



The VHPA Newsletter

Vietnam Helicopter Pilots Association

December 1991 Vol. 9 No. 4

Vietnam-style helicopter wash



A UH-1B gunship from D/229th is washed after landing in a river in early 1967. George G. Reese Jr., who had the photo reproduced from a color slide, believes the original photograph was taken near An Khe. Anyone with information about the photo may contact Reese through the VHPA Newsletter.

Former Army helicopter pilot returns to Vietnam on business trip.

Registration now being accepted for 1992 VHPA reunion in Atlanta.

President's Roll Call

I would like to extend my warmest holiday greetings to all, while wishing the very healthiest and happiest of days ahead.

I am overwhelmed with joy and excitement to announce a special gift of spirit to all VHPA members.

I have recently signed a contract with Turner Publishing Co. authorizing a "10th Anniversary of VHPA" book to be published.

You soon will be receiving literature explaining more about our book. It will contain, but not be limited to, VHPA history, helicopter history in Vietnam, unit histories in Vietnam, autobiographies and much, much more.

Dave Turner and his staff are truly experts in their field of publishing great military history books. That is why they were chosen: We wanted our story told and documented correctly, or not at all.

Your Executive Council will have 100 percent control over what is to be published, ensuring our story will be told from a pilot's point of view.

This book will only be as good as the information and photos available. In that spirit, I encourage everyone to send in their documentation of who, what, when and where history developed, along with pictures.

In closing and in the spirit of the holiday season of giving, give your fellow VHPA members a call or drop them a short line, if only to say their friendship is valued.

Merry Christmas and a very safe and Happy New Year to all.

Gary Slaughter
President

HAI Exposition scheduled in March

The Helicopter Association International Exposition will be held in Las Vegas, NV, March 22-24.

HAI again has given VHPA free booth space at the EXPO and will have its annual "Gathering" in conjunction with HAI's convention.

The Gathering -- a one-evening get-together for VHPA members and prospective members -- will be held on Sunday, March 22, from 5-9 p.m. at the Las Vegas Hilton.

Anyone with questions about the Gathering or who would like to volunteer to work the VHPA booth should write to Jack Jordan, P.O. Box 395, Mt. Vernon, TX, or call Jordan at (903) 537-2680 (home)/(903) 588-2306 (work).

Related story, Page 4

VHPA officers committee chairmen and staff 1991-92

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The VHPA Newsletter

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Jack Swickard, Editor

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Tuggey visits Vietnam for Bell

Chris Genna
Newsletter writer

H.J. "Jim" Tuggey's job at Bell Helicopters gave him a chance to visit some of his old haunts when the company sent a business mission to Vietnam.

Tuggey had been there once before -- from January 1967 to January 1968, first with the 269th Combat Aviation Battalion and then with the Army Concept Team In Vietnam (ACTIV).

"We flew down into the Delta, developing new weapons and techniques," Tuggey said of his work with ACTIV.

After his tour, Tuggey went to work at Bell, and spent more than seven years in Singapore.

So he was a logical choice to return to Vietnam last February with Bell's business mission.

Because the United States doesn't recognize the government of Vietnam, "The law says we can't do business there," Tuggey said. "All we can do is look at the potential to do business there."

There is some potential, Tuggey found. Mobil Oil Corp. discovered

one of the largest oil fields in Southeast Asia near Vung Tau in 1970. But after 20 years, it's still largely undeveloped.

"Bell would like to do business wherever the U.S. lets us do business," Tuggey said. "Bell would like to get 212's (Twin Hueys) in there" to replace the few Soviet helicopters that fly to and from the oil field.

How was Vietnam?

"Flying in, we could see old B-52 bombing patterns," Tuggey said. "The farmers had plowed through them, filled in some (bomb craters), and were using some as water reservoirs. But you could still see them."

At Tan San Nhut, "There was nothing there," Tuggey said, except ghostly vestiges of revetments where aircraft had been parked.

"There were very few foreigners in Ho Chi Minh City," which was Saigon on his last visit, "except there was a large contingent of Russians who were working the oil field at Vung Tau."

"The city was very clean; there was no garbage. There

were very few cars; mostly bikes and mopeds and motorcycles."

But there was still the wartime architecture -- shacks of plywood, "still the corrugated metal. There's no money to rebuild. It takes you back, deja vu, it's much the same as it was."

Tuggey said at the port on the Saigon River, daily ferries came and went from "pretty primitive jungle."

"There's just no money, not much of a business base. They're not in the Asian Association; they're not accepted. But when I looked through the phone book, I saw that most countries had diplomatic representation there."

Tuggey detected no anti-American feeling, no opposition to the mission's presence. "But you'd expect that," he said, of a nation that wants U.S. recognition -- and U.S. aid.

"They have to make an accommodation with the U.S. on the MIA issue before the U.S. recognizes them," Tuggey said, and the pundits in the oil business and "the people who write for Time and Newsweek say that could happen in 1992. So we want to be ready in 1992."

Until then, U.S. restrictions are

severe, Tuggey said. "You can only visit; you can't do business. You can only spend \$200 a day maximum."

In a way, that makes it easier for tourists than business missions. Tuggey said many non-U.S. travel agencies -- French and Thai, for example -- can arrange trips. "Visas aren't hard to get, and the entire process at the airport only took five minutes, customs and everything. The government is very amicable, very friendly."

Tuggey loaned VHPA some of the photos he took during his second trip to Vietnam.

"You recalled some things that happened when you were there because you'd see it again. You'd see a scene and get this sense of deja vu. It was interesting, flying over land where a lot of guys had flown."

EDITOR'S NOTE: Chris Genna, a member of VHPA, will write articles and book reviews for the Newsletter. He is night city editor of the Valley Daily News in Kent, WA.



H.J. Tuggey photo

Bicycles far outnumber cars in Saigon, in photo taken this year.

VHPA asked to help judge contest

Going to HAI in 1992?

Vietnam Helicopter Pilots Association members have been invited by the Helicopter Club of America to be judges in the 1992 Helicopter National Championships in Las Vegas, NV.

The competition will begin Saturday, March 21, in conjunction with HAI's EXPO '92.

John Williams, chief judge, said VHPA members who would like to be judges may contact him at 607 Hinsdale Drive, Arlington, TX 76006. He can be reached by telephone at (817) 548-8461 (home); (817) 280-3688 (work); or (817) 280-2757 (fax).

Judges must be members of the Helicopter Club of America and

receive pre-competition training in Las Vegas on Friday, March 20.

Membership fee is \$20 and renews the first of each year. It is recommended that membership application be made as soon after the first of the year as possible.

Williams said anyone wanting to judge should specify he is a member of VHPA. A limited number of positions are being held open for VHPA members.

The Helicopter Club of America is headquartered at 16003 Edgewood Drive, Dumphries, VA 22026. Its telephone number is (703) 670-8882.

Here is the tentative National Helicopter Championship schedule:

Thursday, March 19

Arrival and check-in for competi-

tors. Judges need not be present.

Friday, March 20

9 a.m.-Noon: Competition and safety briefing.

2-3 p.m.: Course orientation at championship site. Competitors walk the course.

Judges must be present for orientation, safety briefing and training.

Saturday, March 21

Sunday, March 22

8 a.m.-6 p.m.: U.S. National Helicopter Championship competition.

Monday, March 23

8 a.m.: Alternate weather day.

Tuesday, March 24

8 p.m.: HAI Awards Dinner. (National champions will be recognized.)

Seeking . . .

I am looking for E. Michael Fisher, a medevac pilot with whom I flew in Germany, in D Troop, 3/8 Cavalry, 8th Infantry Division.

William Poluliah
[REDACTED]

A group of us would like to have a get-together at the next VHPA Reunion, in Atlanta, on July 4, 1992.

Anyone serving as a Pelican from January 1968 through December 1970 should contact Don Bullard,
[REDACTED]

If you cannot attend, but would still like to make contact with ex-Pelicans, please drop us a line.

Don Bullard II
Wilmington, NC

A new organization for members of the 161st Aviation Company, 14th Aviation Battalion, is just getting off the ground.

Members may contact Harvey York of Cedartown, GA, at [REDACTED]
Ronald J. Crislip
Jenison, MI



Ex-WOCs get together

Five members of WOC 67-1 get together during the 1991 Reunion in Reno. Classmates are (from left) Greg Ross, Gary Raver, Jim Reeder, Bill Rowe and Dennis Reed.

Newsletter composed by VHPA

The VHPA Newsletter is now being composed and typeset by the editor, rather than by the management company.

Cost savings will be used to improve the Newsletter's quality and reduce its dependence on membership dues.

Items for the Newsletter should be sent to VHPA headquarters, which will forward them to the editor.

Membership contest draws entries

Jack Glennon Membership chairman

The September Newsletter announced the kickoff of a membership drive, complete with awards, to run through May 15, 1992.

The May cutoff date was selected to provide enough time to notify award winners and allow them time to make reunion plans.

The incentives must have struck a chord or you have realized that recruiting new VHPA members is as easy as selling a big watch to an aviator.

Whatever it was, the first two weeks after the September Newsletter was mailed brought 62 sponsored applications/information sheets to VHPA.

To date, the point leaders are James White, 31 points; Mike Murray, 23 points; and Randy Juge, 7 points.

Our latest membership dragnet has turned up:

James Malek, Fred King, W. Aubrey Waldrop, Stanley Smith, Marvin Fuller, Ross Harding, Charles Reed, James O'Rourke, Olin Land, Carl Cleland, Howard Williams, Mike Cassady,

Jack Craft, John Rutherford, Ronald R. Doucette, Dale Engel, Rick Neal, J. Larry Bumgardner, John Travers, Jerry Bonham, Bruce Righter, Kenneth Lareau, Steven Lenney.

Also, Howard Warrington, Robert Dumas, Robert Atkinson, Julian De La Rosa, Wilbur Dixon, Steven Reed, Glenn Robnett, Rudolph Von Watzdorf, Ken Watters, Robert R. Stapleton, J. Thomas Greene, John Mertke, Nathan Lewis, David Carter, Ron Critser, Tom Faries, Paul Gregoire, Budd Grubbs, John Hanna, Victor Hobbs, Calvin Hutchinson, Bill Kelly, David Learned.

And Dick Lewer, F.C. Lewis, Richard McMahon, Benjamin Meharg, Mike Melin, Mike Mullen, William Nees, Art Picone, Leonard Porzio, Jess Pugh, William Rea, William Ring, Scotty Roberts, Dick Rochford, Robert Stoffey, Dave Underwood, Dennis Van Liew, Dave White, Randy Winklepleck, Larry Woodruff, Ronald Zappardino and Cal Mcgee.

For the benefit of new members, the membership drive information will be reprinted in each issue of the Newsletter.

Points are awarded on the following schedule:

- Application information sheet from a nonmember who does not join -- 1 point.

- Application or renewal from a former member with at least a one-year lapse -- 2 points.
- Application for new membership -- 3 points.
- New member joins as Life Member -- 4 points.

VHPA members who accumulate the highest number of points as of May 15 will receive:

First prize: Two round-trip tickets good anywhere in the 48 contiguous states, plus free room for three nights at the Atlanta Hilton during the 1992 Reunion. (If you live in or near Atlanta, these tickets are good anytime, not just for the reunion.)

Second prize: Free room for three nights at the Atlanta Hilton during the 1992 Reunion.

Third and fourth prizes: Room upgrades to the Tower level for three nights at the Atlanta Hilton, at reunion rates.

Fifth prize: A pair of banquet tickets for the 1992 Reunion in Atlanta.

1991 Directory correction

The unit mentioned in the description for the lower photograph on the back cover of the 1991 Membership Directory is incorrect.

The Directory lists the unit as the UTT, when the door emblem shows a "pig," indicating the UH-1B belonged to the Razorback Platoon of the 120th Assault Helicopter Company.

Directory Editor Mike Law thanks the Razorback and UTT pilots who were kind enough to point this out to him. They all passed the test.

Meetings

March 3-8, 1992

Lawyer-Pilots Association meeting, Westcourt in the Buttes, Tempe, AZ. Contact: David E. Prewitt, 1700 Market St., Suite 3131, Philadelphia, PA 19103 or call (215) 569-0300.

June 3-5, 1992

American Helicopter Society's 48th Annual Forum and Technology Display, Sheraton Hotel, Washington, D.C. Contact: AHS Headquarters, 217 N. Washington St., Alexandria, VA 22314 or call (703) 684-6777.

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SEND 2.00 FOR FULL COLOR CATALOG

52	Golf Shirt (wht., lt. blue) M, L, XL (XXL add 3.00)	16.00
54	VHPA Logo T-Shirt/ M, L, XL	11.50
54A	Sweatshirt	16.50
55	"I ♥ MY HELICOPTER PILOT" - T-Shirt M, L, XL *Add 2.00 2XL T-Shirt	11.50
57	VHPA Cap/patch, w/eggs (wht., navy, blk, royal)	9.50
59	VHPA Patch	4.00
43A	VHPA Pin	4.00
62	Window Sticker	1.50
EJ-8	VHPA Logo Jacket	79.95
	VHPA Back Patch	35.00
	Breast Printing 4 Lines 12.00 3 Lines 9.50	
	Bullion	15.00

METAL CAR GRILL MEDALLIONS \$14.50
3"

BULLION EMBLEM PATCH 15.00 each Double Clutch Back

EJ-8 VHPA Jacket \$79.95
M, L, XL, (XXL)

Huey pilots fly Viet Cong officers

Dennis Hogan
Centaur 28

I would like to add to the Vietnam Helicopter Pilots Association annals a postwar story.

It begins the morning of Jan. 28, 1973, in the 11th Combat Aviation Group Operations Center in Da Nang.

The Viet Cong had been treating us to incoming most of the night, apparently to punctuate the alleged end of hostilities mandated by the Paris Peace Accords.

Sure enough, at the appointed time, the last RPG exploded and it was all over . . . sort of.

Maj. John P. Kennedy, commanding officer of F/8 Cav, had contacted several of us in F/4 Cav a couple of weeks earlier and asked if we would volunteer for a 60-day stint flying for the Four Party Joint Military Commission (JMC), which was established by the Paris Accords to investigate and supposedly stop cease-fire violations.

The other primary JMC mission was to supervise the release of POWs. That was enough for me -- I said yes.

As it turned out, we never investigated one cease-fire violation -- and there were many -- and the only POW releases we were involved with were South Vietnamese and VC/NVA exchanges.

Still, it was very interesting flying.

Our detachment was divided between Da Nang and Hue, with Capt. Joe Bowen in charge of the Hue team and Capt. Barry Penzel heading the Da Nang element. Maj. Kennedy was the overall aviation detachment commander.

We drew pilots, crews and maintenance support people from 11th CAG elements and selected the best machines

from each unit.

We also were instructed to paint three white rings around the cargo section and tailboom of each aircraft, and were in the process of doing so when we received orders to change the paint scheme to four orange rings.

Apparently, several of our sister JMC aviation detachments in other regions learned the hard way that white stripes were the wrong configuration.

I think the III Corps team lost two Hueys that first day, with at least one or two crewmembers killed, as well as a Chinook in the IV Corps area. (In-country communications were a

little sketchy at that point, so maybe some of our other VHPA members can clarify what actually happened in the southern detachments.)

Apparently, the VC (or PRG, as they wanted to be called) and the NVA (or DRV, as was their preference) claimed they had not agreed to white stripes. Whatever the mixup, it cost the lives of some guys who could have been heading safely home,



Dennis Hogan photo

Maj. John P. Kennedy with Viet Cong delegates inspect a Huey near Old Hau Duc. One of the Viet Cong told Hogan he had shot at helicopters so often he wanted to see one up close.

had they not volunteered.

Two of our JMC missions stand out in my memory:

● The first was a mission to inspect a Viet Cong POW release site west of Tam Ky.

A U-21 had flown the U.S., ARVN, VC and NVA delegates to Tam Ky from Saigon and we were to fly them to the release site by UH-1.

WO1 Orion King was the copilot that day. I had been out to the same site a week earlier and knew where we were supposed to land.

Previous to this mission, the VC had always marked their LZs with a large, white cross. It wasn't there this time.

Continued on Page 7

Army aviators fly V.C. delegates after war



Hogan and a U.S. JMC delegate are on right. The rest are Viet Cong.

Continued from Page 6

As we circled the LZ, the Viet Cong delegate tapped me on the helmet and motioned to land.

The senior U.S. officer concurred on ICS, so down we went.

On short final, we began taking fire and made a quick abort and headed out low-level, getting some fire from several other locations.

Orion and I were a little busy at the time, but the crew chief told us later there was utter chaos in back, with the communist delegates all looking for place to hide.

When we landed at Tam Ky, the NVA and VC had a very animated shouting match among themselves before reboarding the U-21 and returning to Saigon.

I never did get an explanation of what happened.

● The second mission of note was to another POW site near Dong Ha.

CW2 Dave Scarborough and I were to fly a two-ship mission carrying JMC delegates and ICCS delegates (Poles, Hungarians, Indonesians and Canadians, who would take over the JMC mission after 60 days).

We landed at the Quang Tri Citadel and took a boat across the river to meet with the NVA and clear a flight route to Dong Ha.

It took us until 4 p.m. to agree on a route and altitude with a very arrogant NVA officer who appeared to be stalling for time. His last words to Dave and me were not to stray from the agreed-upon route or we would be shot down.

As we flew north along Highway 1, the first sight was where Quang Tri airstrip used to be. It looked like the moon.

enough to see our route.

We raised Quang Tri on the radio and were told to sit tight.

The delegates returned about sunset and fortunately there was enough moon for us to see old Highway 1 on our way back.

All the way up and back, we saw a lot of armor, AAA and other vehicles, as well as construction of various types of NVA military installations all along Highway 1.

It certainly didn't take them long to fortify and firmly entrench themselves after the bombing stopped.

Lastly, I believe that Joe Bowen may have the dubious honor of being pilot-in-command of the last Army helicopter shot down in Vietnam.

Joe and his crew chief were making a "resupply" run to Da Nang from Hue on March 29, 1973, when it happened.

In truth, they were on their way to Da Nang to pick up the band and showgirls for their farewell party that night when they took a hit in the engine and went down over the "Alpha Uniform" (or "Bowling Alley," depending on who you flew with).

Fortunately, nobody was seriously hurt and Scarborough was able to pick them up without further incident. It was actually a little more complicated than that, but I won't take the time here to explain.

To my knowledge, this was the last U.S. Army helicopter lost in Vietnam.

These JMC orange-striped aircraft and their crews wrote the final chapter of Army Aviation's involvement in Vietnam.

The delegates returned about sunset and fortunately there was enough moon for us to see old Highway 1 on our way back.

Collectively speaking

Management services

QUESTION: Have you had personal contact with VHPA Headquarters?

Number of responses -- 292

Yes -- 82 or 28 percent

No -- 210 or 72 percent

Comments:

"Not yet, but give me time!"

"53 percent of dues to management company is very high!"

"I called several times to get in touch with the individual in charge of 'promoting' the VHPA. I left a number of messages, but was never able to get in touch with this individual. My calls were not returned. I found it frustrating not to be able to discuss my ideas with 'one of us'."

"When looking at standard management services, the fees appear significantly excessive in the aggregate amount paid."

"Fees are too high."

"Yes, for an address change."

"Once, maybe."

QUESTION: If yes, are you happy with service received?

Number of responses -- 83

Yes -- 70 or 84 percent

No -- 13 or 16 percent

Comments:

"Ordered Directory, good service."

"Not enough contact to comment on."

"Noted improvement since move to Ohio."

"Requested information and received no response."

"Person answering phone did not know information needed."

"Extremely helpful and pleasant."

"I am not unhappy with services, although when my Life Membership was processed, it was as if I had sent in an annual dues and required me to call and get it straightened out."

"I requested back issues of the Newsletter, which were promptly mailed."

"Prompt response."

"If this service consumes such a large percentage of budget, maybe a token fee should be charged to members for these services."

"The management works for Council -- are you guys getting what we need?"

"Excellent follow up and fast response!"

QUESTION: Would you support a dues increase?

Number of responses -- 282

Yes -- 222 or 79 percent

No -- 60 or 21 percent

Comments:

"I'm a Life Member, but willing to help defray any cost necessary to maintain a viable organization."

"Only as a last resort -- get advertising and reduce expense on Directory first."

"Yes, but only modestly. We need to keep all the members. Ask for donations. Some of us can help."

"Whatever it takes to run the association the way it is supposed to be run."

"Price not important. Just get the word out."

"If the price goes up, I will become a member at large."

"I have a hard time justifying the cost out of my budget now."

"Try advertising first -- see if enough

revenue can be produced vs. dues increase. If not, then the dues."

"You obviously have done a great job holding expenses down over the eight years -- probably about time to raise the dues or it will begin to hinder your ability to provide what the membership is looking for."

"Only if voted for at the reunion."

"Reduce expenses -- cost of Directory, management fees, etc."

"Fortunately, I am in a position that I could pay more. I'm sure, though, that there are those who wouldn't be able to. I wouldn't want to see the dues go up and exclude members who couldn't afford the raise."

"\$20 is ridiculously cheap!"

QUESTION: What amount of annual dues would be acceptable to you?

Number of responses -- 207

\$30 -- 121 or 58 percent

\$40 -- 31 or 15 percent

\$50 -- 16 or 8 percent

More -- 3 or 1 percent

Less -- 36 or 17 percent

Comments:

"Old members will pay anything! Getting new members to join may be a problem if it is too expensive!"

"Tough question! I am a Life Member, but I know that dues must be increased."

"We may be trying to do too much with too little!"

"Whatever it takes to get the job done."

"Any amount within reason to honestly operate and maintain the integrity of this organization."

"I'm a Life Member, but I would gladly pay a one-time added fee."

"Will depend on needs and number of members."

"In addition to dues, donations could be encouraged."

"Whatever it takes to get a centerfold in each issue!"

"Tough question! I am a Life Member, but I know that dues must be increased."

"Try advertising first -- see if enough can be produced vs. dues increase."

Deaths

Philip H. Garvey

CW4 Philip H. Garvey died Feb. 27 from enemy fire while attempting to rescue a downed Air Force pilot near Basra, Iraq. He was 39.

Garvey was pilot of a UH-60 Blackhawk helicopter during the rescue mission, the Army Times reported in August.

After graduating from Army flight school in September 1970, Garvey served a combat tour in South Vietnam.

His last assignment was as standardization instructor pilot for the Directorate of Evaluation and Standardization at Fort Rucker, from which he was detached to the 2nd Battalion, 229th Attack Helicopter Regiment, attached to the 101st Airborne Division (Air Assault).

His earlier assignments included a tour as personal pilot to Gen. John Galvin, supreme allied commander Europe.

Garvey, a master Army aviator, was recipient of the Legion of Merit, Distinguished Flying Cross, Purple Heart Medal, Meritorious Service Medal and the Air Medal.

Survivors include his wife, Patricia; two stepsons; his father and mother; four brothers; and one sister.

Garvey was buried with full military honors on March 12 at Barrancus National Cemetery in Pensacola, FL.

Bob Edwards

Would you please publish the passing of my friend and classmate Bob Edwards.

Bob died of a heart attack

on July 2, 1991.

He was a member of Class 67-1 and flew gunships and scouts in A Troop, 1/9 Cavalry, 1st Air Cavalry Division.

He was severely wounded in October of 1967 at Bong Song and was medically discharged from the Army in 1969.

Bob had the ability to make everyone laugh.

Sincerely,
Al DeMailo
Ambridge, PA

Larry Dirks

I am saddened to inform you that another VHPA life member is no longer with us.

Larry Dirks died in August 1990.

Thank you so much for the organization.

Clinton I. Cain

Les Morris

Les Morris, the second person inducted into the Vietnam Helicopter Pilots Association as an honorary member, died Oct. 12.

Morris was the first helicopter flight instructor and was author of "Pioneering the Helicopter."

Morris was the first person to land a helicopter on a rooftop and in a backyard, and made the first flight above 1,000 feet in a helicopter.

Morris, who was affiliated with Helicopter Foundation International, Alexandria, VA, was inducted as an honorary member into the VHPA on July 3, 1988.

Advertising policy

The Executive Council, at the recommendation of the editor, has approved an advertising policy for the VHPA Newsletter.

Effective with the March Newsletter, display advertisements will cost:

- Full page, \$500.
- One-half page, \$250.
- One-quarter page, \$125.

Classified advertising will cost \$1 per line or \$7 per inch, whichever is highest.

These prices bring advertising space charges into line with the cost of printing and mailing the Newsletter.

The policy also stipulates that advertising will be solicited and approved by the Newsletter editor and assistant editors.

The VHPA Newsletter reserves the right to reject any advertisement.

Advertising revenue will be used to help produce the Newsletter and limit the publication's dependence on membership dues.

ATTENTION GUN PILOTS!

The ultimate Gunship T-Shirt is here. . .

TWO RED-HOT DESIGNS AVAILABLE !!!

CHARLIE MODEL
Front



Back



COBRA MODEL
Front



Back



These detailed originals are ready for immediate delivery for

ONLY
\$9.95

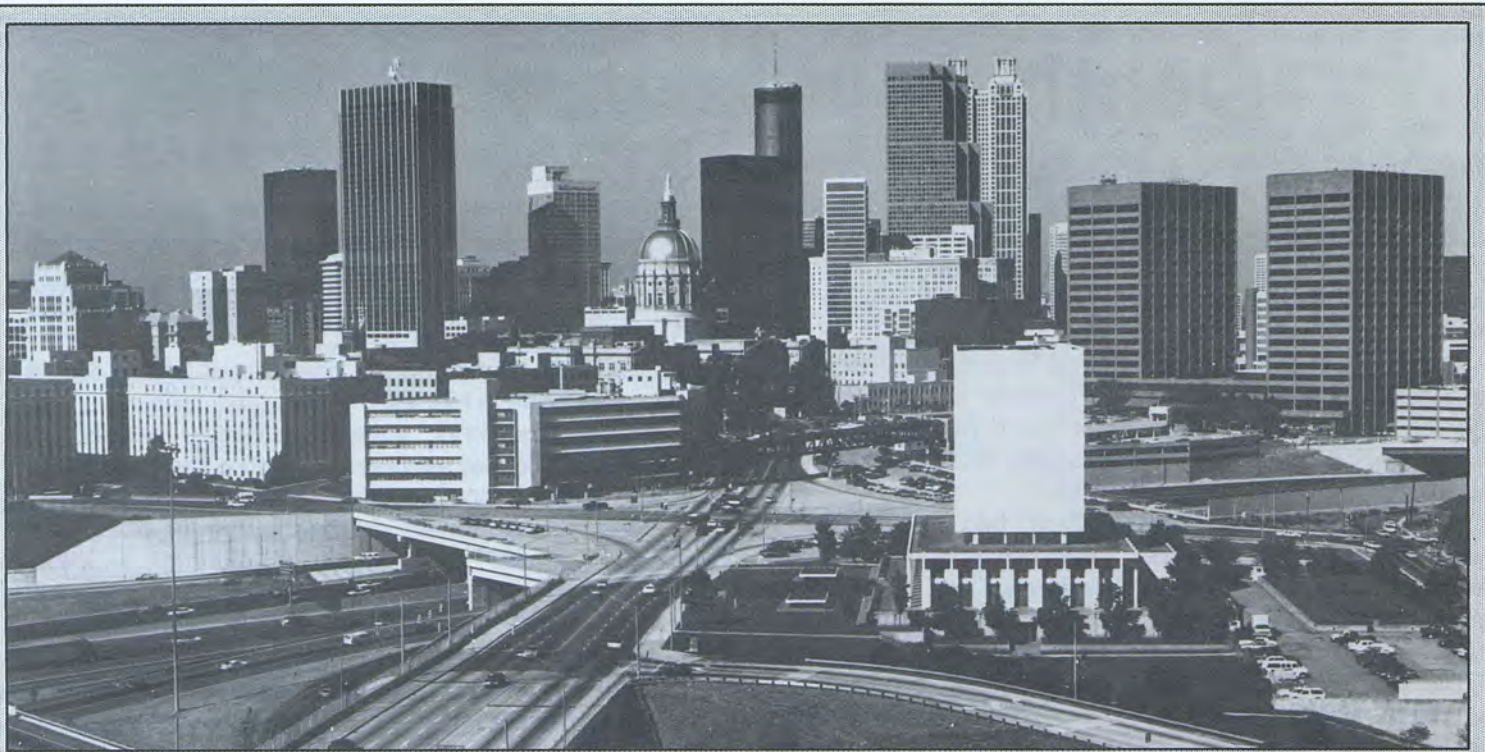
PLUS
\$3.00 for shipping and handling.
Send check or money order for \$12.95 to:

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T-Shirt designs are available in White or Gray - NO MEDIUMS.

SCOUT, SLICK & HOOK PILOTS...your ultimate T-Shirts will be available soon! Order NOW and SAVE. If we don't have the Helicopter design you're looking for, let us know.

**YOU DIDN'T GET IN A HELICOPTER
YOU STRAPPED IT ON!**



Downtown Atlanta will be the site of the 1992 Vietnam Helicopter Pilots Association reunion.

Registration begins for reunion

Kenny Bunn 1992 Reunion Chairman

To make reservations for the 1992 Reunion at the Atlanta Hilton and Towers in Downtown Atlanta, call 1-800-HILTONS (1-800-445-8667).

Be sure to say you are registering for the Vietnam Helicopter Pilots Association Reunion on July 2-5, 1992.

To get to the hotel:

Driving: Interstate 75/85 North. Exit at Piedmont (exit to the left, instead of to the right), then drive one-half block, turn left on Baker, then drive one block and turn left on Courtland Street. You're there.

Interstate 75/85 South. Exit on Courtland Street.

Flying: Delta is the host airline. The airline's reservation phone number is (800) 241-6760, and our file number is D0784.

The Downtown Hilton is the first stop on the Airport Shuttle. It costs \$7 one

way and \$12 round trip.

MARTA is a clean, fast subway system that goes throughout the metro area. A station is located at the airport terminal. Check the map and get off at the Peachtree Center Station. From Peachtree Center, take the covered walkway to Courtland Street. The cost is \$1 per person.

The Atlanta Hilton and Towers Restaurants

Cafe de la Paix: Located on the lobby level for casual dining. Lunch buffet, all you can eat salad bar, breakfast.

Coffee House: Located on the lobby level. Emphasis on fast friendly service.

Trader Vic's: Located on the ground floor. Casual dress and open for dinner only, 6-11 p.m. Continental, Polynesian, and seafood dishes.

Nikolai's Roof: An exclusive four-star restaurant located atop the Hilton (they would have gotten five but the bathrooms are upstairs) featuring French

continental cuisine with Russian specialties. Nightly seatings are at 6:30 and 9:30 p.m. Reservations are required. Coat and tie for men and appropriate dress for ladies is required.

I recommend coming early and seeing all the sights of the Atlanta area. They include:

Stone Mountain: The largest granite formation in the world into which the likenesses of Robert E. Lee, Stonewall Jackson and Jefferson Davis are carved.

The park also has an authentic antebellum plantation, railroad, museum, and many other features.

Take a blanket and lay on the hillside between the museum and mountain after dark. There you will see an excellent laser light show.

Underground Atlanta: The first thing to come to Atlanta was the railroad, so the city planners decided to build the city over the terminus of the rail lines.

VIETNAM HELICOPTER PILOTS ASSOCIATION
Ninth Annual Reunion
Atlanta, GA
July 2-5, 1992
Reunion Registration

Name _____ Member No. _____
 Wife/guest name _____ No. of children _____
 Additional guest names _____
 Address _____
 City _____ State _____ ZIP _____
 Expected arrival date _____ First reunion? _____
 How many reunions have you attended? _____

REGISTRATION FEES

	<u>No. of people</u>	<u>Price</u>	<u>Total</u>
Registration before 6/1/92*	_____	@ \$ 20.00	\$ _____
Registration after 6/1/92*	_____	@ \$ 25.00	_____
Sun Valley Beach BBQ (July 3 afternoon, evening)	_____	@ \$ 27.50	_____
Banquet (July 4 evening)	_____	@ \$ 35.00	_____
Dues (if being included)	1 year	@ \$ 30.00	_____
	Life	@ \$450.00	_____
	GRAND TOTAL		\$ _____

___ Enclosed is check/money order, payable to VHPA Reunion '92.
 ___ Please charge my (VISA) (MASTERCARD)

Credit card No. _____ Expiration date _____

Signature _____

NAME TAG INFORMATION

Name desired on name tag _____
 Name of wife/guest _____
 Flight School Class (No. and year) _____
 1st combat unit _____ Year _____
 2nd combat unit _____ Year _____
 3rd combat unit _____ Year _____
 Hometown or current residence _____
 Call sign _____

MAIL TO:
 VHPA
 7 W. Seventh St., Suite 1990
 Cincinnati, OH 45202

* Each adult 18 and older must pay registration.

Committee updates 1,335 records

Gary B. Roush Database Committee

Over the past year, 1,335 KIA records have been updated.

These updates are included in the 1991 Membership Directory.

About 350 of these updates were the addition of class numbers automatically added from class lists completed by Paul Erway and Peter Barber.

Class lists completed now total 7,948 names from 60 classes. This is approximately one-third of the potential.

Over the next year, one of the primary focuses will be to computerize all class lists.

Once this has been completed, we should be close to identifying all potential VHPA members.

Class lists are still missing from all services other than the Army.

The Army Aviation Museum at Fort Rucker has been very helpful in supplying copies of class lists and other information.

Fourteen people from the reunion in Reno offered to help computerize the

Fourteen people from the reunion in Reno offered to help computerize the class lists.

class lists.

Special thanks to Roger Stickney, Jim Ramage, Lew Jennings, Ed Strazini, Chuck Petty, Louis Rochat, Butch Borszich, John Willingham, Bob Anderson, Walter Mays, Mark Hansen, Bob Garthwaite, Steve Bolling and Dennis Lockard for volunteering to help computerize the flight class lists.

Together, we are attacking a three-foot-high stack of papers to convert them into a reliable list of potential VHPA members.

Members are asked to check the list of classes in the 1991 Directory to see if their class is listed.

If it is not, they should send a copy

of their class roster from flight school graduation and/or a copy of their orders assigning them their wings to me at:

Gary B. Roush

Four Australian helicopter pilot KIAs and three Air America KIAs have been identified and will be added to the database. This brings the total KIAs to 2,189.

There are certainly more Air America pilots to add and will be, as members identify them.

The "Died After Tour" list continues to grow, since we all eventually will die. It is difficult to get complete information.

We need to continually make people aware of the importance of collecting and contributing information.

After action reports in the Directory have proven to be popular and will be continued in future directories, providing people continue to contribute information.

Huey not first helicopter used in Vietnam

Bill Greenhalgh Historical Committee

Although many people consider the Huey to be the "symbol" of the helicopter war in Vietnam, it certainly wasn't the first to arrive.

The CH-21 is credited as being the first Army helicopter in Vietnam, but the Air Force arrived earlier in the conflict with H-19s, which were turned over to the government of South Vietnam.

Many helicopters saw service there; 24 different types would be sent to Southeast Asia and more than 60 different models would be used.

Many of these aircraft are no longer in the inventories of the armed services. Aircraft performing duty in the war included:

AH-1G (Army), AH-1J (Marines), CH-3C (Air Force), CH-3E (Air Force), CH-21C (Army), CH-37B (Army), CH-37C

(Marines), CH-46A (Marines), CH-46D (Marines), CH-47A (Army), CH-47B (Army), CH-47C (Army), CH-53A (Navy), CH-53D (Marines), CH-54A (Army), H-19B (Air Force), H-19D (Air Force), CH-34A (Army), CH-34C (Army), LH-34D (Navy), SH-34G (Navy), SH-34J (Navy), UH-34D (Marines), UH-34E (Marines), VH-34 (Marines).

HH-2C (Army), HH-2D (Army), HH-3E (Air Force), HH-43A (Air Force), HH-43B (Air Force), HH-43F (Air Force), HH-53B (Air Force), HH-53C (Air Force), OH-6A (Army), OH-13G (Army), OH-13S (Army), OH-23D (Army), OH-23G (Army), OH-58A (Army), SH-2D (Navy), SH-3A (Navy), SH-3D (Navy).

UH-1A (Army), UH-1B (Army, Navy, Marines), UH-1C (Army, Navy), UH-1D (Army, Navy, Marines), UH-1E (Marines), UH-1F (Air Force, Marines), UH-1H (Army, Marines), UH-1K (Navy), UH-1L (Navy), UH-1M (Army), UH-1N (Air Force), UH-1P (Air Force), NUH-1B (Army).

UH-2A (Navy), UH-2B (Navy), UH-2C (Navy), UH-25C (Air Force), UH-46A (Navy) and UH-46D (Navy).

Incoming mail

Mysterious chemistry working

This is as good an opportunity as I'll likely find to express my esteem of the VHPA officers, committee chairmen and staff.

Each year we seem to get stronger and better organized, even as some names change.

Those kinds of good things probably don't happen exclusively because we have strong, dedicated, crafty and bright leaders -- there seems to have evolved a mysterious chemistry which enables the positive and disables the questionable.

Please don't allow anyone in the lab who has as a stated purpose: "improving the formula."

And I must add a few comments as a reading attraction, or whatever. The purpose as stated concerning VHPA reunions, in my opinion, constitutes perfection: ". . . gets together to socialize, elect officers, and conduct business."

Crusaders for the poverty industry and born or reborn war protesters have no invitation and no business to conduct at our reunions.

People interested in anything besides getting together to socialize, elect officers and conduct (VHPA) business should take their act elsewhere.

I have become absolutely incensed when some lily-livered articulator, whose entire following couldn't lift a half bag of one VHPA member's courage, suggests that I should feel a compensable guilt for the death and destruction rained upon the enemy. Emphatically, I do not and never did!!

There is a frustration at times because we were not permitted to win and an elation because I'm alive -- but guilt? Nonsense.

And, for the record, I'm proud of my actions. And I'm proud of my country and I'm proud to be an American.

Because we went to Vietnam, I believe we were better citizens and infinitely better men than those who did not.

And add to those qualities -- our experiences while there--I believe we are better people. And we always will be!

Edd Barnes

Colonel, U.S.A.F. Retired

1966-67 10th Fighter Squadron, F-5C

1970-71 72nd Tactical Wing (VNAF),

UH-1, AH-1G, A-1

Alumni have right stuff

I've been a member of the VHPA for a few years, but I haven't recalled seeing any letters or mention of the first unit I ever served with in Vietnam: The 187th Aviation Company (Assault Helicopter).

I served in the 187th (Crusaders) from August 1969 to October 1970.

We were based at Tay Ninh in III Corps and were assigned to the 269th Aviation Battalion, 12th Aviation Group, 1st Aviation Brigade.

We supported the U.S. and ARVN 25th Infantry Divisions and anybody

else in the area.

I understand the 187th still "lives," so to speak (at least it was in the early 1980s), as a training unit at Fort Rucker's Lowe Army Heliport.

What I believe makes this unit unique is the fact that three of its "alumni" had the right stuff and went on to become Army test pilots at Edwards Air Force Base.

Loran Haworth (an ex-chief warrant officer 4, now either a captain or a major) and I graduated from the U.S. Navy Test Pilot School at Patuxent River, MD, in 1980 (Loran in June, I in December).

CW4 Bob Williams graduated in 1979.

We were all assigned together at Edwards in 1981 and following, and that's how I found out we were all

ex-Crusaders.

Loran, in fact, was a brand-new UH-1 instructor pilot in the 187th when I arrived and he gave me my first in-country check ride/orientation flight.

Bob Williams had overlapped Loran in the 187th, but had left before I got there.

I'd be interested in knowing if any other Vietnam aviation unit has had three or more of its alumni accomplish this feat.

After I left the 187th, I transferred to the 101st (C Troop, 2/17 Cavalry), followed by 11 months in the Infantry (2nd Brigade, 101st, I Corps).

I put in "one" tour (according to my DA ORB), but it was 27 months long!

Mike Stratton, LTC retired
Crusader 25
Brea, CA

Father says thanks

I am the father of Lt. Col. David J. Cummings and I can't thank you enough for the article on Dave in your September 1991 issue of the VHPA Newsletter.

It was great to know that after all this time he is still not forgotten! I still miss Dave but while he was alive he gave us a lot of fun and pleasure.

At this time, I also would like to thank

again the author, Lt. Col. Greg Johnson who, even though we have never met, we have talked on the telephone and corresponded through the mail, and he has been a tremendous help to me.

I thank you again,
Ed Cummings
Framingham, MA

Article was a pleasant surprise

What a great surprise when I received my latest VHPA Newsletter.

There, on the cover, was my good friend 1st Lt. David Cummings. The article regarding the medevac mission was outstanding.

I know the details of the article were true, because I was flying wingman to Dave and Capt. Roger Henry that day.

If I may, I would like to add just a couple of things about the incident.

We had just completed about five hours of flight time escorting CH-46s out of LZ Baldy, resupplying various units of the 7th Marines.

We were en route back to Marble Mountain Air Facility when Capt. Henry and Dave decided to try to make the medevac pickup.

I was quite familiar with the LZ because I had seen three CH-46s and an F-4 Marine Phantom jet get shot down in the same general area. Matter of fact, I had an AH-1G shot up near that LZ not too long prior to the incident.

The NVA controlled most of the mountainous terrain they were to fly over. I asked them to reconsider because of the severe danger involved, but Capt. Henry told me that he knew he could find the LZ.

There were at least 300 to 400 feet of cloud layers they had to pass through as they hovered up the ravines leading to the LZ. With practically zero visibility, I honestly didn't give them much hope of succeeding.

During their final attempt to reach the pickup LZ, I anxiously positioned myself to the valley north of them.

Praying that I wouldn't have to be forced to try to rescue them, all I could do was monitor my radios.

When Capt. Henry called to let me know that they were about to lift out of the zone, I reminded him that he should give himself a couple of minutes before letting down out of the clouds.

As he was heading north, there were no obstructions after clearing the steep slope.

To my dying day, I'll never forget the sight of that AH-1G breaking clear of the clouds and seeing Dave straddling the rocket pod.

As I turned my Cobra toward them, Dave was waving at me. All I could see under his helmet was his infectious grin.

Upon our arrival back at base, both crews were called into the CO's office to debrief the mission.

I was wanting to recommend them for an award, but was told that they did not want my written statement at that time.

Later we heard that when word of the incident reached 1st Marine Air Wing Headquarters, someone there was wanting to try to press charges against Dave and Capt. Henry for recklessly endangering their aircraft.

Had not the commanding general of the 1st Marine Division intervened, I guess that is what would have happened.

It was the grunts who put them in for their decorations.

I remember our CO telling us that there better never be another rescue attempt by anyone in our squadron

under similar conditions, as we were gunships, not medevacs.

However, a few weeks later, Capt. Henry did just what he had been told not to do when he picked up a wounded Marine from an LZ north of Da Nang.

While part of a night medevac package, the CH-46 medevac aircraft kept aborting its approach to the LZ. The pilots were experiencing difficulty with vertigo.

It was a dreary, wet night and the LZ had layers of clouds that covered it most of the time. It would be clear for one moment, then covered by clouds the next.

So Capt. Henry said, "Let me give it a try," and he succeeded.

This time, the wounded Marine was tied down on the opened "armament door."

However, no decorations came with this rescue. Roger was removed from flight status and made permanent Officer's Club manager as a result of his actions.

Instead, he should have been transferred to a CH-46 squadron, where his piloting skills could have been used to save lives as a medevac pilot.

Roger had, by far, the best helicopter flying skills of any pilot I knew.

Thank you for publishing the article on Dave.

How I would have liked to have been able to visit with him again. It saddened me greatly to learn of his untimely death.

Wes Keith
Searcy, AR

Ex-crew chief seeks pilots

If you have anyone from the 57th Medical Detachment Helicopter Ambulance (Dustoff) in your association, would you please let them know I'm looking for them? (See patch).

Does anyone remember 1st Lt. William Johnson, WO1 Jay Miller, WO1 Steve Purchase, SP4 Richard Pamerter, SP4 Robert Nicholas, SP4 David Tilton, Wally Kieser or medic Mike Toomwey?

Do you remember a unit radio operator who had a monkey for a pet? How about Capt. Willie Jackson or Robert L. Horst?

Does anyone remember the white helicopters?
Tom Pierce
119 Dakota Court
Friendship, WI 53934



'Blue Max' history being compiled

I am seeking information from anyone who served with the "Blue Max."

Any information that former members of our organization wish to supply, to be compiled into a more definitive unit history of our service in Vietnam, is sought.

Items such as names; call signs; dates in and out of unit; location; orders; letters, writings, diaries or log notes; personal notes; photos; written history; or any other information you wish to provide are being sought.

Some unit history has been compiled previously by others, but I am seeking more information to further complete the unit history.

Write to Barry McIntyre, P.O. Box 22522, Honolulu, HI 96823-2522. Or call (808) 533-6107 or fax (808) 523-0855.

Barry "Magilla" McIntyre
Blue Max 24
Honolulu, HI

EDITOR'S NOTE: The Blue Max was "C" Battery, 2nd Battalion, 20th Artillery, Aerial Rocket Artillery (ARA), later redesignated "F" Battery, 79th Aerial Field Artillery (AFA), 3rd Brigade (Sep), 1st Cavalry Division.

Instructor pilot sets example for WOC

As a "holdover" candidate at Fort Wolters, I had volunteered to run the Sportsmen's Club in the evenings and weekends until my scheduled report date to Fort Rucker for continued flight training.

The Sportsmen's Club was just east of the main heliport.

One evening in early October 1966, at about 9:30 or 10 o'clock, I had just closed up and was sitting on the front steps of the club watching the seemingly endless string of H-23s landing to the north, when one of them on long final lit up with a flash and started down in an auto-rotation.

I jumped up so as to observe as much of the forced landing as I could, watching the pilot S-turn the aircraft in its descent. It went out of sight in the vicinity, to the best I could determine from my vantage point, of the PX or Officers Club.

I jumped in my car and headed for the area I thought the aircraft had

landed to offer any help I could in case of casualties.

As I was approaching the Officers Club, cars were pulling over everywhere, so I was sure the downed aircraft had to be close.

When I arrived at the club, I could not believe my eyes!

The instructor pilot had just shot a night forced landing to the absolute dead center of the Officers Club heli-pad without so much as bending a skid.

The H-23's blades were still unwinding and the instructor was walking around nervously with the tie-down strap.

The crowd was growing larger by the minute as the people bailed out of the Officers Club after hearing what had just happened, and cars continued to pull over to see what all the fuss was about.

Everyone was heaping much-deserved praise after praise on the pilot for

having done an extraordinary job of putting the aircraft down safely in an extremely tight spot.

I just stood there in awe of the obvious skill and expertise the pilot had demonstrated when faced with such a dire emergency.

I made a vow then and there that someday I would be as good as he was at the controls of a helicopter.

If that pilot happens to read this or anyone out there knows who he is; please call or write to me, or find me at one of the future reunions.

My observation of this incident as a student pilot has stayed with me all these years, and I hope someday to have the honor and pleasure of shaking that IP's hand, for he set the example I most wanted to follow during the rest of my aviation career.

Greg Ross
WOC 67-1
Blue Ghost 22
Kalamazoo, MI

