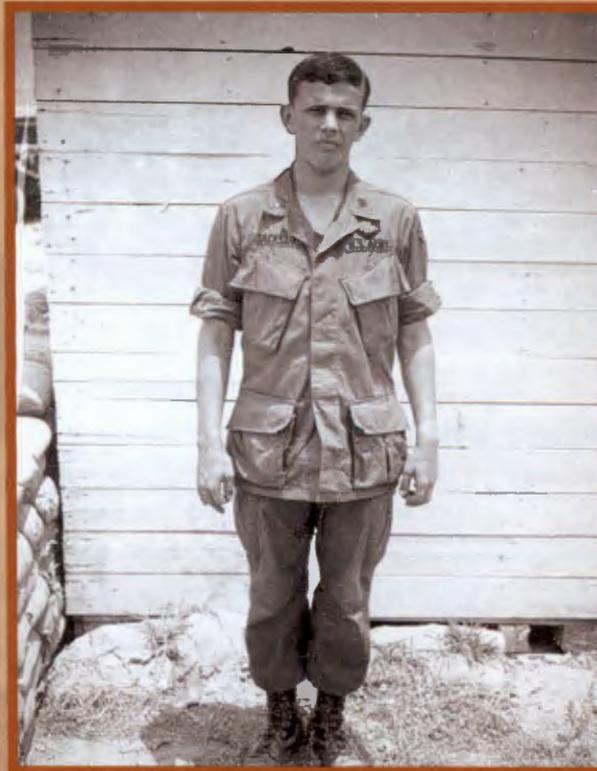
Newman and Nieves gathered up their "stuff" and waved at us as they hoofed it over to the hospital. Our C Troop Liaison Officer (LNO) to the Division made them comfort-

able and gave them Cokes while they rested... our unit retrieved them later that afternoon. Larry climbed into the bloody front seat, and we headed back to the AO but C Troop aircraft had already arrived at the incident site; Blues had the site secured, and the aircraft recovery was under progress so we returned to base (RTB).

The LOH had taken six small arms hits and even though we heard the enemy firing at us as we made our rocket runs, the Cobra took no hits.

We were never really able to get the rotten blood smell completely out of the Cobra. A profusion of blood had run into the joints and seams of the armored plating beneath the cushioned front seat and stubbornly resisted soap and water, bleach and every other remedy maintenance tried.

Clyde fully recovered but I have not spoken to him since that day. I don't know if SSG Newman ever returned to the AO as an aerial observer. SP4 Nieves repaired his damaged Cayuse and was back flying in the AO within days.



Post Script;

A newly minted Warrant Officer WO1, I arrived in-country on Valentine's Day (14 February 1968) right in the middle of the Tet Offensive and joined my assigned unit (C/3/17 Air Cav) at Tay Ninh Basecamp, III Corps two days later on 16 February. On 18 February 1968 1LT Jerry Dean Adams was killed in action (KIA) as he was being trained in the AO as a Charlie Horse scout pilot flying OH-6A tail number 66-07836. The aircraft was new and had only 18 hours on the airframe at the time of his death and was able to safely return to base and continue its service in the unit.

SP4 Jorge Luis Nieves was assigned OH-6A 66-07836 as his aircraft to crew and maintain when he joined the unit in June of 1968. His aircraft was always immaculate and well maintained. Jorge was quiet and unassuming. I never saw him belly-laugh or cut up in any way. He was not given to excesses and was brave, dependable, and capable... a person one would proudly call friend. He repaired his damaged aircraft (66-07836) and returned to the AO a few days after sur-

viving the incident north of Cu Chi.

On 16 November 1968 he was flying as crew chief/door gunner in 836 with pilot W01 Eddie (Brownie) Brown and aerial observer SP4 Ernest Homer when the aircraft crashed and burned (no hostile fire) near Trang Bang in Hau Nghia Province. All three air crew members perished in the resulting fire and the aircraft was totally destroyed.

Jorge had just turned 20 years old 13 days prior. Brownie had turned 20 on 19 June and had been in-country since 31 September. Ernest Homer was 19 years old on 6 June that year and was just four days short of DEROS (date estimated return from overseas) when he died. I turned 20 on 16 November, the day of the crash and burn.

By VHPA Life member Steve Jackson

Call signs - Charlie Horse 33, Boxcar & Blue Ghost 21

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Notice to all Members of the VHPA

The liaison between the national HQ of the VHPA and the independent Chapters has reverted to Tom Payne of the Chapter Liaison National Committee. Tom can be reached at 918-813-5132 (cell) or 918-298-5132 (home) or via E-mail at ka5hzd@att.net. Feel free to contact Tom concerning any details on opening your own local Chapter of the VHPA and/or for seeing what assistance is available from HQ to support your efforts.

The VHPA and Chapters share information and guidance with one another for the mutual benefit of each other. All of our Chapters are separate and independently managed organizations not under control of the VHPA. The VHPA is not authorized to act as an agent or a representative for any of the Chapters nor are any of the Chapters authorized to act as agent or representative for any of the other Chapters or the VHPA as a whole.

VHPA CHAPTER ACTIVITIES

ALAMO CHAPTER

As noted in our previous article, COVID and a lack of staff cause our extremely efficient and professional Senior Member at Large and Dining Coordinator Jim Boykin, to find an alternative venue to host our annual Christmas party. Thanks to Jim's efforts The Alamo Chapter of the VHPA enjoyed a fantastic dinner at VFW Post 8800 in Startzville TX. They have a great venue and are excited about being our host. Well done, Jim, and many thanks to VFW Post 8800. We'll see what next year brings.

Also noted in our previous article, the chapter participated in the Wreaths Over America event, but I forgot to attach a couple of pictures. Here's a recap with pictures. On 18 December, the Chapter participated in Wreaths Over America at the Ft. Sam Houston National Cemetery. Chapter members laid the wreaths and contributed \$2,000 to the program. It was a cold, damp, and blustery day but well worth the effort.

The council continues the process of early planning for the 2023 VHPA reunion, which will be held in San Antonio, 2-5 July 2023. As host chapter, we have many items to accomplish between now and then. Chip Brown will be our chapter president in 2023 and is ready and willing to lead the effort to ensure that the 2023 Reunion will be the best yet. 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. 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.



President Ray Vaske presenting the check to WOA representative Judy Carlie. Observing are chapter members Chic Carter, Dave Katz, and Don Davenport.



Members Ray Vaske, Wille Mitchell, Mike Law, and Dave Katz at the cemetery.

On another note, the chapter continues support of the Huey 369 project and the Vietnam Archives Project at Texas Tech.

The chapter continues to move forward with our new President Dale Stout flying left seat. Visit us at our web site: <http://vhpa-alamo.com/> for more information about the Alamo Chapter.

Until next time, stay happy and healthy.

Mike Clark
Chapter Secretary

ALASKA CHAPTER

Hey, I know, let's try something different! This year instead of the usual late evening steak night, we went for an afternoon luncheon. It worked very nice.

Since daylight is scarce this time of year, it was nice to drive home in the light of day. It also seemed that there was more energy and conversation in the room. I guess that is expected at 1 o'clock in the afternoon versus 7 at night! The Eagle River VFW was our location and we used party trays from local vendors. Made the process very easy and delightful.

We had a silent auction that raised some nice funds for the



Group Luncheon#1

VHPA CHAPTER ACTIVITIES

chapter. We donated the collected funds to the Honor Flight Program and to Quilts of Valor. Always nice to give back when we can.

Our guest speaker was John Glass from Honor Flight Alaska. He had great stories to tell about past flights and encouraged our members to take part in the next flight, April 2022.

As winter sets in, things go quiet around here as many members snowbird in the lower 48. We ended the year gathered at the Fort Richardson National Cemetery for the Wreaths Across American event December 18, from 12 to 2 pm. A member of our Chapter, Ross Clement, had the honor to set a wreath on the new Space Force addition to our services and I believe over 6000 Wreaths were placed that afternoon. It was and will always be an honorable and wonderful event.

As always, There is PRIDE in knowing WE FLEW!

Lynn Kile
President Alaska Chapter VHPA
VHPA-Alaska.org



Ross setting the Wreath



Small part honorable view

CALIFORNIA NORTH CHAPTER

After several reschedules, CCN kicked off 2022 with a very good lunch at Fuso Italian Restaurant in Vacaville on 25 JAN. Fourteen people arrived before 1130am: Curt (he took photo), & Carla Knapp, Al & Marilyn Doucette, Ed & Dianna White, Jim Cunningham, Ed Morris, Jim Stein, Ken & Leslie Lake, Ken & Marcia Fritz. We would have had a better turn-out but, Harry Martin, Mike Nord, Frank Kulhavy, and Dave & Kathy Anderson had to cancel at the last minute for scheduling conflicts, and two others were either recovering from Covid or recently exposed. The food was good, the server was "trying very hard" to overcome a strong accent that was made almost unintelligible by her wearing a mask). She did fine after we asked her to remove the mask. The place is nice and clean and comfortable. Free parking was no problem in the renovated old town area of Vacaville. We all agreed that we'd return to this restaurant.

Dave's Huey simulator was a popular topic of discussion, and we all want to try it out. Dave has been working on his sim for five years! It now has realistic cyclic and collective controls, and he recently added Virtual Reality goggles. We hope to have a report on it and our success flying it for the next Aviator. No



The Gang at Fuso Italian Restaurant

names will be used because Dave says the sim flying on VR goggles can be a humiliating experience. We only guess he knows that firsthand.

Our business meeting resulted in having current elected CCN officers remain for another year due to Covid. A Christmas dinner needs to be planned for this year. Mike Nord, Jim Stein, and the Fritzes will go to Tampa for the reunion. The 10-minute business meeting after lunch was adjourned about 1330 after good conversation and lots of laughs.

www.vhpaccn.org
Ken Fritz
President, VHPA-CCN

VHPA CHAPTER ACTIVITIES

MICHIGAN CHAPTER

The Michigan Chapter continues on through the winter while continuing to deal with Covid 19 issues. Hopefully the New Year will present more opportunities for “our family” to participate in activities and chapter gatherings.

Mark Benjamin continues his monthly lunch gatherings in Traverse City and gave this abbreviated report from January 5th. “Between the wintry snow and Covid, we only had five people: Bob and Pixie Matlis, Ron Hofmeister, Walter Topp and me. I’m going thru the VA finally to get hearing aids so we spent the entire meeting discussing all of that. All five use them; it’s that time of life. Anyway, I was surprised I had that many.”

As of the end of 2021 we had 124 members and associates on our Michigan Chapter roster: 98 members and 26 associates. Unofficially, there are 113 Army, 6 Marines, 2 Air Force, 2 Navy, and 1 Coast Guard within our ranks.

Recruitment opportunities were limited, but we added two new members in 2021, though at least two members left the traffic pattern.

Though we have some snowbirds and other nomads in our group, there are 17 who list non-Michigan home addresses. They include 3 from Ohio, 3 Indiana, 2 Florida, 2 South Dako-



ta, and 1 each from New York, Wisconsin, Georgia, Minnesota, California, Pennsylvania, and North Carolina.

While many events that we normally would have participated in were cancelled or not scheduled in 2021, Mark Benjamin, Glenn Youngstedt, and Dave James hosted or participated in multiple activities and were joined by other members, other veterans, or family and friends. While there were many behind the scenes assistants, I’ll highlight Ed Canright, Bob Galant, Glen Veno, and Bob Rich for special mention. Most have also provided reports on their events along with photos which I’ve sent to the members and associates as well as submissions to the VHPA Aviator. I’ll add that Walter Topp represents our Michigan Chapter in the Northwest Michigan Veterans Coalition which serves some 8,500 veterans in their region. I applaud all of their efforts in keeping the Michigan Chapter moving.

Additional information can be found on the Michigan Chapter VHPA website at <https://vhpmi.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 17 non-Michigan residents on our roster so don’t let that stop you from joining us.

Submitted by Rich Deer, President

NORTH ALABAMA CHAPTER

The North Alabama Chapter has been in existence since 2009. Winter has traditionally been the time when we emphasize family and friends over chapter activities. But all who know NAVHPA know that we really don’t do “relax” very well. In November 2021, we contributed \$400 to the Alabama Tut Fann State Veterans Home benevolent fund – this fund purchases needed items for veteran residents.

November 23rd saw Don Bisson and Sam Maki present the Madison, Alabama Police Department with a set of Cornhole Boards donated by the NAVHPA. The boards have the thin blue line representing the sacrifices and struggles the men and women who serve in law enforcement.

On Dec 14th, NAVHPA held our 11th Christmas Dinner and Meeting – of course, it would have been number 12 except for last year’s cancellation - and this year we have 75 members and spouse attendees. Our membership stands at 73 with 12 out of the North Alabama area-two in Birmingham and nine out of state in FL, TN, OH, MO, KY, and WI.

It is our tradition to have a remembrance table at our Christmas Dinner with a single place setting and a single rose. The single place setting reminded us of those whom we have lost and the single red rose reminded us of their families and loved ones. We lost two members and one spouse since our last Christmas



dinner – Tom Rains and LaRue Wisner in 2020; Connie Madigan in November 21. Since we started our chapter, we have lost eight members, six spouses and three children of members. We received word that John McDaniel lost his wife of 49 years, Linda, on January 29th.

President Marshall Eubanks gave a summary of 2020 and 2021. All events scheduled in 2020 were cancelled except the Cullman Veterans Celebration –with BUC-3 being roped off – not a good way to show off BUC-3. In 2021 we completed six BUC-3 events; participated in three other Veterans related events; and started back monthly meetings with a picnic in April 21. Three things worth noting included: Two members were inducted into the Madison County Hall of Heroes (MCHoH) in 2020 and one in 2021. We now have 18 of our members in the MCHoH. In 2020, we donated \$1000 to the Huey 369 Museum. This donation came directly from membership donations, not from the treasury. NAVHPA’s name will be on the Museum’s Phase 3 Plaque.

Also, NAVHPA purchased a 10-ounce glass with our logo engraved on it for every attendee at the dinner.

We have traditionally invited a guest speaker at our Christmas Dinner and Meeting. In past years these have included a NASA astronaut, Bob Stewart, talking about his (the) first untethered spacewalk; John Reitzel, talking about his participation in the Achilles Laurel rescue mission; Mike Durant, talking about his

VHPA CHAPTER ACTIVITIES



Cornhole boards donated to the Madison, AL police by Don Bisson and Sam Maki.



Donut Dolly Connie talking about her Vietnam experiences.



Guests enjoying social hour before the NAVHPA Christmas Party.

experiences leading up to and being shot down in Somalia (Blackhawk Down); Dr. John Omenski, talking about the Huntsville Veterans Memorial Museum; Jeffery Still, talking about his experiences with Navy Seal Team 6 and the rescue of Captain Phillips and Ed Yeilding, talking about flying 93 missions in the SR-71.

Our speaker for this year's dinner was Connie Popel, a Vietnam Donut Dolly. While Connie was a senior at Baldwin Wallace College in Ohio in 1969 and not knowing exactly what she wanted to do, she saw a Red Cross recruiting poster looking for single, female college graduates, 21-25 years of age, for the Supplemental Recreational Activities Overseas (SRAO) program, also known as Donut Dollies. Connie applied, was accepted and after two weeks of training in Wash DC, she was off to Vietnam in Sep 1969. She served until Nov 1970 at Cam Rahn Bay, Da Nang, and Bien Hoa, setting up recreation centers and conducting recreational programs in the field. There were about 1200 women who worked for the Red Cross in Vietnam, with 627 of these being Donut Dollies. After Vietnam, Connie worked as a Red Cross recreational aid at Valley Forge General Hospital in PA, where she worked with troops returning from VN. Connie later worked as a flight attendant for Continental/United Airlines, retiring from the airlines in 2016. She continues to stay involved by volunteering with the Madison County Red Cross and attending Donut Dolly Reunions. Several Donut Dollies have attended VHPA reunions, most recently in Charlotte. Connie's guest, Janie Tanton, was also a Donut Dolly in Vietnam from 1969-1970 (Connie and Janie were assigned together for a while). After college, Janie was teaching at junior high school when she heard about the Red Cross SRAO program. She



Sorting and boxing wreaths for storage until November 2022.



Donut Dolly Janie receiving NAVHPA Certificate of Appreciation from Marshall Eubanks.



Donut Dolly Connie receiving the "coveted" NAVHPA coin and certificate.

volunteered, attended training and was off to Vietnam for a fun filled year. After Vietnam, Janie taught high school until she retired.

Connie gave a fabulous presentation, starting off with a five-minute video of Donut Dollies, followed by a slide presentation of her time in Vietnam then answering questions. Janie chimed in, answering questions and elaborating on her time in Vietnam. Both shared fascinating experiences – we did not want them to stop, but dinner was waiting.

Another year and another great Christmas Dinner and Meeting.

Once again, the NAVHPA had the honor to support the Wreaths for Veterans operation here in Huntsville. This annual event allows local and veteran groups to place nearly 4000 wreaths on the graves of our fallen heroes. As seen in an earlier VHPA magazine, we start in November when we bring the wreaths out of storage, fluff, re-ribbon, re-box and prepare for taking them to two local cemeteries for placement in mid-December. On January 16th and 17th, many members and



Sorting and boxing wreaths for storage until November 2022.

VHPA CHAPTER ACTIVITIES

spouses picked up, boxed and stored for another year of storage. We were blessed with two fantastic weather days and plenty of local assistance. Just one more thing our NAVHPA chapter does to keep the memory of Army Aviation alive in our community.

Remember the number of years since 1970 to today is the same as 1918 and 1970. We see Vietnam as part of our lives. Folks who weren't there see Vietnam as history.

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

Ralph Weber

NORTH CAROLINA CHAPTER

We were fortunate to have somewhat of a respite from the covid pandemic and its offshoots during the Autumn months of 2021, and we were able get together again in support of several activities around the State of North Carolina.

Our first venture was to Marine Corps Air Station Cherry Point for its annual air show and the air station's 80th Anniversary on September 25th and 26th. NC VHPA brought five of its Vietnam-era helicopters (OH-6, OH-58, UH-1H slick, UH-1HV medevac, and UH-1M gunship) to display alongside the Marine Corps latest equipment and other vintage craft. In attendance that weekend were Jerry & Barbara Seago, Brock & Colleen Nicholson, Joe & Barbara Armstrong, Sam & Yvonne McLamb, Ben & Janet Gay, Bob & Helen Inglis, Gerald Phelps, Phil Keith, Allan Hoffman, and Larry Pigg.

Two weekends later we displayed four helicopters (OH-6, OH-58, UH-1HV and UH-1M) at the New Bern Mum Fest, an event that NC VHPA has been invited to for several years. The weekend began fabulously on the preceding Friday night with a barbecue and all the fixin's dinner at the home of Ed & Claudia Hughes, where we all could catch up on the latest happenings and regale each other with how we had, so far, outwitted the covid. During the two days of our display in New Bern, Mother Nature was kind to all festival participants in the mornings; however, she had to get cantankerous in the afternoons with wind and rain, and we had to close up early on both days. Participants during this outing were Gerald Phelps, Jerry Seago, Phil Keith, Lynn Stephens, Vic Rose, Joe & Barbara Armstrong, Bob & Helen Inglis, Samuel & Yvonne McLamb, and Ben & Janet Gay.

October 5, 6 and 7 found us participating in another helicopters' display at the inaugural Tarheel Balloon Festival in Effland, NC. The participating hot-air balloonists had a success-



NC VHPA members are "welcomed" at the New Bern Mum Fest



Helicopter display at the Tarheel Balloon Festival



NC VHPA member George Chapman (on right) with his family posing by a helicopter George flew in Vietnam.

ful launch to a good crowd on Friday afternoon, but no launches were made on the following days due to unfavorable winds at altitude. Near-freezing temperatures on the following mornings also affected the fest activities; however, good crowds were present both days and our NC VHPA members persevered to provide fest-goers with explanations of the helicopters on-site (OH-6, UH-1H and UH-1M) and our experiences flying them.

November 10 through 12 had our members showcasing three aircraft during the Veterans Day events at the Old Armored Beer Fest in Kannapolis. Noteworthy at this event was learning George Chapman flew the UH-1M that was on display during his tour in Vietnam. Accompanying George in Kannapolis were Jerry & Barbara Seago, Ben & Janet Gay, Brock & Colleen Nicholson, Ed & Claudia Hughes, Larry Pigg, George Chapman, Joe Armstrong, and Gerald Phelps.

VHPA CHAPTER ACTIVITIES

In addition to the activities noted above, individual NC members have throughout the year continued to go to smaller functions with a helicopter in support of community events, to include town parades, addressing school classes, and supporting veteran functions in opportunities to educate the public about the helicopter's role in Vietnam. NC VHPA is proud to say we have been successful with this effort since 1991.



Salisbury, NC elementary school children posing with NC VHPA helicopter.

On February 5, 2022, our members and families gathered at the Vietnam Memorial on the State Capitol grounds at midday to read the names of and honor those North Carolina servicemen who are still missing in action from the Vietnam War. Following this solemn ceremony, we reconvened at a local Raleigh

restaurant for lunch where we conducted our annual business meeting, elected new officers, and discussed the activities planned for the upcoming months.

Submitted by Gerald Phelps, President, and Vic Rose

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

We wished our members a Happy New Year via Zoom for our first meeting of the year 2022. 17 members were on board for the meeting held on January 19, 2022. The meeting was held via Zoom because of local outbreaks of the Omicron variant, but became a very timely decision because of an ice storm that enveloped the area. Many Coloradoans played bumper car during the morning commute on that Wednesday morning.

We did not hold a meeting in December, but instead, "We had a Party". The party was held early in December at Greg Mann's house. I was not able to attend due to a prior commitment, but it must have been a very good party as there were no photos or reports of any irregularities. I think it was a case of "Everything that happened at the Party stayed at the Party".

Wier's Fleet Services of Indiana recently purchased Sawaya Fleet Services who have been a major sponsor/supporter of the Vietnam Helicopter War Museum and our Chapter. They have maintained and transported our trailer/museum to events around the Denver area since 2012. We were concerned that with the sale of Sawaya we would lose such a staunch supporter. We Were Wrong! Weirs Fleet Services under the guidance of Dennis Poirier (one of the Sawaya owners) continues the tradition.

To further show their support of our organization Weirs Fleet Services presented the Rocky Mountain Chapter with a \$1000 donation and a promise of continued support. We are



That's Clepper on the left and Dennis Poirier on the right, the previous owners of Sawaya Fleet Services giving up the ship to Wiers Fleet Services, That's Tom Wiers in the middle.



That's Rob Barnes on the far right in the picture along with Dale House receiving the donation from Dino Adler, the new Service Writer, and surrounded by some of our chapter members. Photo by Cliff Lawson.

so grateful to Dennis Poirier, Service Manager, and Weirs Fleet Services for their dedication. You've heard the term "It takes a village". Included in our village is Dino Adler who presented the Donation on behalf of Wier's Management and

VHPA CHAPTER ACTIVITIES

Rob Barnes who has been our personal driver since 2012.

Speaking of donations: As a fundraiser, we have been offering Mahogany Models made in Vietnam, for a donation since 2002. As a result of the Pandemic and the issues with the supply chain, we are not sure that we will be able to obtain future inventory. If you are interested in having a model of the ones remaining, please visit our Web site below.

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

In the meantime, Stay Safe, and above all, Stay Healthy. In the Jan/Feb issue of the Chapter Activities, photo credits of the picture of Dale House and Mike Silva went to Major Robert White instead of Jen Boyer, an AP photographer and staff writer for Helicopter Association International (HAI).

Dale House
President

SOUTH MISSOURI CHAPTER

The fourth quarterly meeting of the South Missouri Chapter of VHPA was held in the Silver Dollar City Parlor of the Keeter Center on the College of the Ozarks in Hollister, MO on Saturday, November 6, 2021. It was announced that the Chapter has a new website, and everyone was encouraged to visit the site and help it grow.

During the meeting (see photo) Chapter members were able to purchase raffle tickets for a hand-made, oversized, lap quilt made by wives and friends of the Chapter. This is the primary means of funding our scholarship at The College of the Ozarks. This year's recipients of the scholarship were present at the meeting. Both are ROTC and National Guard members. Ethan Herman, Freshman is an Engineering Major and Jackson Jones, Senior is a Business Administration Major. We also had a delayed quilt presentation by VHPA national to our member Richard Michel by Kathleen Sherfey. This was delayed because Richard was not able to attend the last National Convention.

Dr. Jerry C. Davis, president of the college was introduced and spoke about his new book, Viet Nam 101. It tells of many of the experiences of Viet Nam veterans who have traveled back to the country along with students from the College. This is part of the school's Patriotic Travel Program that many VHPA have been going on, going back to some major areas of operation in Viet Nam. Dr. Davis and the college have sort of adopted our Chapter and have been very supportive of our activities.



Quarterly meeting

To honor our Chapter members who have passed over the last couple of years the Chapter has developed a ceremony it calls "The Folded Wings Ceremony". This Ceremony was conducted for the first time at the meeting and included a prayer by the Chapter Chaplain, Ron Clifton, the ringing of the bell as each name was read and the playing of Taps at the end.

After a delicious meal served by the students in the hospitality program of the College the membership was addressed by Bryan Cizek, Director of Patriotic Activities at

College of the Ozarks. Bryan is an Army Ranger veteran of three deployments to Iraq and one to Afghanistan. Bryan told us that every student at the college takes classes in patriotism and military history. He spoke on his experiences with the 75th Ranger Regiment in special operations in Iraq and Afghanistan.

The highlight of the meeting was a performance for the Chapter by the Chapel Choir of the College Chorus directed by Dr. Greg Bush. The performance was awe inspiring as they performed songs that are special and meaningful and then streamed into our midst and mingling with us while thanking us for our service."

The next meeting of the Chapter will be at "Uncle Bucks", a part of Hemingway's Blue Water Cafe located inside the Springfield MO Bass Pro Shop on 19 March 2022.

Don Merritt
President, VHPASMO

VHPA CHAPTER ACTIVITIES

UPPER MIDWEST CHAPTER

October to January Activities

Due to COVID concerns coupled with the fleeing of the "snowbirds" for warmer climes, the past two Chapter meetings have been via Zoom. Not much to report from the November meeting, but we had two new members. Steve Huemoller from Alexandria and Ray Boland from Sparta Wisconsin joined us for their first meeting. I am looking forward to meeting them in person. We had a good turnout 12 members participating.

The January Meeting was our annual election of officers, with the Secretary and Treasurer offices up for election. With the call for nominations drawing the sound of "crickets", the current holders of the offices volunteered to continue in their posts. Thanks to Jim Bankston for continuing as Treasurer and Dave Larson for continuing as Secretary. They have both been doing a tremendous job for the chapter.

One of the items we discussed was how we can find additional members for our chapter. We cover a large area of real estate in four states, so active participants that can participate in person in the Minneapolis/St. Paul are difficult to find and motivate. If you live in this area, please consider joining us. Contact Don Abrams at dbabrams@comcast.net if you want more information. There

are no chapters in Wisconsin, Iowa, or the Dakotas that I am aware of, so if you live in one of those states and have a significant number of Pilots in your area, you may want to consider starting a chapter.

We discussed potential activities for the Spring/Summer. One potential is a visit to the Fagen Fighters Museum in Granite Falls at the airport. It is an excellent museum with many aircraft from all the aviation conflicts.

Just after the meeting, we found out about an event they are calling "We Were There". It will be a weekend of reenactments from Vietnam. It will be Friday July 15th through Sunday July 17th at Camp Victory just West of Neilsville WI. It is associated with the High Ground Veterans Memorial just a mile or so away from Camp Victory. Weather permitting, there will be a flyable Huey and a static display Huey there. It is yet to be determined if the Chapter will hold a meeting there or if we will just participate in the event. If you are not a chapter member and want more information, contact me at the e-mail address in the above paragraph. I won't have further information until later this Spring however.

Don Abrams
Chapter President

Vietnam Helo Operations-VHPA Rotorheads Return 23 Apr - 6 May & 27 Nov - 8 Dec 2022



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

WELCOME TO THE VHPA!

Look the list over and if you recognize anyone, give them a call, drop them a line or send them an e-mail welcoming them into our Association. Full contact information is available either on-line in the Member Services section of our website, or through our staff at HQ by calling 1-800-505-VHPA. AVIATOR REPORT completed for 41 New Members and covers the period 12.06.22 to 02.10.22

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

This roster is presented in alphabetical order by last name

Anderson Wesley O. Deer Grove Illinois Army 68-521 68-39 92 AHC in 69-70	Cox Joseph A 'Joe' Roswell New Mexico Army 71-37 196 LIB in 72; H/17 CAV in 72-73	Hastings Jack E. Wooster Ohio Army 69-3 48 AHC in 69-70	Mamino Robert J 'Bob' ** West Palm Beach Florida Army 66-7 1 CAV DIV in 66-67; 1 CAV DIV in 69-70	Ratliff Jimmy G. 'Rat' ** McDonough Georgia Army 69-48 12 SIG in 70-71
Bingham Ted H ** Cataula Georgia Army 66-5W 66-5 173 ABN BDE in 66- 67	Davis Stephen E. 'Steve' ** Enterprise Alabama Army 69-11 238 AVN in 69-70	Hooper Wayne E ** Hialeah Florida Army 69-31 25 INF DIV in 69-70	Meehan Thomas 'Tom' Pensacola Florida Army 69-21 195 AHC in 69-70	Reed Donald V. 'Crash' ** Pelham Alabama Army 68-518 68-32 101 ABN DIV in 69-70
Brooks William D. 'Bill' ** Enterprise Alabama Army 68-517 68-31 2/17 CAV 101 ABN in 68-69; 2 BDE 101 ABN in 69	Diefenbach Kurt O. ** Central South Caroli- na Air Force 67-HN 38 ARRS DET 13 in 67-68	Jordan Steven C. ** Miami Florida Army 69-33 69-31 335 AHC in 69-70	Mulle Charles 'Chuck' ** Destin Florida Army 68-515 68-25 117 AHC in 68-69	Smith Raymond D. 'Ray' ** Phenix City Alabama Army 68-16 68-26 195 AHC in 68-69
Brown Edwin M. 'Charlie' ** Gainesville Florida Army 68-524 68-44 173 ABN BDE in 69- 71	Federovich Peter N. 'Pete' ** Gulf Breeze Florida Army 69-50 A/101 AVN 101 ABN in 70-71	Knighen Brelan F. 'Cowboy' ** Logan Alabama Army 69-7 B/101 AVN 101 ABN in 69-70	Nelson Phillip A. 'Phil' ** Owens Cross Roads Alabama Army 68-16 68-26 C/3/17 CAV in 70-71; D/3/5 CAV in 70-71	Stuhmer Richard T. ** Ozark Alabama Army 68-511 68-19
Burlingame Richard L. 'Rick' Grand Island Florida Army 70-41 498 MED CO in 71; 3 AVN 52 CAB in 71-72	Flenniken Douglas M ** Cape Coral Florida Army 69-34 A/7/17 CAV in 70-71	Kraner David R. ** Palmetto Florida Air Force 71-28AF 38 ARRS in 72-73	Nguyen Van Dzung ** Lafayette Louisiana Vietnamese Air Force	Swan William R. ** Pearland Texas Army
Burnside Lewis O. 'Skip' ** Tallahassee Florida Army 69-31 235 AWC in 69-70	Forrest Robert R. Springfield Georgia Army 66-1 A/227 AVN in 1966	Lawton Julius J 'Jay' ** Fayetteville Georgia Army 71-20 3/17 CAV in 71	Nolin Michael W. ** Marietta Georgia Army 68-516 68-28 101 AVN 101 ABN in 68-69	Taylor David E. 'Dave' ** Tequesta Florida Marine Corps HMH-462 in 68-69
Carpenter Gene C. ** Tyler Texas Army 68-10 68-14 57 AHC in 69	Gicking Gary C. Sun City Center Florida Army 67-1 66-23 195 AHC in 67-68	Lifsey Robert J ** Osprey Florida Army 68-36 191 AHC in 69-70	Perry Leon E. ** Tennille Georgia Army 66-17 71 AHC in 67	Tinley James P. 'Pat' Milton Georgia Army 70-2 B/101 AVN 101 ABN in 70-71
Carson Clarence B 'Kit' ** Hudson Florida Army 70-6 A/7/1 CAV in 70-71	Harding Gerald W Harvey Louisiana Army 66-19 116 AHC in 67; C/7/1 CAV in 70-71	Lockwood Bill G ** New Brockton Alabama Army 145 AVN PLAT in 65- 66; 101 AVN 101 ABN in 68-69	Porzio Leonard J. ** Griffin Georgia Marine Corps HMM-361 in 65; HMM- 263 in 66; VMO-6 in 68-69	Vazquez Angel L. Parkland Florida Army 68-9 68-11 334 AHC in 69-70

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CAPTURED NVA WEAPONS

In a previous Aviator, in the Chapter Activities section, I stated that the Rocky Mountain Chapter had obtained two weapons for our mobile "Helicopter War Museum". Here is one of the weapons explained. Also of note is that previous reports of LTC Louis Jacquay death were highly exaggerated. He did, in fact, personally donate the Rifle that is described herein.

Louis (Lou) Jacquay, commanded the 336th Assault Helicopter Company (Soc Trang, Vietnam) from October 1966 to March 1967, when he completed his tour and returned to the USA. The 336th Assault Helicopter Company was one of four Assault Helicopter Companies of the 13th Aviation Battalion. During his tour the 336th supported the 21st ARVN Division, Commanded by ARVN General Minh. One of the 336th missions was to provide gun ship and slick helicopter support for combat operations and resupply mis-

sions to 21st ARVN Division outposts. The 21st ARVN Headquarters was located at Bac Lieu, Viet Nam's 4th Corps Area.

Prior to his departure from Viet Nam, General Minh personally gave him a captured Viet Cong carbine to recognize the support the 336th had provided the 21st ARVN Division. The carbine had been captured from the Viet Cong sometime during 1966.

Dale House



LTC Jacquay stated, "I believe the weapon I have to donate to Rocky Mountain Chapter, VHPA is a Chinese Type 53 Carbine, patterned after the Russian M44. It has a distinctive folding bayonet and is 7.62 caliber."



LTC Louis Jacquay in front of the Operations Quonset Hut, 336th Assault Helicopter Company, Soc Trang, Vietnam 1967.

AWARDS LEGEND

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

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

***Allen, Robert B. USA; Flight Class: 71-10; RVN: 71 176 AHC, 71-72 48 AHC; Call-signs: Minuteman 17/ Blue Star 17.**

Robert B Allen, 74, passed away at home on December 31, 2021. He was an exceptional husband, friend, and father.

He was born in Washington, D.C. to Arthur and Rose Mary Allen. His father worked for the State Department, so he grew up in many different Middle Eastern countries. While in Saudi Arabia, he met his future wife, Janice. He graduated from Virginia Tech in 1970. They married during his helicopter flight training prior to his going to Vietnam from June '71 to June '72. After he left the Army, he was hired by Safeco Insurance Company and five years later joined Aramco in Saudi Arabia as their Insurance Administrator. He retired in 2000 and moved to Arizona. There they enjoyed their retirement until he was diagnosed with Frontotemporal Degeneration. Finally, on New Year's Eve morning, he found peace.

He is survived by his "1st wife" (as he affectionately nicknamed Janice).

Breeding, Ray L. USAF, LTC Ret.; Flight Class: 57-6 US; RVN: 68-69 366 TFWG, 71-72 HQSQ, 72 UDORN AB.



Raymond Lawrence Breeding was born March 3, 1939 in La Grange, TX. He attended Randolph Senior High School and graduated in the class of 1957. He joined the United States Air Force shortly after graduation.

He served twenty-two years in the Air Force. He graduated from Canbourne University with a master's degree in criminal justice. After his military service, Raymond moved to the Houston, TX area and became the first African American elected constable in Fort Bend County. He spent his life in law enforcement.

He continued to serve in his local church, Grace Baptist Church of Powder Springs, GA where he sang in the choir. He assisted the

Douglas County Senior Services in Woodie Fite and the Meals-On-Wheels program. He was a member of the American Legion of Powder Springs, GA and he loved supporting the oratorical contests and scholarship programs sponsored by the group. Raymond served with the Alabama Service Corps as a public relation and recruiting officer. In his office in Heflin, AL, he assisted veterans in the community during natural disasters.

Bible, Jerry D. USMC; Flight Class: 58; RVN: 62 VMF-314, 67 HMM-363, 67 1 MAW; Call-sign: Casper TF Ghost.



Jerry Dale (JD) Bible was born on January 21, 1937 in Marlow, OK. God held out his hand and "Welcomed Home" another Marine into his loving hands on December 25, 2021. Dying peacefully, he was surrounded by love in his sleep after a courageous decades long fight from his exposure to Agent Orange in Vietnam. JD was stationed in 1966-67 in one of the most heavily sprayed Agent Orange areas.

JD moved to Corona, CA when he was five years old during the Depression where his father found employment. JD graduated from Corona High School, attended Chapman College, and entered the United States Marine Corps where he studied and became a Fighter Pilot at Pensacola Naval Station, FL. JD accumulated more than 16,000 hours in flight time in fighters and helicopters (37 different aircraft) and a proud member of the Quiet Bird Men.

JD transitioned into helicopters due to a shortage of helicopter pilots. As a Vietnam Combat Helicopter pilot he flew in Squadrons HMM-363, 362, 1st ANGLICO, ALO, FAC, (attended special schools in San Diego, El Centro, Dallas, etc.), Instructor Pilot, Linguist, VN. ANGLICO--Air Naval Gunfire Liaison Company in 1st MAW and Linguist Vietnamese attending Language School--toi noi tieng Vietnam.

JD was eventually sent to Vietnam. He was

shot down three times in Vietnam flying into hot zones delivering supplies and taking out the wounded, saving hundreds.

JD was involved in several actions during which the Medal of Honor was awarded. As one of the last to provide protection flying over Medal of Honor Staff Sgt. Howard's position, JD was invited to the Commissioning of the USS Howard and met Howard's family. JD's Crew Chief, Larry Powell (who also died of Agent Orange) told me he would fly to hell and back with him.

JD was an active member in Masonry. As a youth he was in DeMolay. Master of his local Lodge, Chapter and Council President, High Priest, Grand Royal Arch Chapter of TX Cornerstone Award, Knights Templar Commander, Knight Mason, Hill Country Shrine Club president, Hill Country Scottish Rite Club President, San Antonio Scottish Rite-KCCH (Knight Commander Court of Honor) Wise Master of Rose Croix (one of four Offices) and Completed Master Craftsman, almost completed (27th degree) Master Craftsman II. He refused a Masonic funeral.

Barbara Bible, Pro Se.

Blackman, Terry L. USA, CW4 Ret.; Flight Class: 71-5; RVN: 71 242 ASHC; Call-sign: Muleskinner.



Terry Lynn Blackman of Peters Township, and Bonita Springs, FL., passed away on Veteran's Day, November 11, 2021. He was born October 12, 1949, in Whiteville, NC. Terry served 25 years in the United States Army as Chief Warrant Officer 4. He was in active service as a helicopter pilot during the Vietnam War, and he later served in the National Guard and U.S. Army Reserves.

Terry started his career as a corporate pilot, flying various jets. Along the way, he became the owner of Hot Colours, Inc., printing apparel with thermographic ink, and the owner of HCI Machines, buying and selling

used manufacturing equipment. Terry owned his own plane; he used it for business and enjoyed traveling the country to visit many friends and golf courses. Terry spent the majority of his free time golfing. He loved to golf!!! Terry was a member of Valley Brook Country Club, Southpointe Country Club, and Verandah Country Club in Florida. After work or golf, Terry's favorite pastime was to sit on his backyard beach around the fire pit or by the pool, having a fine glass of wine or scotch, visiting with family and friends, and singing his favorite songs. Terry was a true "people" person and wanted as many friends around as possible. He truly lived and enjoyed the life he was given.

He is survived by his beloved wife, Christine "Tina".

***Bridge, Bruce C. USA, CW4 Ret.; Flight Classes: 69-37/69-35; RVN: 69-70 191 AHC; Callsign: Bounty Hunter 48.**



Bruce Bridge made his approach to his final LZ on November 6, 2021. He died from a massive bacterial heart infection. He was born in Dayton, OH, on August 15, 1948. He joined the U.S. Army on September 12, 1967.

Upon release from active duty at Fort Stewart, GA, on 1 Apr 1971, he joined the California Army National Guard (CNG) at Los Alamitos, CA and flew mostly gunships with Troop D, 1/18 Cavalry. Away from aviation, he was an instructor in map reading and weapons for some years at the California Military Academy, the state OCS. He retired after more than 30 years of service.

Bruce worked as a law enforcement officer, commercial and police pilot, and full-time employee for the CNG.

Campanalie, Richard A. USA; Flight Class: 66-13; RVN: 66-67 129 AHC, 69 B/7/1 CAV; PH (OLC); Callsigns: Bulldog/Dutchmaster.



Richard Anthony Campanalie of Olmsted Falls, OH, passed away Saturday, April 6, 2019. He was born November 13, 1946.

He is survived by his wife of 34 years, Vera.

Couture, Donald R. Sr. USAF, COL Ret.; Flight Class: 59-1: RVN: 65-66 38 ARRS DET 7.

Donald 'Don' R. Couture Sr. of Black Diamond, WA died on November 23, 2021 of non-Hodgkin's lymphoma at Valley Medical Center in Renton, WA. Don was born in New Bedford, MA on September 11, 1933. Don had a hardscrabble upbringing, and joined the Air Force out of high school. His smarts and work ethic led to a career as an officer flying planes and helicopters while stationed at Strategic Air Command bases around the country.

After leaving the service, he settled in the Seattle area with his family-his first wife, the late Ann Jezek Couture, and their four children. During a second career as a manager at Boeing, he continued to fly while a member of the Washington Army National Guard.

He is survived by his second wife, Fon.

***Davis, Phillip N. USA; Flight Classes: 68-515/68-27; RVN: 71 A/377/101/ABN; Callsign: Gunner 91.**



Philip Neal Davis, age 71, of Caledonia passed away unexpectedly on November 29, 2021. He was a past commander of the American Legion Post 305 in Caledonia, MI.

Dicus, Kenneth N. USA; Flight Classes: 63-4WT/63-4W; RVN: 65-66 B/229 AVN 1 CAV; SS.



Kenneth Dicus died on May 22, 2021.

He is survived by his wife of 62 years, Jean.

***Fuller, John R. Jr. USA, MAJ Ret.; Flight Class: 64-4W; RVN: 64-65 118 AHC, 68 B/3/17 CAV, 68-69 HHT/3/17 CAV; DFC, BS; Callsigns: Bandit/Stogie/Red Horse.**



John Ray Fuller, Jr., age 84, of Enterprise, AL, passed away on December 22, 2021 at Phillipsburg, St. Maarten.

Mr. Fuller retired from the U.S. Army after serving 20 years. After retirement from the Army, he flew as a civilian primary instructor pilot for 14 years, 13,000 plus hours flight time in helicopters.

He is survived by his wife, Brenda Sue.

***Gilreath, Johnnie B. USA, LTC Ret.; RVN: 61-62 1 SFG, 67-68 5 SFG, 69-70 281 AHC; Callsign: Intruder.**



Johnnie Baskel Gilreath Jr. passed away on June 1, 2020, in Laughlin, NV. Johnnie was born June 20, 1943 in Clarkrange, TN.

He is survived by his wife, Elke.

***Greene, Rockwell N. USAF; Flight Class 60-C; RVN: 65-66 38 ARRS DET 7; Callsign: Pedro.**

Rockwell Greene died on October 25, 2021. No other information provided.

Hayes, Mark O. USA; Flight Classes: 66-15, 66-13; RVN: 66-67 155 AHC, 67 188 AHC; Callsign: Black Widow 14.



Mark O. Hayes of Missoula, MT passed away November 19, 2020. He was born October 7, 1946 in Yelm, WA.

Mark served honorably in the U.S. Army from 1964 to 1969. After his military service, he returned to Olympia, WA where he worked for, and retired from the Olympia Brewing Company.

Mark moved to Missoula about twenty years ago where he married Barbara in 2005. They took care of and brought out the best in each other. Mark and Barbara celebrated faith and found an extended family at Journey Christian Fellowship.

***Heaverne, Clifford J. USA; Flight Classes: 68-520, 68-36; RVN: 69 A/7/1 CAV, 69-70 D/1/1 CAV; Callsigns: Saber 26/Saber 76.**

Cliff Heaverne passed away in his home on December 28, 2021. He was born in Joseph, OR on July 24, 1943. His family moved to Nevada when he was very young, and he grew up on various ranches where his parents worked. He fell in love with flying as a young boy when a local pilot would take him in his airplane to round up wild horses.

He joined the Army straight out of high school in 1961 and served as a pilot, both flying and instructing until he was honorably discharged as a Captain in 1973. He flew for the pipeline in Alaska before becoming a Nevada Highway Patrol Officer in 1976. He eventually went on to own his own helicopter company gathering wild

horses, predator control, and flying on-call charter flights.

He is survived by his wife, Carolyn "Sally".

Hilliker, John B. USA; Flight Classes: 62-3, 63-2Q; RVN: 63-64 119 AHC; Callsign: Dragon.



John Bennett Hilliker (Jack) passed away unexpectedly on Oct. 12, 2021 in Sarasota, FL.

Jack was born on Feb. 25, 1939 in Riverside, CA. His family moved to Bloomington, IN when he was a boy. He graduated from Indiana University with a degree in Business Finance. He is a Lifetime member of the IU Alumni Association. He entered the United States Army as a Second Lieutenant, Cavalry in 1960.

He left the Army in 1965, returning to Bloomington, IN to work with his father at the family business, Civic Newcomer, and later with Northwestern Mutual Life. He then worked with California Pellet Mill Company for over 30 years, serving in a variety of positions, becoming manager of sales & marketing with global responsibilities. He served on the Board of Directors for the California Grain & Feed Association, as well as the Board of Directors of the American Feed Industry. Jack was active in the California Army National Guard. He served as Senior Warden and Junior Warden of the Episcopal Church in Modesto, CA.

He is survived by his high school sweetheart and wife of 65 years, Barbara.

Hockett, David R. USA; Flight Class: 66-14; RVN: 66-67 48 AHC, 67 D/229 AHB 1 CAV, 69-70 271 ASHC, 70 HHC/307 AVN; Callsigns: Blue Star/Tom Cat 36/Innkeeper.



David Hockett died on October 7, 2021. No other information provided

***Jacobs, Norman P. USA, LTC Ret.; Flight Classes: 60-2FW/68Q; RVN: 69 16 CAG.**



Norman Jacobs died February 1, 2012. He was born in Hays, KS., February 16, 1929. He graduated from St. Benedict's College in Atchison, KS., with a business degree and later earned his master's degree in business from the University of South Carolina. He enlisted in the Army in

October of 1947. While training at Fort Benning, GA. in 1948, he was qualified as a parachutist and glider man. His military education included the Advanced Infantry Officers Course, the Army Command and General Staff College, and the Armed Forces Staff College.

Following his retirement from the Army in 1970, Norman moved to Columbia and was employed by the Columbia Hospital of Richland County, initially as administrator of federal grants for acute stroke at Stroke Rehabilitation Services and for Gastrointestinal Services. He was a member of the American College of Hospital Administrators, the National Association of Purchasing Management, and a Fellow in the Health Facilities Institute. He was a life member of the Military Officers Association, the Society of Friends of Historic Fort Hays, KS, the Vietnam Helicopter Pilots Association; the 82nd Airborne Division Historical Society and the 11th Airborne Division Association. Lt. Col. Jacobs also was a 40-year member of the Aircraft Owners and Pilots Association, the NRA, and a 20-year member of the Interstate Hunt Club. He was a commercial pilot, instrument flight instructor pilot, and helicopter pilot with over 2000 hours of flight experience.

He is survived by his wife of 17 years, Bene Jacobs.

Kenny, John P. USMC; Flight Class: 69-9; RVN: 70-71 HMM-364; Callsigns: NCM Swift 14.



John 'Pat' Kenny of Pasco, WA, passed into eternal life peacefully at home surrounded by his family on January 5, 2022. He was born on July 18, 1944. He was raised in St. Louis, MO. John spent a year at seminary school before the priests told him he wasn't quite cut out for it. Pat graduated from Southeast Missouri State College.

He volunteered for the United States Marine Corps to serve in Vietnam. After his in-country tour, he qualified as a Naval aviation instructor for T-28s. His adventurous spirit led him to fly planes in Oregon, Washington, Montana, and Texas while he honed his expertise as a potato processing plant manager, irrigation equipment salesman, commodities broker, Columbia River boat tour leader, and financial planner. A career

highlight was his time in Libya and Jordan as a logistics manager for international irrigation projects.

He was a member of the Knights of Columbus Council 2258, Tri-Cities Sunrise Rotary Club, Military Officers Association of America, and active with a group of local military veterans, including co-founding the Veterans "Stammtich" breakfast meetings at Sterling's Restaurant.

He is survived by his wife of fifty-five years, Nancy.

Keys, Meckie I. USA; Flight Class: 55-F; RVN: 64-65 61 AVN, 67-68 146 RR; Callsign: Lonely Ringer.

Meckie Keys died on August 5, 2015. No other information provided.

***Kimmell, John A. USA; Flight Class: 67-7; RVN: 67-68 336 AHC, 70-71 B/123 AVN 23 INF; Callsigns: Warrior 15/Warlord 22.**

John A. Kimmell of Honolulu, HI passed away on December 18, 2021. No other information provided.

Lain, Carroll W. USA; Flight Classes: 68-523, 68-43; RVN: 69-70 C/227 AVN 1 CAV, 71 F/8 CAV, 72 1 TOW DET; Callsigns: Ghost Rider 39, Hawks Claw.



Carroll Wesley Lain, 69, of Paducah, died July 7, 2018 at his home. He was a retired HVAC, self-employed Tech.

He is survived by his wife, Sunshine.

***Lange, Phillip D. USA; Flight Class: 68-22; RVN: 69-70 C/7/1 CAV; Callsign: Comanche 3.**



Phillip Dean Lange of Topeka, died peacefully on August 19, 2021, surrounded by his family. Though he had suffered declining health for the past five years his primary cause of death was hydrocephalus.

Phil was born on February 21, 1944, in Clay Center, KS. He lived in Linn, KS. He attended public grade school and graduated from high school there as well. Phil attended Kansas State University and earned degrees in economics, political science, and journalism. He continued to complete a master's

degree and post graduate work in economics.

After his Army service, Phil worked for a short time with the Kansas Department of Transportation in Highway Safety. Later he joined Central Research and Development (best known for its political activities and expertise), from which he retired as VP and Research Director in 2006. Phil spent his last half-dozen working years as a crime analyst with the Shawnee County Sheriff's Department. He also served 15 years as a volunteer board member for the Shawnee County Rural Water District #1. He spent many years as a loyal member of the Southwest Optimist Club which included hours and hours of volunteer time. Phil also served many years on the Board of the Topeka Cancer Society which included helping run the 24-hour softball tournament, a fundraiser for a number of years.

He is survived by his wife, Kathy.

***Mallernee, Garry B. USA, CW4 Ret.; Flight Class: 69-19; RVN: 69-70 B/227 AVN 1 CAV, 72 A/229 AVN 1 CAV; PH; Callsigns: Mash-α/Good Deal 45.**



Garry Bingham Mallernee, 72, of Kannapolis, NC, passed away December 19, 2021 after a courageous battle with cancer. In his own words, he was excited about his "bright, shiny future in heaven".

Following retirement from the Army, he had a second career with James River Equipment (John Deere). Garry was a longtime member of Kimball Memorial Lutheran Church in Kannapolis, serving over the years as a Sunday School Teacher and Church Council Member. He will be fondly remembered in the community as an advocate for fellow veterans. He served as President of the Vietnam Veterans of America, Concord Chapter 909, and as a Vice-Commander of American Legion Post 115.

He is survived by his wife, Joyce.

***Mann, James A. USA; Flight Class: 66-16; RVN: 66-67 128 AHC; Callsign: Tomahawk.**



James Arthur Mann completed the final chapter of his life January 16, 2022. He was born on March 11, 1942 in Washington D.C. Mann attend-

ed James Monroe High School, where he served as class president and also ran an underground newspaper, "The Sea-Gull Journal." Mann studied political science and journalism at the University of Iowa. He joined the Reserve Officers Training Corps, entered the Army as a second lieutenant and served three years active duty.

James's pre college/military newspaper involvement began as a 10-year-old paper boy for the Free Lance Star. He ascended to the position of Assistant Managing Editor of that institution at the end of his journalism career.

***Maxwell, Richard C. USA; Flight Class: 69-21; RVN: 69-70 B/7/1 CAV; Callsign: Dutchmaster 21.**



Richard Maxwell passed away on October 18, 2021 at home in Grand Junction, CO. He was born August 9, 1944 in Shreveport, LA, graduating Northwestern State College in Natchitoches, LA in 1968.

He owned a landscaping company in Louisiana for many years after discharge from active duty. He was a ski instructor in Steamboat Springs and Breckenridge and competitive bike rider and competed in the Copper Triangle bike race.

He is survived by his life partner, Suzanne.

***Mayberry, Kenneth L. USA; Flight Classes: 69-25, 70-7; RVN: 70-71 C/158 AVN 101 ABN; Callsign: Phoenix 50.**



Kenneth L. Mayberry was born January 19, 1947 in Bloomfield, NE., and passed away December 27, 2021, in Fairmont, NE. He grew up in Niobrara, NE. He attended School District 84 until high school. He graduated from Niobrara High School in 1965, attended the University of Nebraska in Lincoln, then graduated from Western Nebraska Technical College in Scottsbluff, NE in 1977. Ken volunteered for the draft and entered the United States Army in 1968.

He is survived by his wife, Sue.

McCoy, William R. USA, CW4 Ret.; Flight Classes: 70-27, 70-29; RVN: 70-71 C/7/1 CAV; DFC; Callsign: Comanche 39.



Ross McCoy was born on August 8, 1949,

in Vallejo, CA. Growing up in a military family, they moved often and eventually settled in San Diego, CA, where Ross spent the majority of his childhood. Ross graduated from Castle Park high school in Chula Vista, CA in 1967, and was soon after drafted to fight in the Vietnam War.

Upon returning from Vietnam in 1971, he remained on active duty for a short period of time before he transferred to the US Army reserves and flew the UH-1 Huey in its Air Ambulance capacity. He also earned his degree in Accounting from San Jose State University and was licensed as a Certified Public Accountant in 1979.

Ross retired from the Army in the early nineties, but continued to run his private practice as a CPA until his final years. He was a founding member and past President of VHPA-CCN, remaining active with the Vietnam Helicopter Pilots Association and his local VFW post. He passed peacefully on the night of November 22, 2021 at Mercy San Juan Medical Center in Carmichael, CA. Ross will be remembered for his kind and soft-spoken ways.

Moseley, Henry G. USA, COL RET.; Flight Class: 58; RVN: 63 UTT, 67 213 ASHC, 67-68 1 AVN BDE; LM, DFC, BS, MSM.



Henry Goldsborough Moseley of Grafton, VT, died on November 22, 2021. He passed comfortably at Grace Cottage Hospital in Townshend, VT, surrounded by family.

He was born on October 15, 1929, in Plattsburgh, NY. He graduated from Kent School in Kent, CT. In 1947 he enlisted in the US Army, attended USMA Preparatory School at Stewart Field, NY, and entered the United States Military Academy at West Point in 1948.

In 1964, he attended US Army Command General Staff College and became an instructor in Airborne Operations at the College. From 1968-1971 he worked at the Pentagon, at the Office of the Assistant Chief of Staff for Force Development. He obtained a Master's Degree from American University in 1972, and was Professor of Military Science at St. John's University from 1972-1975. He was a Senior Advisor with Army Reserve Command, NYC. Before retiring in 1980,

his last assignment was as Defense Attaché at the US Embassy in Bulgaria. After retirement, he dabbled in sheep farming, writing, computer consulting, flying, and sailing - mostly the latter. In 1994, using his Slavic-language skills, he placed himself under fire again as a UNICEF volunteer in Sarajevo.

He is survived by his wife, Eniko (Eni).

***Nichols, Daniel R. USA; Flight Class: 67-9; RVN: 67-68 A/227 AVN 1 CAV, 68 B/7/17 CAV, 70-71 F/8 CAV; SS. LM, DFC (3 OLC), BS (2 OLC), PH (2 OLC) MSM (5 OLC), Callsigns: Chickenman/Ruthless Rider/Blue Ghost.**



Daniel R. Nichols passed away on December 5, 2021 at home after a long illness from cancer. He was a longtime resident of Colorado Springs, CO. Dan was born November 22, 1942, in Pomerene, AZ. He moved at an early age to Wheatland, CA; graduated from Wheatland Union High School in 1959; then attended BYU, studying entomology. After joining the Army, he earned his Bachelor's degree from Park College and received a Master's degree from Webster University.

His Army career of 26 years included specialties in Aviation, Armor, and Military Police. After retiring from the Army in 1992, he served as an Investigator for the District Attorney, Colorado Springs, and later as a volunteer for the Sioux City, IA, and Colorado Springs Police Departments. He specialized in investigating and resolving cyber-crimes.

Dan was a Master Gardener with a passion for gardening. He served as a Boy Scout Leader and was proudest when his son Jeremy earned his Eagle Scout Award.

He will be missed by his wife of 49 years, Mary Lou.

Nutter, Jerry L. USA; Flight Classes: 68-511, 68-19; RVN: 697/1 CAV; BS, PH



Jerry Lee Nutter of Laketown Township, Cushing, WI passed away on June 26, 2021, at the Osceola Medical Center in Osceola, WI with his loving family at his side. Jerry was born on September 25, 1944, in Frederic, WI.

Jerry enlisted in the United States Army and served in Vietnam as a Scout pilot. He was shot down 13 times.

Throughout the years he worked for

Whirlpool, UPS, JR Copters, Brainerd Helicopters, and Hazelden. He worked with the DNR fighting fires and was sent to Montana, TX, and the Hibbing Tanker Base in Minnesota. He always had fond memories of the crews he worked with.

He is survived by his wife, Bonnie.

***Potvin, Joseph M. USA; Flight Class: 67-15; RVN: 67-68 A/101 AVN 101 ABN, 68 A/227 AHB 1 CAV, 68 1 BDE 1 CAV; DFC, BS; Callsign: Chickenman 24.**



Joe took his final flight December 5, 2021, passing away peacefully, with his loving wife and four daughters at his side. Joe was born May 31, 1947 in Detroit, MI. He graduated in 1965 from Benedictine High School in Detroit and started his first year at Michigan State University. With the escalation of the war in Vietnam, Joe enlisted in the US Army.

After his return from Vietnam, he graduated from MSU and began his career as a Stockbroker and Financial Advisor. He later realized how much he missed flying and the desire to continue serving his country. He chose to join the Michigan National Guard Aviation Unit. Joe was a lifelong member of the VFW, the Vietnam Helicopter Pilots Association, and a longtime member of "The Quiet Birdmen", a national organization of aviators.

He is survived by his wife, Mary Lee.

Rose, Thomas D. USA; Flight Class: 69-10; RVN: 69-70 B/4 AVN 4 INF; Callsign: Gambler 26.



Thomas D. Rose of Hamilton, IN, passed away on December 28, 2021, at Parkview Regional Medical Center, Fort Wayne, IN. He was born on July 11, 1947, in Angola, IN. Tom graduated from Angola High School.

He had been the Service Manager at Maxton Motors in Angola, IN and then most recently the Service Manager when he retired from Dunham Motor Sales.

Tom attended Hamilton United Methodist Church. He was a member of the Fish & Game Club in Hamilton, IN and of the Veterans of Foreign War.

He is survived by his wife, Brend.

Santos, Dennis L. USA; Flight Class: 68-3; RVN: 68-70 119 AHC; Callsigns: CROC 9.

Dennis L. Santos of Statesville, NC passed away August 24, 2021. He was born October 9, 1942. No other information provided.

***Scherb, Ernest G. USA, CW3 Ret.; Flight Class: 66-22; RVN: 67-68 E/725 MNT 25 INF, 69-70 611 TC CO; Callsigns: Green Tape 8/ Tailboard 8.**

Ernest Scherb closed his Flight Plan October 24, 2021. He was born in New Haven, CT on March 14, 1931. Ernest's military career began at a young age. He attended military boarding school and later served in the Marines, the Air Force, and finally the Army.

After 23 plus years of service, Ernest earned his degree from Ottawa University and retired to Arizona where he became the Comptroller at the Industrial Commission of Arizona. He and his wife, Josephine M. Scherb, later relocated to Washington state. He then worked for the Department of Defense during Desert Storm, as well as working as a statistician, an instructor, a technical author, and then a realtor and managing broker in Washington state.

He was also the president of the Arizona Chapter of the American Statistical Association, a lifetime member of the Vietnam Helicopter Pilots Association, and a member of the Thurston County Realtor Association and NAR.

***Siegert, Robert W. Jr. USA, COL Ret.; Flight Class: 56-3; RVN: 67 222 AVN, 68 1 AVN 1 INF; LM, DFC, BS; Callsign: Dart 6.**



Robert William Siegert Jr. of College Station, TX passed away on September 26, 2019. He was born May 17, 1927 along the Brazos River and grew up in the Smetana community of Brazos County, TX.

Robert graduated in 1945 from Stephen F. Austin High School in Bryan, enlisted in the Army in 1947 and attended Texas A&M where he was commissioned in the Army Infantry in 1951. He graduated in 1964 from Sam Houston State University.

When Robert retired from the Army, he returned to Bryan-College Station where he became a rancher raising Beefmaster cattle. Robert also served on the Board of Directors

of University National Bank in College Station and became board chair in 1986. Robert attended and was a Deacon at First Baptist Church of College Station, a role he cherished.

He is survived by his wife of 69 years, Dorothy.

Sizemore, Eugene D. USA, CW4 Ret.; Flight Classes: 68-508, 68-12; RVN: 68-69 195 AHC; Callsign: Skychief 26.



Bud Sizemore Jr., age 77 passed away on January 19, 2022 at his home, with his wife by his side.

He is survived by his wife, Marion.

***Smith, Lee C. Jr. USA, COL Ret.; Flight Class: 63-9; RVN: 65 14 CAB, 65 I CORPS, 65-66 120 AHC, 67 242 ASHC, 67-68 205 ASHC, 68 173 AHC; DFC; Callsigns: Geronimo 3, Robinhood 6.**

Lee Cole Smith, Jr. of Dothan, AL (formerly of Enterprise, AL) passed away January 21, 2022. He was 85.

Lee was an active member of the Lions Club and the Enterprise YMCA Board of Directors where he was a leading supporter of the Soccer Program and was instrumental in the growth of soccer in Enterprise. He was also involved in the Dothan soccer program where he coached three of his grandsons. After moving to Dothan, they became members of Covenant United Methodist Church. They were also active members of the Boll Weevil Travel Club and enjoyed the many trips they took.

He earned his BA at Wofford College and his MBA at the University of Missouri-Kansas City. He also graduated from the Air War College at Maxwell AFB, Montgomery, AL and the Command General Staff College at Ft. Leavenworth, KS.

He is survived by his wife, Lillian "Sissy".

***Thomason, James S. USA, CW4 Ret.; Flight Class: 69-43; RVN: 65-66 F17 DET 1 LOG, 70-71 56 TC CO; Callsign: Good Nature.**

James "Jim" Sidney Thomason of Jackson's Gap, AL, formerly of Daleville, passed away on July 24, 2018 at Chapman Healthcare Center. He was born on August 11, 1939 in Oneonta, NY. No other information provided.

Thompson, Perry A. USA, CW5 Ret.; Flight Class: 69-5; RVN: 69-70 HHC 3 BDE 1 CAV; LM, DFC, BS, PH (2) MSN+M (3 OLC); Callsign: Snoopy 27.

Perry Allen passed away peacefully at his home on July 26, 2021, after a valiant battle with Frontotemporal Dementia. Perry was born on September 13, 1946, in Marked Tree, AR.

As a boy, he dreamed of flying, and with encouragement from his mother, he left home and joined the Army where he fulfilled his dream of flying, becoming a helicopter pilot and honorably serving for 32 years. He graduated from Embrey Riddle, earning a BS of aeronautical engineering. One of his proudest military achievements was his selection to the first Warrant Officer Five class; only 30 Warrant Officers were selected from the hundreds of eligible CW4s. Perry was a veteran of Vietnam and Desert Storm.

Retirement was not for Perry, and he would go on to work for a military contractor at Ft. Hood, TX, and then as the Safety Officer at the Navy Supply Corps School in Athens, GA, up to its eventual closing.

He is survived by his beloved wife, Linda.

***Thompson, Tommy L. USA; Flight Classes: 69-45/69-47; RVN: 70-71 128 AHC; Callsign: Tomahawk 29.**



Tommy Thompson passed away on August 17, 2019. He spent his free time working as an Advocate for Veteran Affairs and enjoyed helping those who served their country. He was an active Mason at Mt. Hermon Lodge in the Columbus area.

Truitt, James D. Jr. USA, CW4 Ret.; Flight Class: 69-43; RVN: 70-71 117 AHC

Jimmy Truitt died Thanksgiving Day, 2021. He graduated from L.D. Bell High School in Hurst, TX. He went on to receive his BS in Wildlife Science from Texas A&M.

As a civilian, he flew for the Florida Game and Fish Commission and the Palm Beach County Sheriff's Department. Jimmy was part of the first helicopter crew to fly "Trauma Hawk" for the Palm Beach County Health District. He later flew fire suppression for the Department of Natural Resources in Montana and worked for USDA in Colorado as aviation safety officer for APHIS. He was head of Aviation for the state of Alaska with the Bureau of Land Management and then on to

Georgia as Aviation Safety Officer with the US Forest Service. He worked for Flight Safety International in West Palm Beach and in Farnborough, England. Most recently he was adjunct faculty at Tarrant County College in their aviation program. He possessed a lifetime wealth of knowledge on all things aviation.

He is greatly missed by his wife of 51 years, Linda.

***Walker, Richard R. USA; Flight Class: 69-26; RVN: 70 334 AWC, 70 520 TC BN, 70-71 HHC/1 AVN BDE; Callsigns: Golden Hawk 47/Gunrunner 6/Pipesmoke 5A.**

Richard Walker passed away on October 29, 2021. He is survived by his wife Susan (Susie). No other information provided.

***Walker, Thomas M. USA, COL Ret.; Flight Class 69-46; RVN: 71-72 57 AHC; Callsign: Gladiator 6.**

Thomas Walker died on January 1, 2022. He served in the army for 26 years. After his military retirement, he worked with Dynacorp, Ft. Rucker Division. Colonel Walker was very active in the Daleville Baptist Church where he served as a Deacon.

***Weaver, John M. USA, LTC Ret.; Flight Classes: 54-D FW/58 QC; RVN: 66-67 HHC/224 AVN, 71-72 1 ARVN DIV; LM; Callsign: Lonely Ringer.**



John Mack Weaver left his earthly home and met his Lord and Savior November 30, 2020. He was born April 4, 1931, in De Leon, TX. John Mack graduated from De Leon High School Class of 1948. He then ran on a Track & Field Scholarship for Tarleton State College ('48 - '51) and Texas Tech University ('51 - '53) and majored in Agriculture. He was commissioned a 2nd Lieutenant, U. S. Army Infantry via ROTC at Texas Tech in 1953 and called to active duty in 1954.

Proving true to John Mack's life motto and character of doing for others, he dedicated his service to De Leon and Comanche County. John Mack was the first City Manager for De Leon, TX, was the Housing and Urban Development (HUD) Housing Administrator for Brownwood Housing Authority and Comanche Housing Authority for over 20 years before retiring in 1996, and then served

as Comanche County Judge for eight years.

After fully retiring in 1998, John Mack was always community focused and insistent that he would make his community, and ultimately the world, a better place. He volunteered in numerous organizations throughout his life including the Kiwanis Club (Past President in Brownwood and Comanche Chapters), the Lions Club (De Leon Chapter), local DAV Chapter, Texas Housing Association (Past President), De Leon PTA (Past President), Board Member of the Resource Conservation Board, Board Member of the West Central Texas Council of Governments, De Leon Chamber of Commerce (Past President), and Comanche Chamber of Commerce, Comanche County Hospital Board, Community Rehab, De Leon Historical Society, De Leon Cemetery Association and De Leon Food Pantry volunteer.

He is survived by his wife, Geneva.

***Webb, Jackie R. USA; Flight Classes: 68-14, 68-22; RVN: 69-70 71 AHC 23 INF, 70 HHC/14 CAB; DFC, BS; Callsigns: Rattler16/Arab 2.**



Jackie Ronald Webb of Jefferson, NC, passed away July 2, 2014 at the W.G. Hefner VA Medical Center. He was born September 15, 1935 in Lenoir, TN.

Mr. Webb was owner and operator of The Fruit Truck Trucking Company. He was a member of Mt. Mitchell United Methodist Church, the Ashe Masonic Lodge #594 A.F. & A.M. and Oasis Temple.

***Wilcox, John F. Sr. USA, LTC Ret.; Flight Classes: 68-508/68-12; RVN: 68-69 A/4 AVN 4 INF, 71-72 HHC 52 CAB.**

John F. Wilcox, Sr. a long-time resident of Kansas City, MO, passed away on December 12, 2021. John was born on August 21,

1944, at Camp Lejeune, NC. He attended Rockhurst College before joining the Army in 1965.

After leaving active duty, John earned his bachelor's degree and MBA from Northwest Missouri State University. He continued his military career in the Army National Guard, retiring as a Lieutenant Colonel in 1988.

John was a life-long Scouter, earning his Eagle Scout in 1962 and continuing as a Boy Scout leader for the rest of his life, earning numerous adult awards. John was also a member of many fraternal organizations including the Knights of Columbus, Veterans of Foreign Wars, and the Vietnam Helicopter Pilots Association.



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.

Acosta, Jorge A. USAF; RVN: 69-71 20 SOS; Callsign: Green Hornet; died on September 23, 2021.

Brandenburg, John N. USA, LTG Ret.; Flight Class: 61-5; RVN: 68-69 HHC/123 AVN 23 INF; DSM, SS (OLC), DFC (OLC), LM (2 OLC), BS (OLC), PH; died on January 14, 2020.

Butler, Alman I. USA, COL Ret.; RVN: 66-67 334 AWC; SS (OLC), LM (OLC), DFC (7 OLC), PH, MSM; died on April 25, 2021.

Calhoun, William M. USN, CPT Ret.; RVN: 69-70 HA(L)-3; LM, DFC, MSM, NCM; Callsign: Seawolf 93; died on July 17, 2015.

Coan Richard, H. USAF, LTC; Ret.; RVN: 68-69 38 ARRS DET 8; DFC, MSM, AFCM; died on October 17, 2021.

Cole, Lawrence E. USN, LCD Ret.; RVN: 68-70 HC-7; Callsign: Sea Devil; died on December 2, 2021.

Collins, John P. USA; Flight Classes: 68-505, 68-3; DFC; died on August 21, 2021.

Davis, Jonah B. Jr. USA, LTC Ret.; died on September 5, 2021.

Gregory Donald G. USN, CPT Ret.; RVN: 68-70 HC-7; Callsign: Sea Devil; died on January 25, 2022.

Harlow, Lester E. USA, LTC Ret.; Flight Class: 68-36; died on November 28, 2021.

Harrison, Benjamin L. USA, MG Ret.; Flight Class: 58-4FW; RVN: 66-67 HHC/10 CAB, 70-71 3RD BDE; died on January 21, 2022.

Herdon, Clarence W. Jr. USA, died on June 28, 2027.

Holliday, Donald B. USA, CW4 Ret.; Flight Class: 67-5; RVN: 71 A/227 AVN; BS (3 OLC); died on January 5, 2022.

Huffman, Roy L. USAF, LTC Ret.; RVN: 68-69 38 ARRS DET 7; died on December 24, 2021.

Jordan, Jeffrey L. USA, MAJ Ret.; Flight Class: 70-38; died on December 16, 2021.

Kellogg, Gordon F. USMC; RVN: 66-67 HMM-262; died on April 11, 2021.

Kravchuk, Leo USA; Flight Class: 59-C6; died on January 16, 2022.

Law, Sherrill G. USA, LTC Ret., died on February 16, 2017.

Martin, Willard J. USA, CW4 Ret.; died on June 25, 2021.

Petree, Neal C. USA, COL Ret.; RVN: 67 162 AHC; died on January 10, 2020.

Rogers, Robert P. USMC/USA Ret.; died on October 26, 2021.

Schiessl, Konrad J. USAF; died on September 12, 2020.

Schlein, Joseph C. USA, Ret.; Flight Classes: 68-519/68-33; died on December 9, 2021.

Smith, Lawrence T. USA; Flight Class 69-4; RVN 69-70 A/158 AVN 101; died on July 30, 2021.

Soucy, Robert B. USAF; died on April 1, 2021.

Suggs, Francis E. USA; Flight Classes: 66-23, 66-2i; RVN: 68-69 C/7/1 CAV; DFC, PH; died on December 29, 2021.

Tucker, Thomas J. USA; Flight Class 67-10; RVN: 67-68 D/1/10 CAV 4 INF; died on January 7, 2022.

Vaughn, William B. USA; Flight Class: 67-3; died on December 4, 2021.

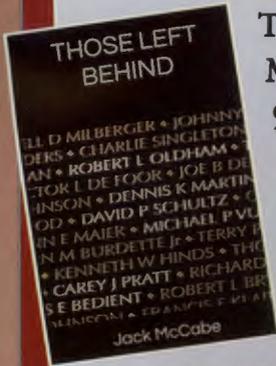
Westmoreland, Jerral B. USA, CW2 Ret.; died on December 22, 2021.

Williams, Harold R. USA; RVN: 65-66 74 AVN; died on March 24, 2016.

~ 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.



Those Left Behind by Jack McCabe, self-published, ISBN: 9798484917495, 366 pages, \$19.99

There's probably not one person who will read this review in *The Aviator* who does not have

one or more friends on The Wall in Washington, D.C. Most who write books about their war experiences talk about their friends, some of whom were maimed, some who were killed and in one way or the other, talk about how we all were changed. So, books like *Those Left Behind* that are dedicated to those

who didn't come home to spend the rest of their lives with loved ones are rare. They are also hard to read, not because of the writing which in McCabe's book is excellent, but because of the content. *Those Left Behind* is a poignant reminder of the cost of war or worse, foreign policy decisions made by people who will never see a green tracer, or worse, hear the sickening, hydraulic sound of bullet striking flesh. My hat's off to Jack McCabe for writing this book. The words just suck long suppressed emotions right out of your brain. *Those Left Behind* should be required reading for all those whole make decisions to send America's youth off to war. Thanks Jack.



We Saved SOG Souls by Roger Lockshier, self-published, ISBN 9798782053284, 298 pages, \$21.99

Most of the books reviewed in *The Aviator* have been written by the guys who sit with the cyclic between their legs, the collective in the left hand and rudder pedals under the balls of their feet. *We Save SOG Souls* is written by one of the guys who flew with us as a gunner and crew chief. It is a different perspective because the GIFs (guys in front) have some control of what is happening. The GIBs

(guys in the back) have none. They're passengers with an important role as mechanic, crew chief, door gunner, kindred soul and sounding board and spotter of evil things like RPGs coming at the helo, etc. Their lives are dependent on the skills of the GIFs. So Lockshier's perspective is informative, valuable, and needed. The book makes you smile and sometimes wonder what the guy is doing when he climbs out onto the stub wing to clear a jammed gun while the helicopter is in the air. So, Roger, well done, and OBTW, you saved other souls besides those in the Special Operations Group. However, the SOG guys needed it the most. So good on you and your kind. This is a book for all of us to read. Well done!



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