



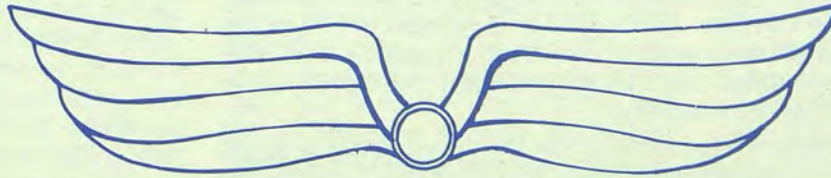
**VIETNAM
HELICOPTER
PILOTS
ASSOCIATION**

The VHPA Newsletter

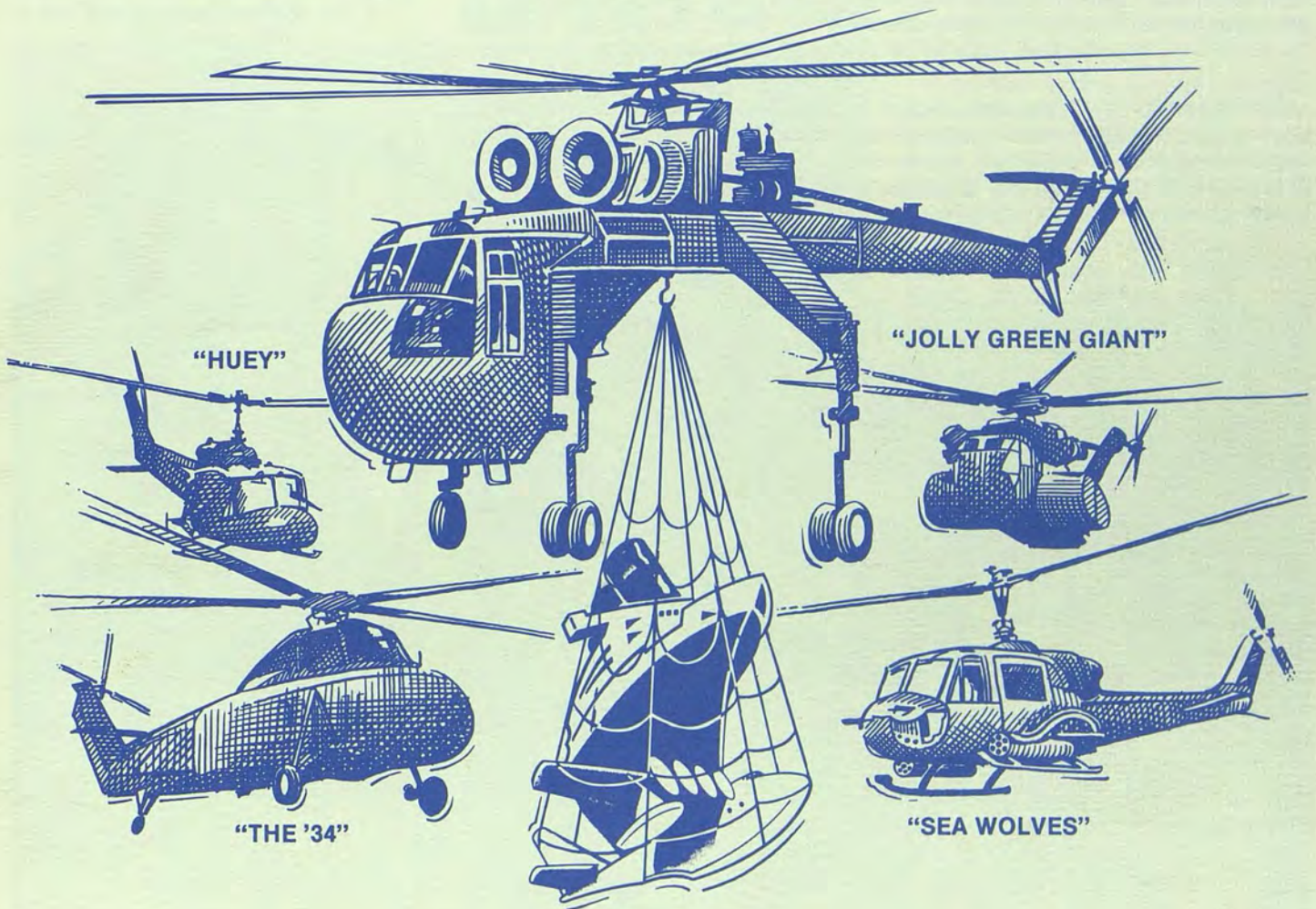
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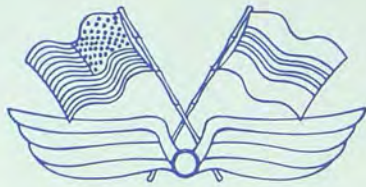
June 1987



VIETNAM HELICOPTER PILOTS ASSOC.



**4th REUNION OF THE VHPA
LONG BEACH - CA
2-5 JULY 1987**



FROM THE EDITOR:

Like many, I didn't appreciate my father's influence on my growing up until I had matured, the importance of his guidance and counsel until they were no longer available to me. A real "biggie" that colored my upbringing was his continued amazement with the wonders of nature and the marvelous accomplishments of mankind. He was particularly enthralled with big trucks, steam locomotives, fast cars, large ships, and of course, anything that flew. I remember how he used to look at his helicopter pilot son with both pride and a touch of envy. Right up until his death four years ago, many of our conversations were mostly "oh's and ah's" about some marvelous thing one or the other of us had seen.

Along with my education about the grandeurs of life there were liberal doses of stories about the "big war". Combat parachute jumps, the Normandy Invasion, his buddy Heyward, and what it meant to be a "Screaming Eagle," 101st Airborne, all the way!! A part of my "silver lining" of the "black cloud" of Vietnam was at last I could swap war stories with the old man, although I must admit my Christmas as a "beach bum of Phan Thiet" didn't compare to his Christmas as a "bloody bastard of Bastogne". And I was totally outclassed when it came to the "getting to and from the war" department. His ride was on the Queen Mary!! "Damn, she was big," he'd say, "you could lay three football fields on her deck and still have room for the concessions."

Oh, do I wish he had lived long enough to know I would attend a reunion of my war buddies, linger a few nights, and walk the decks of his beloved Queen. The script couldn't have been better written, unless there could have been two reunions on the Grand Lady. So, come the 4th, if I appear a little glassy-eyed and at times you have trouble getting my attention, be patient, my Dad and I are reminiscing.

Roger Gould
Editor



TROOP TRANSPORT — Loaded down with troops, the Queen Mary sets out on a dangerous voyage across the Atlantic during World War II. The ship served as a major transport vessel for American and Canadian troops. She carried more than 800,000 servicemen, traveled more than 600,000 miles and played a part in every major Allied campaign during the war.

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VHPA Newsletter

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Roger Gould, Editor

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INCOMING MAIL



MOVE OVER EASY MONEY!

As I was reading my December, 1986 newsletter, I read the article 'Guns A Go-Go' and remembered this picture that I took in May, 1964, at Vinh Long. Well, move over Easy Money. Here's a photo of the world's first and only armed heavy tandem rotor ACH-21. I believe it belonged to a maintenance outfit in Vinh Long.

Now, you say, why did a maintenance company need an armed H-21? Well, in late 1963 early 1964, there was only one helicopter company in the country and that was the UTT,

based out of Saigon. Since we were the only armed company in the country, we were sent TDY anywhere that large "eagle" operations were planned. It was one of those TDY's to Vinh Long that I took this picture. When the UTT was busy elsewhere, the only air support that they had were Air Force T-28's and AD-6's, flown by American and ARVN pilots. Of course, fighters were not much good for real close in air support so this maintenance company decided that when they were out on an aircraft recovery that they needed an ace in the hole! What they needed was some fire power of their own. American ingenuity



"Guns A Go-Go" Sire, ACH-21.

photo by Skip Budny

being what it is, they scarfed up an M-60 flex kit and mounted it on this 21. With four window and two door M-60's and the flex kit, this ACH-21 could put out as much fire power as 5000 rounds a minute, which was almost as much as a fire team of the armed B model Hueys we were flying at the time.

There are only about 100 guys that would know anything about this aircraft. Of course, it would be people that would have been assigned to Vinh Long in '63-'64.

The H-21 was retired from Vietnam around July, 1964 and the UTT Armed Helicopter Co. was assigned to do the ceremonial fly-by for the old lead sled which I qualified in before going to Vietnam.

However, I didn't fly the 21, because myself and Roy Gordon Azbill (KIA Dec. '64), were shanghaied by a Captain Walker of the UTT and flew guns for a year! Roy and his crew were number 241 through 245 KIA in Vietnam at the end of 1964.

I am also sending a couple of other pictures that I thought you might find interesting. I am also sending a class roster for Roy's and my own class 63-5W, November 19, 1963, and a copy of the Rocket which was like a yearbook on the UTT. This copy of the Rocket is probably one of the only copies left in existence today, with history on the formation of the Army's first fully armed combat operational helicopter company, the UTT (Utility Tactical Transport).

When the VHPA museum is set up, I might be persuaded to donate this copy of the Rocket in honor of the UTT. It was and is an honor for me to have flown in a unit that was in Army's aviation history, the first fully armed combat operational company and first in the country.

Skip Budny
(Dragon 32)

Interesting is an understatement, Skip, what a treasure! The Rocket contained photos of several of our classmates John Atkinson, John Rovetto, and John Thomson, (Class 62-1W). And your photo of the CH-21, UH-1, and O-1 in formation is being saved for a future cover, it's just too great for anything else. By the way folks, Skip now makes his living in the left seat of a USAir DC-9. Ed.

Continued on next page

GUNS A GO-GO TET

I've been planning to write for sometime now on a couple of matters. The letter on "Guns a Go-Go", by Ron Disney in the December edition, prompted me to speed it up a bit! His letter brought memories from the past that I had all but forgotten over the years. If I may indulge upon your time for a few moments, I have a tale concerning an incident involving my brief tour with Go-Go. Many years have passed, but I can recall it as if it were just this afternoon!

Within the first few hours of the Tet offensive in '68, the heavily armed CH-47 CHINOOK helicopters of the 1st Cavalry Division — known as "Guns a Go-Go" — were downed by enemy groundfire very early on. Some of the pilots and crew were wounded, necessitating a call for volunteers to fill their vacancies. CWO Bob Jones, Alpha Co., 228th, who had flown Go-Go missions during the early months of his tour, was personally requested to fill in as an Aircraft Commander. Bob was also asked to bring a volunteer pilot with him. As Bob and I were both Flight Section Leaders in Alpha, and since we shared space in the same hooch, I suppose it was only natural that I happened to be selected as "volunteer pilot of the day!"

On 8 February, the CH-4 gunship named BIRTH CONTROL (I cannot remember her call sign, but Go-Go 4 rings a bell!) had been hastily patched, given a new engine, and retrofitted with new external weapons systems to replace those jettisoned during the previous emergency. We were given a free-fire zone to the southwest of the Red Beach maintenance facility, and with a full load of ordinance we departed for a leisurely hour or so of testing the aircraft and weapons systems.

As we neared our target, we flicked the weapons systems switches to "ARM" and made last minute adjustments to our sights. Bob would be working the 20mm's and rockets; I would be handling the "chunker" and the crew in the back would be manning the five fifties in the cargo compartment. Compared to the past several days, we felt this would be a "piece of cake"!

Swinging wide of our target — an abandoned village consisting of two or three long houses, and perhaps a dozen or so small thatched huts — we set up our run so that we would be coming in, more or less from west to east, avoiding

the high terrain as best we could and leaving ourselves the most open area toward the sea in case of an emergency. I recall thinking of the past inhabitants of that village. Had they fled to seek safety from the VC/NVA forces, or had they been forcibly removed and relocated by US forces to insure their safety. Their village was so beautiful, so remote and peaceful, from my viewpoint, that I hated the thought of using it as a test. In one or two passes, we would leave nothing standing. Only fire and ashes!

The scene was so serene as we turned onto final and began our first firing run. No sign of life anywhere except for a few water buffalo grazing in the paddies here and there. That serenity was abruptly shattered as an almost continuous pop-pop-popping gave way to an angry snap and crack as Charlie's round found their mark. For a few moments, I was frozen into a complete state of helplessness as I watched an old mamasan determinedly firing an AK47 that was strapped beneath a water buffalo. As I remember it today, everything happened in slow-motion. I had taken many hits before, but that was the first time I had ever been able to see, with 100% clarity, where the fire was coming from; and establish eye to eye contact with the person who was trying to snuff my life! That moment will be forever etched in my mind!

At about the same time, the flight engineer shouted over the intercom that we had a bad fuel leak, and that we ought to "shut it down". "Which one?" I asked. The panel instruments were indicating all OK. I turned to see fuel pouring over the ramp in a clever imitation of Niagara Falls at peak season! "Number 2 — shut down #2!" Came the reply. As I quickly slammed the #2 Condition Lever from FLIGHT to STOP, just as Bob was starting to turn to a clear area, I realized the mistake. Number 2 was the good engine, with Number 1 dying of fuel starvation.

As #2 hit STOP, the aircraft began a rapid and almost uncontrollable descent. With Bob and me, both, on the controls, we had to milk the thrust lever for all it was worth in attempting to regain lost RPM. We hit ground rather hard, but with no apparent injury to the crew and only minor damage to the aircraft. Once again, all outside armament was jettisoned and much of the ammunition inside was thrown overboard before landing — though no one could recall just when all of this took place. One thing that everyone agreed on was that the FE should take a short course in recognizing 1 from 2 and the #2 engine

was running fine while #1 was about to die of fuel starvation!

Emergency repairs were made; all excess weapons, ammunition and equipment still on board were left with a marine unit which had come to our aid, and the ship was flown back to Red Beach for further repairs and refitting. BIRTH CONTROL took 32 hits that day, I'm told — I was evacuated to Japan on the 19th due to a back injury, possibly incurred during the landing on the 8th. As far as I can determine that was the last flight for BIRTH CONTROL. If so, I feel honored to have been a part of her gallant history — though I would have much preferred more ideal conditions!

So much for the war stories! I had been intending to write, as I said, to bring up a point which I feel has been neglected by the Association. This is the failure to honor those fling-wing aviators who, by their gallantry and intrepidity in heliborne operations, earned their nation's highest tribute — the Medal of Honor! I believe the Association would be remiss in its duty and purpose, if it failed to give proper recognition to those so honored. Toward that end, I have enclosed Medal of Honor citations for 8 of those "chopper jockies". I think it would be properly fitting that each of them be remembered at all future functions of the VHPA, and that citations attesting to their deeds become a permanent and prominent display in future Association directories, yearbooks, or other publications.

As an addition to the deceased list, you might add the names of: CWO John Seeley, 59-C3, KIA; CWO Frank Roop, 59-C3, KIA; and CW4 (Ret) Donald Graham, 8th Trans Co (CH-21) 1961-62, DAW.

I thoroughly enjoy the newsletter and only wish it were longer and that it could come out every month! You are doing a good job and providing a service badly needed... keep up the good work!

I have been away from the flight scene since 1976 and miss it badly. Grounded with leukemia and other "minor problems", I expect it will be quite sometime before I can turn a blade again!

Bill McKenzie
(Razorback 26 & Rough Rider 26)

Thanks for the suggestion, Bill, maybe the idea should be acted on at our next reunion. Hope to see you there. Ed.

Continued on next page



John Harris (right) signs up Medal of Honor winner Mike Novasel (center). photo by John Harris

UTT ANYONE?

I am a retired Army officer turned writer. I am currently working on a book on the war as I experienced it. I am trying to contact former members of the units with whom I flew in Vietnam.

I was with the UTT/68th/197th Armed Helo Co in 1964 and 1965, flying as a fire team leader. In 1967, I flew as a scout platoon leader with Troop A, 1-9 Cavalry, 1st Cavalry Division.

Would you please run the following ad in your newsletter?

ANYONE who served in the UTT/68th/197th ARMED HELO CO in 1964 and 1965 in Vietnam, and anyone who served in TROOP A, 1-9th CAVALRY, 1st CAVALRY DIVISION in 1967, please contact David H. Price, Colonel, US Army, Ret., 1455 Kiukuee Place, Kailua, Hawaii 96734. Phone: 808-261-4842. Currently writing a book about our war.

Dave Price

Check Skip Budny's letter, Dave. We would like to hear from Don Utz, a 1967 1/9th Cav member, Ed.



furnished by Tom Murphy

FLIGHT ANGEL...a

Where do I begin? I am a twenty-one-year-old female who is currently with a helicopter ambulance detachment in the U.S. Army Reserves. I have been in aviation now for two years, and I absolutely love helicopters. There are several of the pilots who flew in Vietnam in my unit, and my father who was in Special Forces saw many tours over there also. I guess what I'm really trying to say is I have been *stealing* several issues of VHPA Newsletter from these aviators. I understand that I am not a pilot, only a flight medic, but I would more than love to pay the annual dues or even a life membership if you would start sending the VHPA Newsletter personally to me. That would save me from the constant nagging of pilots to give their newsletters back.

You see, I really enjoy reading your newsletters, the stories that people write in about, are absolutely indescribable. I have become very obsessed with Vietnam, the places, and the special individuals who fought over there. I have a great interest in becoming a helicopter pilot in the military sometime in the near future (I hope!). The letters that I read from your newsletter really inspire me, and open my eyes to a great many things about military aviation that I did not realize before.

Angela Lee

Angela, by now you should have received subscription info from Nancy. Non-members may subscribe to our Newsletter for \$12 per year. We sure don't want you to have to steal the VHPA Newsletter. Didn't you know it's a "hanging offense" in Texas? Ed.

HEAVY!!

I don't know how timely this response is but.... From the December '86 Newsletter "What is It??" "Annie Fanny", at Bien Hoa, UH-1H of the 117th AHC, later adorned with additional designations of "STUMP JUMPER" on the right front and "HEAVY" underneath those two large beautiful.....in the middle.

Darrell Stigler
(Boomerang 10)

"TOP" TRIBUTE

Would like to see a tribute to the Command Sgt. Maj. at Dak To for so long, who took such good care of the Pilots & Crews. He made a break shack for us, where, when we could take a break we could get a coke and sit back for a breather. A great idea as he could always find a crew for any mission that might come up. Any crew would do whatever he needed, because he cared for us! An old Colonel, trying to get a Star, and a first day AC got him killed in a hot LZ. I cannot remember his name, but there are many, many pilots and crews who will always remember his kindness.

Bill Roberts
(Lizard 7)

ALL IN THE FAMILY

Articles on Brothers leads me to say I met my wife, and Army Nurse-Lt. Sandra Black, over there. Her brother, Sgt. Jim Black was a Crew Chief/Gunner in the 1st Cav at the same time and my brother, SP-4 Fred Heffernan was there also at the same time as a Radio Operator. Small war!!

Frank Heffernan

WOC ROCK

Twenty years ago, give or take a week, I saw the WOC ROCK for the first time. Three years ago, Robert Scarbrough (69-1) and I visited the abandoned Ft. Wolters one foggy 02:00, and saw it again. I confess to possessing a silver-dollar-size chunk of the thick peeling paint, in a little box on the shelf above the word-processor I "fly" these days.

Continued on next page

I would like to get in contact with any VHPA members who either now have in progress a project, or who would like to begin organizing one, to secure the WOC ROCK, stabilize its weathering, "Hook it out of there, and establish it somewhere significant as a permanently-maintained memorial and rallying place for our small company of brothers in arms. Input concerning any suggestions or assistance welcome on where, when, and how.

Also: know a film producer who would like to do for the gunship pilot what "Platoon" has done so admirably for the grunt? Write or call concerning "Sacrifices".

I hope to see you all on the Queen Mary for the reunion on the 4th. I heard some chatter on the FM tac channel two down from Jack Benny that a reputable source in Washington confirmed that General Grundy has come out of retirement for the occasion with a plan to take the wings off the Spruce Goose, mount them on the main-stack mast of that Grand Old Lady, rotor-wise, and pull pitch on the bitch! Wahoo!

James Nathan Post

Okay, James, it was asked before, but with no response, but now we know you know, so what was the FINAL color of the Rock? Ed.

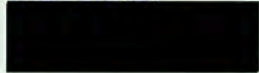
EAGLE ALUMNI!

During a recent business trip I was reading my March issue of The VHPA Newsletter. I found the responses to Little Annie Fanny of the 117th AHC most interesting as I also was a member of that unit in 1968 while they were headquartered in Dong Ba Thin. Jeff Huss' letter made reference to many old friends and caused the recall of many more. I have made a mental note to bring some photos of the old gang to the Convention in July in hopes we can reminisce with others who may be in attendance.

A second experience occurred as a result of my reading the Newsletter which prompts this letter. A fellow passenger asked if he could read the newsletter and of course I was eager to share a common interest. The gentleman is the V.P. of University Relations at Embry Riddle University. In addition to his aviation interest, he was also interested in your efforts regarding

the identification of members and potential members. It seems he is trying to locate the alumni of the University and is interested in utilizing various resources to do this. We discussed the possibility of a mutual benefit to the two organizations in this regard. I committed to him that I would write to VHPA and convey his interest. He also has Larry Clark's name and the VHPA address and stated his intention to write. The gentleman's name and address is: William J. Harman, VP University Relations, Embry Riddle University, Executive Offices, Star Route Box 540, Bunnell, FL 32010. Perhaps there is some benefit to be gained by our organization through this contact. Looking forward to Long Beach.

Walt Atwood



VHPA Arizona Chapter Formed

The Arizona Chapter of the VHPA has been formed. The first meeting was held on June 6, 1987. If you are an Arizona member of the VHPA and were not contacted, you may obtain more information from Gary Slaughter, 16423 North 40th St., Phoenix, AZ 85032.

President's Roll Call

As we approach the changing of the guard at this year's reunion, I would like to reflect on the changes and advances that were made this year.

First, the selection and implementation of the management company was an important and necessary step that this organization had to face. We have grown too large to be run from closets and spare bedrooms. Through the efforts of this management company, the survival of our organization is assured.

Quarterly telephone conference calls were held by the directors for the first time this year. This allowed expeditious handling of business and will provide additional time for the directors to address more topics at the annual meeting.

Taylor Publishing Company has been approved to contact each member with a questionnaire. The information provided by you will be used to print a "yearbook" type history of the VHPA and its members. This effort is being coordinated through the historical committee. Taylor Publishing will have a display at the reunion.

This, my final "Roll Call", has proven to be my most difficult. As I have said many times, we Vietnam helicopter pilots and combat veterans are a "family". Serving as the head of this "family" has been the greatest honor of my life. The privilege to serve this organization as President is limited to a few, but these few accept the responsibility to lead as we all accepted the responsibility of a military obligation that brought us together in Vietnam and today. It is my hope that each member who so desires will have the opportunity to serve as an officer. Many thanks to all of you for my opportunity.

My final "Roll Call" duty is to request your presence on the Queen Mary, July 4th weekend. HOPE TO SEE YOU THERE!!

Mike McDonald
(Blue Ghost 42)

ARMY NAVY USAF USMC USCG
AUSTRALIA NEW ZEALAND CANADA S. KOREA

VIETNAM HELICOPTERS CREW MEMBERS ASSN.

GEORGE ECKER
Executive Director



201 Apache Street
Huachuca City, AZ 85616
Tele: (602) 456-9561



"Sir, there's something back here
I think you should know about."
(From the Rocket, provided by Skip Budny)

Upcoming Events

July 2-5, 1987

Vietnam Helicopter Pilots Association 4th Annual Reunion
Hotel Queen Mary, Long Beach, California. Info: Paul Uster (602) 831-5989.

Summer of 1987

Reunion of "A" Troop 1/9 CAV Those serving 1969-1970.

Contact: BG Paul Funk, Deputy Commander, Fort Knox, KY. or CW4 Jim Greer, 5824 Danville Dr., Fayetteville, NC 28301 (919) 488-3188.

June 5-7, 1987

3rd/5th Cavalry Reunion

Fredericksburg, VA
Looking for 'chopper' pilots who flew for D Troop, 3/5 Cavalry. Contact: Ron Quezada, P.O.Box 629, Ponce De Leon, FLA 32455. Doug Smith: (804) 458-0449.

July 11-18, 1987

282nd Assault Helicopter Company (Blackcats) 1st Reunion

Contact: Tom Pullen (919) 822-2902

July 29-August 2, 1987

Lawyer-Pilots Bar Association Meeting.

Olympia Village Resort, Oconomowoc, WI (in conjunction with Oshkosh Air Show) Details: David E. Prewitt (215) 557-9998.

July 31-August 7, 1987

EAA Annual Convention

Oshkosh, WI
World's Largest Aviation Event. Contact: EAA, (414) 426-4800.

August 7-9, 1987

145th Combat Aviation Battalion (Vietnam) Reunion

Fort Wayne, IN. Contact: James L. Bodkin, 3719 Forest Hill Ave., Fort Wayne, IN 46805, (219) 483-5149.

August 22, 1987

Vietnam Parade and Reunion

Waynesboro, PA
Contact: Dick Avey (717) 762-3565, Darrell Green (717) 762-1962.

From the Executive Director

For those of you arriving by airline at LAX for the Long Beach reunion, you can get from the airport to the Queen Mary by calling the SuperShuttle at 417-8988 or use the Baggage Claim courtesy phone. Collect your baggage and walk to the island curb area beneath the "Bus Stop" sign on the lower level. Meet your SuperShuttle blue van with the proper destination sign on the front.

To return to LAX when leaving after the reunion, call the Super Shuttle at least 3 hours before your departure flight time for van reservations. There is a courtesy phone near the registration desk aboard the hotel. The service is very good and they promise no more than 3 stops enroute. Paul's reunion report contains SuperShuttle price information.

While aboard the Hotel Queen Mary, plan to take the tour of the ship plus the Spruce Goose. Tours operate from 10:00 a.m. to 6:00 p.m. daily. The tour is free to registered guests of the hotel. Just across the parking lot from the hotel is Londontowne, a replica 19th century English village with souvenir and gift shops plus various small restaurants and snack bars that serve beer of all things!

In the LA area there are many tourist attractions such as Disneyland, Knott's Berry Farm and Universal Studios. If you have an interest in going to any of these, you should contact the tour desk aboard the Queen Mary. The tour office is just inside the gangway entrance to the registration lobby.

There is no swimming pool aboard the Queen Mary, but there will be an inflatable kiddie pool for those that must have water in the area of the survivors party. We do not recommend swimming nor diving into the shallow end, or deep end for that matter, of the wading pool.

We highly recommend sun tan lotion as you will spend much of your time outside visiting the aircraft displays and walking topside.

Aboard the Queen Mary there are two types of rooms, the modern toilet and the original. Be sure to tell them what your preference is as they will try to accommodate your desires. The original rooms are quite elegant and have the original plumbing fixtures complete with sea water or fresh water bath (hot and cold) plus "tepid" (a British term for warm, maybe?) shower. It can be quite a thrill to stay in one of the original staterooms, where perhaps Garbo, Grant, Hope or Chaplin may have stayed during a voyage.

Larry Clark
Executive Director

Reunion Steins Available

If you're not attending the Fourth Annual Reunion at Long Beach and would like a set of steins, you may order them from VHPA Headquarters. A set of four is \$24 plus \$2.50 postage and handling. Send your request along with a check or current VISA/MasterCard number to: VHPA, P.O. Box 9592, Wichita, KS 67277. Orders will be processed after July 10th. If you are attending the Reunion, you may purchase your set at that time.



Reunion Report and Schedule

In Memory

Barry W. Day,
Winston Salem, NC.
Class: 69-49,
70-71 69 AHC,
Pilot.

KIA/MIA Information Needed

The VHPA data base currently consists of 59 MIA's, 1435 KIA's (635 to be confirmed), and 46 who died after their tour in Vietnam. Gary Roush is responsible for the data base that will generate the KIA/MIA deceased list in the 1987 Membership Directory. He needs your help. Information on any Army Warrant Officers listed on The Wall in Washington, D.C. would be helpful. Were there any Navy, Marine, or Air Force Warrant Officers that were helicopter pilots? Information is needed on Commissioned Officers also. The list of Air Force names is fairly complete but missing details. If each person would check their class list against The Wall Directory, that would be one way to confirm or add names and details. There will be a directory from The Wall available at the reunion.

Information needed is name, rank, birth date, date died, branch of service, home town and state, location on The Wall, unit in Vietnam, flight class, how died, and source of information. Any information will be helpful.

The same information is being gathered for those who died after their tour in Vietnam. Copies of obituaries, newspaper articles, or other sources will help. The main information missing is the specific date the person died.

If you are not attending the reunion, please send any and all information to the VHPA, P.O. Box 9592, Wichita, KS 67277 or directly to Gary B. Roush, 43 Overbrook Road, Painted Post, NY 14870. Phone between 1800 and 2300 EST at 607/936-3687.

Reunion time draws near! Let me give you some of the details of the schedule.

Thurs.-Sat. — Registration: Noon until dark.

Thurs.-Sat. — Memorabilia/Vendor Rooms: Noon until dark.

Thurs., 7/2/87 — Welcome Party — 7 p.m. to 10 p.m.

Fri., 7/3/87 — Static Display — 2 p.m. to 4 p.m. (Still in planning process)

Fri., 7/3/87 — "Now, This Ain't No SHIT!" Party/Dance — 7 p.m. to 11 p.m.
DJ Music for Dancing.

Sat., 7/4/87 — General Business Meeting — 8 a.m.; Ladies Gathering — 8 a.m.

Sat., 7/4/87 — Luncheon — 12 Noon to 2 p.m.

Sat., 7/4/87 — Annual Reception/Banquet — 6 p.m. to 9 p.m. (Coat & Tie)
Fireworks Display — Approx. 9:30 p.m.; Dance — 10 p.m. to 1:30 a.m.
DJ Music.

As you can see, Saturday is a busy day. For those who will be there, Thursday and/or Friday, there are many attractions available.

Touring the Queen Mary and the Spruce Goose takes several hours for each. If you don't already know it, the Goose is right next to the Queen Mary.

If you wish to go to Disneyland, Knottsberry Farm or Universal Studios, we have available a charter rate from Super Shuttle. Their vans hold 7 passengers and any of the three destinations would be \$60.00 each way. Taxis would probably be about the same fare, but you can only get four in a cab. Super Shuttle is more reasonable on a per person basis if you can get a group together.

For those flying in, here are comparisons for the three vicinity airports:

L.A. International

Super Shuttle — \$11.00/person

Taxi — \$30-\$40.00

Long Beach Airport

Super Shuttle — \$15.00/1st person, \$6.00/each additional

Taxi — \$20.00-\$30.00

Orange County/John Wayne Airport

Super Shuttle — \$32.00/1st person, \$6.00/each additional

Taxi — \$40.00-\$50.00

Super Shuttle to the amusements must be reserved in advance (1 day). Also, to/from Long Beach or Orange Co. Airports, requires advance reservation. Inbound to L.A. International does not require advance reservation. From the Queen Mary back to any of the airports does require advance notice.

Outside California 1-800-554-6458

Within California 1-213-338-1111

From QM to airports 1-213-338-1111

Upon arrival at L.A. Int. — 417-8988 or the courtesy phone at baggage claim. If you need more details, please call me at 602-831-5989 evenings.

I have asked one of the California members to contact Bob Percy with the Air Support Division, Los Angeles Police Department. We will proceed with Bob's offer of a tour of their facility. Those interested should contact me ASAP.

When you register/sign in at the reunion, each registrant will receive a thermal beer stein with the VHPA logo on one side and the Queen Mary/Spruce Goose logo on the other.

I strongly encourage anyone who has not made reservations on the Queen to do so ASAP if you want to stay aboard. The rooms are going fast and the hotel will not hold all the rooms indefinitely.

Paul E. Uster

Reunion Chairman

**Reunion Registration Forms
Are On Page 11.
Join Us in Long Beach, July 2-5.**

Memory Book To Be Available

"Reunions" Inc. has been given the opportunity by the Reunion Committee to record the events. They will compile a Memory Book of the events for you.

There will be photographer(s) to cover the event. Every reunion member and their guests are asked to please stop by to have their photograph taken. There is no charge or obligation. Photographs of all participants attending the reunion plus activity and candid photos will be compiled into the Reunion Memory Book. If you wish to purchase one of the books, the price is only \$10.00 which includes tax and postage to be mailed to you.

Your proofs will be mailed to you so you may choose a pose for the book. You may order and pay for a memory book when you receive your proofs.

If you are unable to attend the reunion, your friends would still enjoy seeing you included in the Memory Book. If you have a *small* photo of you and/or your family, please enclose. We will submit the picture to your reunion committee to be included in the Memory Book.

If you are not attending the reunion, you still can order a copy of the Memory Book at this time by including your check for \$10.00 with the form below and mail to:

"Reunions" Inc.
P.O. Box 876
Orlando, Florida 32802-0876

Attention VHPA Ladies

There will be a ladies continental breakfast from 9 to 11 AM, Saturday, July 4, 1987. There will be a reading of "Precious Moment" at 10:30 for those who wish to participate. The exact location will be announced when you register on the Queen Mary. I am looking forward to seeing all of you there.

Carolyn Wright

Looking For...

JOHN LEE

of 66-19B, you are being sought by Harold Le Sage, Jr. [REDACTED]

STEVE DARLING

57th AHC, 1970-72, last known to be living at Lake Tahoe, CA, please contact Kevin Stancer, [REDACTED]

INFORMATION WANTED

...from anyone who may have been a witness to or knows anything at all about the shutdown of a Cobra, on 11 May, 1972, vicinity of An Loc. Call collect to David Sheppard, [REDACTED]

**Help The VHPA.
Get A Friend
To Join Today**

UNIT _____ DATE _____

NAME _____ SPOUSE'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

OCCUPATION _____

BOOK ORDERED YES _____ NO _____

(Please enclosed \$10.00)

If you wish to charge your order with VISA or MasterCard, complete the information below

VISA MASTERCARD

Account Number _____

Expiration Date _____

Signature _____

New Life Members

Danny Pegg

[REDACTED]
69-23
70-71 B/158 101 ABN
Farmer

Daniel L. Toothman

[REDACTED]
68-27, 68-519
69 15 MED BN 1 CAV
72 175 ACH
72 18 AVN
Pilot, U.S. Army

**You Too, Can Be
A Life Member.
Call VHPA For
Details—(316) 946-4047.**

D & G DAVE GRIEGER P.O. BOX 12105 COLUMBUS, GA 31507 (404) 573-7241



52. Golf Shirt (Wh.-tan-lt. blue) M, L, XL - 14.00	57. VHPA Cap w/patch w/eggs (White, Navy, Black, Royal) - 9.00
53. 1st Reunion ("Call Signs") T-Shirts-M, L, XL - 8.50 Sweatshirts-L, XL - 13.50	58. Car License Plate - 5.00
54. VHPA "Logo" T-Shirts-M, L, XL - 8.50 Sweats-L, XL - 13.50	59. VHPA Patch - 3.00
55. 3rd Reunion ("D.C.") T-Shirts only M, L, XL - 8.50	60. Tie Tack - 3.00
56. 2nd Reunion ("Houston") T-Shirts only M, L, XL - 8.50	61. Stickers (60) - 3.50
	62. Window Sticker - 1.50

\$4.00 Pins

Gun Ships flight of 4 "Chinook"

\$3.00 Pins

"Cobra" "Huey" "OH-58" "LOH" OH-6 "CH-34" "CH-46" "CH-54"

Send SASE for brochure

MasterCard & VISA accepted on \$25.00 minimum orders.

Special Rates
Available at all Southern
California Locations

National Car Rental.

Special Convention Rates for VIETNAM HELICOPTER PILOTS ASSOCIATION

July 2-5, 1987
Long Beach, California

Car Model	Daily	Weekly	3-4 Day Rate
Compact	\$27.00	\$144.00	\$25.00
Intermediate	29.00	154.00	27.00
Full Size 2-door	31.00	164.00	29.00
Full Size 4-door	33.00	174.00	31.00
8 Passenger Station Wagon	37.00	194.00	N/A
Premium/Luxury	39.00	219.00	N/A

You pay for gas. Specific cars subject to availability. Non-discountable rates valid 6/24/87 to 7/13/87.

Cars can be returned to any Southern California city for an additional charge of \$5.00 per day. Rentals to other California cities, La Vegas and Reno, a \$10.00 per day surcharge will apply. Three to four day rate must include a Saturday. Rates include 700 free miles per week, 100 free miles per day, excess mileage is 20¢ per mile.

For Reservations and Information Call National's Convention Desk:

1-800-328-7949

(Just mention Vietnam Helicopter Pilots Association)



Save an additional 5% off the normal Super-Saver Rate by simply calling the special phone number listed below.

American Airlines has agreed to sell ALL Ultimate Super-Saver seats at 5% under their normal fare if you reserve and pay under their restrictions for Ultimate Super-Saver air fares. Reserving early will help get you this very special rate, however, even late registrations will get you a 35% reduction from standard coach fares.

CALL: (800) 433-1790

Ask for Star Number S-81176

VIETNAM HELICOPTER PILOTS ASSOCIATION

Fourth Annual Reunion
2-5 July, 1987
Long Beach, California

REUNION REGISTRATION

Name: _____ Member No.: _____

Wife/Guest Name: _____ No. of Children: _____

Address: _____

City: _____ State: _____ Zip: _____

Registration Fees

Adults \$15.00

Children: Free
(10 & Under)

Business Meeting Lunch

Adults \$15.00

Child: \$10.00

Banquet

Adults: \$30.00

(Semiformal Dress)

Number of Adult Registrations: x 15 = \$ _____

Number of Adult Lunches: x 15 = _____

Number of Child Lunches: x 10 = _____

Number attending Banquet: x 30 = \$ _____

Total: \$ _____

Make Checks Payable to VHPA

NAME TAG INFO

(Name desired on your reunion nametag)

(Flight School, Class No., Years)

(Combat Units and Years)

(Hometown)

MAIL WITH CHECK TO:

Vietnam Helicopter Pilots Association
P.O. BOX 9592 • WICHITA, KS. 67277

VIETNAM HELICOPTER PILOTS ASSOCIATION

Fourth Annual Reunion
2-5 July, 1986
Long Beach, California

HOTEL REGISTRATION

Name: _____ No. of Persons in Party: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ Arrival after 6:00 PM? _____

Arrival Date: _____ Departure Date: _____

Room Rates

Single or Double \$69.00 Rates are per night

Rollaway Bed \$13.00 Add 7% Tax

Staterooms available for occupancy at 4:00 PM

THESE ARE SPECIAL RATES

Reservations must be received 30 days prior to arrival and include a deposit in amount of one night's stateroom tariff, plus tax.

ROOM RATES INCLUDE ADMISSION TO THE
"TIME VOYAGER" "SPRUCE GOOSE" AND
"QUEEN MARY" ATTRACTIONS.

FOR CREDIT CARD USERS:

Card Type: MC Visa AMEX Diners

Other: _____

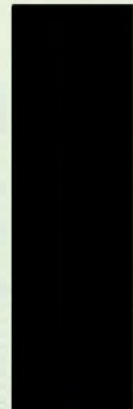
NUMBER: _____

Expires ____ / ____ Signature: _____

If deposit is by check, amount enclosed: \$ _____



DO NOT SEND TO VHPA. MAIL TO:
Hotel Queen Mary
P.O. Box 8 • Long Beach, CA 90801
(213) 435-3511 (800) 421-3732



What is it? Name the place.

photo by Paul Uster

VIETNAM HELICOPTER PILOTS ASSOCIATION
P. O. Box 9592 — Wichita, Kansas 67277 — (316) 946-4047



**MEMBERSHIP APPLICATION
 OR CHANGE OF ADDRESS**

OFFICE USE

APPLICATION: **ANNUAL DUES: \$20**
 ADDRESS CHANGE: **LIFE MEMBERSHIP: \$300**
 SUBSCRIPTION ONLY: \$12*
 (*included in annual dues)

MN	_____
DP	_____

NAME: _____
 ADDRESS: _____
 CITY: _____ STATE: _____ ZIP: _____
 HOME PHONE: () _____ WORK PHONE: () _____
 OCCUPATION: _____
 FLIGHT SCHOOL CLASS: _____ SERVICE BRANCH: _____
 COMBAT FLIGHT HOURS: _____ SSN: _____

Information about EACH Vietnam Tour:

DATE		UNIT	LOCATION	CALL SIGN
From	To			

Information about YOU: Helicopters flown, medals/awards, talents, hobbies, and anything else.

NOTE: This form may be used for DIRECTORY CORRECTIONS.