



the swash plate

MONTHLY
CHPA
NEWSLETTER

Combat Helicopter Pilots Association, Inc.

800-832-5144 hq@chpa-us.org PO Box 2585, Peachtree City, GA 30269

August 2016

We want your pucker factory stories no matter which conflict you flew in. I realize not everyone enjoys writing, so call me and we'll get your story by phone, and you get final editing approval. Your fellow CHPA members will enjoy reading your version of an interesting day.

Here's several ways to reach me.

Terry Garlock – Swashplate Editor
770-630-6064 cell
800-832-5144 CHPA
hq@chpa-us.org



Rich Miller

president@chpa-us.org

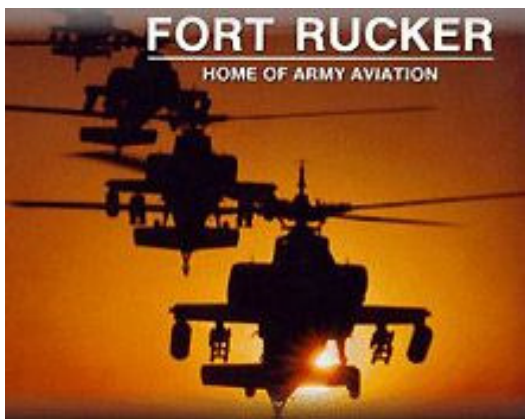
In This Issue

- The President's Corner
- CHPA Annual Reunion
- Taps – Wayne L. Fisher
- The Solopilot story: Bob McCreary
- Reunions and gatherings
- Honorary Crew life membership – Joe Kline
- Kindred Spirits?
- Remembering our allies
- Member apps/renewal forms

The President's Corner

I am pleased to announce the 2016 CHPA reunion event that will be happening October 13-15. Many suggested that we hold the reunion in the Fort Rucker area, home of Army Aviation, and that is where it will be this year. It is an opportunity for you to go back to Mother Rucker and many of the events and tours are scheduled around the goal of reviving past memories and looking at the future of Army Aviation. The Landing, some of you may know it as the former Fort Rucker O'Club, is the banquet site. They no longer have a plane on-a-stick out front, but it is a professional addition to our reunion event.

gathering of golfing enthusiasts who enjoy the sport and camaraderie of playing with fellow rotor heads. The Fort Rucker Silver Wings golf course is an excellent MWR facility staffed by professionals who have agreed to support of this first reunion annual event.



Some of you have noticed that the store page of the CHPA website has been de-activated for a few months. For those of you who wanted to order CHPA related merchandise, I apologize for that inconvenience while we have been working with the Army Aviation Museum Foundation (AAMF) to come to an agreement that would marry the two organizations in featuring and selling CHPA merchandise through their Aviation Museum website. That arrangement is now in place and you will soon be able to order CHPA items through their website, details to follow.

For the first time in the history of CHPA reunions, we have added a golf outing. It is envisioned to be a

2016 CHPA Annual Reunion Oct 13-15

Date	Description & Schedule	Cost
<p style="text-align: center;">Hotel Register before 9/15/16 pay on your own</p>	<p style="text-align: center;">Holiday Inn 2740 Ross Clark Circle Dothan, AL 334-699-1400</p> <p style="text-align: center;">Ask to register for CHPA Reunion to get reduced rate of \$89 before 9/15/16</p> <p style="text-align: center;">Early arrivals – call hotel to request check-in as early as 12:00 noon – based on hotel availability, not guaranteed</p>	<p style="text-align: center;">Govt rate \$89.00 before 9/15/16 \$110 after 9/15/16</p> <p style="text-align: center;">Plus applicable taxes Paid to the hotel</p>
<p style="text-align: center;">Travel is on your own</p>	<p style="text-align: center;">Dothan AL Regional Airport – 10 minute drive to hotel Tallahassee FL airport, 1.75 hr drive to Dothan Montgomery AL airport, 2 hr drive to Dothan Atlanta airport, 3 hr drive to Dothan Birmingham AL, 3.5 hr drive to Dothan</p>	
<p style="text-align: center;">Register with CHPA NOW Deadline 9/15/16</p>	<p style="text-align: center;">Register at www.chpa-us.org select 2016 CHPA Annual Reunion</p> <p style="text-align: center;">CHPA reunion T-shirt - <u>pre-order only</u></p>	<p style="text-align: center;">\$35 per person (pp) Late registration \$45 pp after 9/15/16</p> <p style="text-align: center;">\$25 S-M-L-XL-XXL \$30 XXXL</p>
<p style="text-align: center;">Thursday 10/13/16</p>	<p style="text-align: center;">9 am – 12 noon and 3 pm – 6 pm Reunion Registration</p> <p style="text-align: center;">9 am - 2:00 pm on-your-own sightseeing</p> <p style="text-align: center;">3 pm – 5 pm Guided Tours on Fort Rucker (see below)</p> <p style="text-align: center;">6 pm - 7:30 pm Welcome Reception/Social at the Silver Wings Golf Course Complex.</p>	<p style="text-align: center;">None</p> <p style="text-align: center;">None</p> <p style="text-align: center;">\$8pp + (Cash Bar)</p>
<p style="text-align: center;">Friday 10/14/16</p>	<p style="text-align: center;">9 am – 11 am Reunion Registration on-your-own sightseeing</p> <p style="text-align: center;">10 am – 11:30 am Brunch at The Landing Fort Rucker (former O'Club).</p> <p style="text-align: center;">12 noon - 5 pm Guided Tour of Fort Rucker Facilities (see below)</p>	<p style="text-align: center;">None</p> <p style="text-align: center;">\$15.50 pp</p> <p style="text-align: center;">None</p>

Saturday 10/15/16	8 am – 9 am Meeting of Past Presidents 10 am -12:00 noon Annual Business Meeting of CHPA voting membership (pilots & crew) 1:30 pm - 4:30 pm Tours on Fort Rucker (see below) 6 pm - 8:30 pm Annual Banquet Buffet at The Landing, Fort Rucker Banquet dress – business casual (no shorts please)	None None None \$37.50 pp
Sunday 10/16/16	Golf at Silver Wings Golf Course, Ft Rucker 7 am – 10 am Registration, buffet, practice range, cart 10 am – 3 pm Golf play, prizes, and after-round socializing ** Rental Clubs available at the course. (must be pre-paid so that they can be reserved for you)	\$45 pp \$12.50 pp
Tours to be scheduled	US Army Aeromedical Research Lab (USAARL), NVG Lab, School House training, Museum, Airfield, possibly other	None

Taps for Wayne L. Fisher



CHPA Life Member Alan J. Zygowicz (Brunswick, GA) recently lost a Marine flight school buddy, and we lost a brother, Wayne L. Fisher, photo at left.

Former U.S. Army Captain Wayne L. Fisher (68) passed away on April 19, 2016, as the result of a fixed wing aircraft accident. Wayne was flying mosquito abatement for St Tammany Parish, Louisiana,

when his aircraft developed engine problems at low altitude. Wayne was also an employee of the St.

Tammany Parish Sheriff's Office and the agency's helicopter pilot.

Wayne graduated from the Citadel in South Carolina and was commissioned an officer in the U.S. Army. He attended Army Flight School with class 70-42. Following flight school he transitioned into the AH-1 Cobra and served in Vietnam from 18 March 1971 to 28 December 1971. He was awarded five Air Medals and Air Medal with Device V. His last duty assignment was with Troop C 1st Squadron 17th CAV.

At the time of his death he had accumulated over 18,000 flight hours in both rotary and fixed wing aircraft, and had earned Army Master Aviator Wings.

He is survived by his wife Kim, three sons a daughter and four grandchildren.

The Solopilot story featuring Bob McCreary by Terry Garlock

Bob McCreary grew up in Florala, a rural town named for the straddle it makes on the Florida-Alabama state line, midway between Opp, AL and Crestview, FL. Born in 1931, the Depression was gone by the time he was old enough to know, but the discipline, caution and frugality from it surrounded his youth.

Dec 7, 1941 remains vivid in Bob's memory. His father died in March of that year, and his mother continued the family practice of turning on the radio during lunch after Sunday church. He learned during that meal of the bombing of Pearl Harbor, imprinting on his 10 year old mind forever the sense of duty he still has to our country.

In 1950, as a college ROTC student Bob heard on the car radio that President Truman ordered US troops to Korea and he knew then he would end up there. But he had school to finish and ended up going on active duty in June 1953 at Ft. Benning, GA. Those were the days when every young man expected, of themselves and each other, to serve their country.

They paid attention to what they were taught because they knew lives may be at risk, and as a greenhorn 2ndLt, Bob let the EMs returning from Korea know that he wanted to learn from them.

Bob had always wanted to fly. So he was rather eager when, after several Army assignments he learned the Army had no more than 2,500 pilots on active duty and needed more. It was not long before in 1947 the old Army Air Corps had become the Air Force and Army Aviation was in its infancy. As an Infantry officer, Bob signed up for flight school, which was fixed wing, conducted at the Primary stage by the Air Force at Gary Air Force Base in San Marcos, TX south of Austin, before the base was turned over to the Army in 1956. After Primary they were assigned to Ft. Rucker where Korea veteran pilots taught them how to get the most out of the now antiquated but lovingly useful L-19.

Bob got his wings on Aug 20, 1955. He still remembers the fitting devotional that day was 2nd Timothy 4:7 *"I have fought the good fight, I have finished the race, I have kept the faith."*

In Bob's group of four guys, he lost the coin flip so he made the phone call to what they called "Career Mangement" at the Pentagon to find out where they were going. That's when they discovered they were going back to Gary Air Force Base for Primary chopper school, then to Ft. Rucker, AL for tactical training before shipping out to Korea.

They trained in the Bell H-13 model 47, and I don't have to tell you guys the difficulty learning to hover, but rotary wing became one of the loves of Bob's life. After rotary wing school and a 30 day leave, Bob and his three buddies arranged to meet at a bar at Midway Airport in Chicago – when O'Hare was still just a dream. After their

memorable celebration they were poured onto a United flight to Seattle, to Ft. Lewis for a few days of orientation, then they flew from McChord to Travis to Hickam in Hawaii on what seemed a plush DC-6C, then on toward Japan in an old Navy R5D. They lost Friday the 13th at the International Date line, but that didn't seem to help since the R5D lost an engine going into Wake, and after repairs the same engine failed three hours out of Haneda International going in to Tokyo.

They survived the landing at that base, found the "Rep-L-Dep" and were introduced to their assignments. All four were to fly for the First Helicopter Ambulance Company supporting MASH (Mobile Army Surgical Hospital) units. Bob went to the 54th Medical Helicopter Detachment in Munsan up near Panmunjom, one went to the 50th Detachment in Uijongbu and two to the 49th Detachment down in Seoul.



MASH surgical unit

Fighting was minimal in the country then, focused mostly in the DMZ area, the Armistice having been signed in 1953; but there were still sporadic firefights and wounded to transport. There were other transport needs for illness, moving patients to specialized hospitals, injuries to military personnel, and civilian injuries, frequently from vehicle accidents caused by improvised vehicles, primitive road conditions and Kamikaze driving habits.

Beginning flight operations in early Feb was an eventful introduction to Korean winters. They quickly learned to drain the Bell H-13 model 47 crankcase oil while it was still warm at the end of the day, keep it heated on their stove overnight, and pour back in the next morning so the cold engine would crank.

The pilot did everything. He was also the crew chief and medic, thus the name "Solopilots." They carried two litters strapped on the side, each with a litter well to shield the patients' upper body from weather. That had limited effect. Blood plasma bottles would freeze in winter so they had to bring the bottles inside the bubble for the

marginal warmth they needed, the line run through an innovative port to avoid crimping by the door. Winter also required that patients be wrapped in heavy duty sleeping bags with a fur collar. Sometimes the bag was zipped all the way up; the patient had no problem breathing.



A single patient was strapped into the litter on the right since the pilot's seat was on the left side, and they carried sandbags to even up the lateral CG when they had two patients at the same time. When a patient was already on a litter, they just swapped out litters.

One of Bob's fellow pilots was puzzled one day by unexpected motion in-flight until he looked to his right and was startled to see that his patient, a Republic of Korea soldier who had been zipped up in the sleeping bag while unconscious, had awakened, unzipped the bag, unstrapped and stood up in the litter, pounding on the bubble trying to get inside mid-flight. So the pilot very cautiously lowered the pitch to get on the ground before this guy managed to fall off.

Just over a year after Bob arrived in-country, a huge C-124 Globemaster crash-landed after taking off from Kimpo (now Gimpo) International Airport west of Seoul. Taking off to the northwest into prevailing winds, metal fatigue apparently weakened one of the prop blades on engine number three just after wheels left the ground. The prop separated, went through the fuselage and cut the aileron cables and the rudder cables. With no directional control and serious vibration before he could get number three feathered, he lost number four and with only the two left engines pulling at barely climbing airspeed the left wing would naturally want to come up and flip him over to auger in nose first. He also had the DMZ approaching and the prospect of an international incident since for some reason there is little tolerance or sense of humor in North Korea.

So the pilot, named Cartwright, took the only option open to him. He powered back and set up to land on a sand bar in the middle of the Han River, a sand bar prominent at the time because the tide was out. His thoughts were on the more than 175 souls on board. He got the airplane down, but 26 people died when the top deck caved in onto the lower deck at impact. As you can imagine, there were many injuries among the 149 survivors. The crash happened at about 1600.

By the time Bob and other Solopilots were dispatched to lift the injured to hospitals, night had set in, the aircraft

had been evacuated but the sand bar, now turned mud bar, was subject to a rising tide with ice floes in the estuary, which were actually useful to some survivors using them to scramble up onto the levee.



The most seriously injured they lifted over to the hospital at Incheon, and the remainder they took just across the river, due to urgency forced by the rising tide. The problem was they couldn't put the aircraft down to sink into the mud, so the pilots couldn't get out to strap people on the litters. The injured and uninjured passengers had to get on themselves while the pilots of 13 helicopters hovered and watched each other in that mess trying to avoid hovering mid-air. They couldn't see tail lights because vibrations always knocked out the filament, so all they had was red and green nav lights, and the spotlight rigged to the cyclic trigger so they didn't stay on to blind each other.

Bob had to yell at people who knew nothing about helicopters, were already traumatized by the crash and apprehensive, "You're gonna' have to take care of yourself. Don't move around because I'm not going to be able to get out there to help you, I can't get out in this mud to go strap you down because the helicopter will sink into the mud." And of course the yelling and coaxing hesitant passengers was while hovering and worrying about the rising tide and too many people needing rescue and trying to pile too many people on. So it was an exciting night.

They did max out on pressing their luck. The most Bob took in one load was four, two on litters and two in the bubble. His buddy, Chuck Heath, managed to take six on at least one trip, two on each litter and two in the bubble, using an old helicopter pilot trick of squeezing a little more power by ignoring the left pedal you needed for the tail rotor to keep it straight, getting a little extra lift by crossing the river while it twirled around in slow circles to the right, but you have to be really good on the controls to do that and you only have one chance to recover and put it down without turning it into a pile of junk.

With the tide pressure on, they did end up with too many people hanging onto the skids and dragging them

through the river as they hung on, getting them across the river to the levee.

The worst to happen to pilots flying rescue birds that night was one of their guys got lost in the fog and crash landed in a rice paddy. But Bob had some excitement of his own. You see, they flew with 100/130 octane aviation fuel which was notorious for fouling the H-13's Franklin engine plugs, so they routinely added 10 ounces of TCP per 30 gallons, an additive they called "Tomcat Piss." Well, the Air Force Base they used as a staging area didn't have 100/130 to refuel, so they used the 115/145 octane the Air Force did have, and they didn't have any Tomcat Piss, either. So Bob's first operational autorotation happened in the middle of the night after his refueled aircraft sputtered and skipped a bit, then quit as he approached the base. He managed to put it down on the edge of the ramp, and just left it there.



About 0100 in Operations Bob ran into "Willie," his CO, Glenn Williams. Bob told him about his bird that quit with the Air Force fuel. Willie told Bob he had just refueled and likely had the same problem and asked if he wanted to fly back with him. Bob said sure, so they fired up the H-13 and took off. Willie's bird started sputtering after a while and he climbed a bit saying, "The altitude above you and the airspeed you don't have don't do you any good when you need it." And a good thing he gained some altitude because that Franklin engine died at about 0200 within autorotation gliding distance to the end of their base runway. That was two autorotations for Bob in one night, one flying and one riding, both for real, both successful. Thank God for practice.

Bob's tour in Korea was 16 months, about 1,000 flight hours, and his time in the Army just five years. He did fly in the Reserves 14 years and the last time he flew a helicopter was in 1968. He won't call it his last, not quite yet.

Bob says he enjoyed it all, even during a time when pilots were an anomaly in the Army, not always well received. Their value would be more fully appreciated later, he observes, in Vietnam.

The bonds Bob and his buddies made flying in adverse conditions are still intact, and he is in touch with those guys in various parts of the country. Bob says he enjoyed every minute of his time in Korea, and wouldn't trade any of it for anything in the world.

The training Bob had stuck with him and served him well. He was still in touch with his first instructor pilot, Kermit Tracy, and will never forget some of his lessons. Kermit took his last flight last year.

Here's what Bob says about Kermit. "Kermit said to three of us he had to teach, 'I'm your Flight Instructor. Our objective is for you not to kill me, nor me to let you kill yourself, or damage any government property. At the end, if we are all still OK, we'll have some great memories.' He was correct. A terrific friendship for 61 years! I miss him! Kermit was a man's man."

When Bob sees grandkids playing with one of his flashlights, he does his best to hide his irritation; but he tells his wife, "Get them a flashlight that they can play with and leave ours alone. When I pick up the one that you and I are supposed to use when we need it, that rascal better be working!"



Gib Beltran (L), Bob McCreary (R) 1957



Gib Beltran (L), Bob McCreary (R) 2003

That comes straight from Kermit, and Bob can hear him, even after all these years, telling him about the flashlight, "That is not a container for dead batteries. It might save your ass one of these days. You make sure when you get in any airplane that there's a flashlight in there, that's part of your preflight inspection, and you make sure it operates correctly with fresh, good batteries. Don't ever let me find you in this airplane with a flashlight that is not operational. Do you understand me?" That was

one of many Kermit adages, still screwed into Bob's head so very tightly they'll never leave!



Bob McCreary

Now I'll tell you something more recent. About 50 miles south of where Bob McCreary lives in Atlanta, GA, in my town of Peachtree City, I formed a small group of about 25 Vietnam combat vets called the Pucker Factor Club, guys from my war who know what it is like to be shot at. Yes, I know I ended that sentence with a preposition, but my excuse is that I was a helicopter pilot!

Our Pucker Factor Club meets now and then for breakfast, and we close the doors to our private meeting room to say things meant only for the ears of one another. Most are helicopter pilots, some are grunts. We had a Dustoff medic – my next door neighbor and buddy - who died unexpectedly on May 30, we have an Air Force two-tour F4 pilot with some good stories, an advisor, and a

Marine who has been invited but has not yet joined us because he has a hard time talking about a rough combat experience.

When I met Bob McCreary and learned of his helicopter experience in Korea, I invited him to be an honorary member of the Pucker Factor Club. Bob said, "Terry, by the time I got to Korea the armistice had already been signed, and even though there was still fighting going on, if I was shot at I didn't even know it." Bob was being honorable since he has a high regard for his combat brothers, but we are proud to have him wearing the Pucker Factor Club shirt.

Earlier this year I called Bob to tell him, "There's an organization you need to join – CHPA." When I explained, Bob once again gave me his equivocation about combat out of high regard for all of you, but as I told him, by our Bylaws any military helicopter flight in Korea qualifies. So Bob is a CHPA member, but I wanted you to know how carefully he draws the line because he grew up with a keen sense of the elements of strong character, those priceless ingredients of strong Americans that seem to be rapidly dissipating from America's youth today.

Bob McCreary says he is thankful for many things including a fulfilling experience in aviation, the honor of being a member of the SOLOPILOT Society and the Dustoff Association, and he wanted you to know he is proud to be among you as a member of CHPA. He looks forward to being with you at the annual meeting in October.

Terry Garlock

Reunions and Gatherings



Vietnam Dustoff Association

"So Others May Live"

Gathering of Rusty Eagles--Reunion

OCTOBER 13 – 15, 2016
Pensacola, FL

FOR MORE INFORMATION:

<http://www.vietnamdustoff.com/2016reunion.html>



USMC/Combat Helicopter & Tiltrotor Association

Pop- A- Smoke Reunion AUGUST 24 – 28, 2016
Jacksonville, FL

FOR MORE INFORMATION
800-562-7226 / (757) 625-6401

skatz@popasmoke.com or lzzok@popasmoke.com



Vinh Long Outlaws Association Reunion

The VLOA - Vinh Long Outlaws Association, will be holding its biennial reunion in Branson, Missouri September 15-19, 2016. The reunion is open to all former Outlaws, Mavericks, Bushwhackers, legacy units and support elements. Complete details can be found on the VLOA

website www.vinhloutlaws.com (Click: "Reunions") or contact Jim Donnelly, jcdonnelly1@cox.net 757-481-6196 for details and forms.

CHPA Board awards honorary Crew Life Membership to Joe Kline for contributions by his artworks

At a meeting of the CHPA Board of Directors on July 10, 2016, the board did vote unanimously as follows:

Whereas Joe Kline is qualified to be a CHPA Crew Member from his service in Vietnam as a UH-1 Crew Chief with the 101st Airborne Division,

Whereas Joe Kline has distinguished himself with his extensive high-quality aviation artworks with particular emphasis on combat helicopter images, but spanning combat aviation from WWII through the present War on Terror,

Whereas Joe Kline's combat aviation art has been requested by individuals as distinguished as Jimmy Doolittle, former president George H.W. Bush and countless combat aviators,

Whereas his works have illustrated many books, magazines and other publications, and are in the collections of the U.S. Air Force Museum, U.S. Army Aviation Museum, the Legion of Valor Museum, and many other galleries and museums featuring military aircraft,

Whereas Joe Kline is widely known, has earned a high degree of respect by his artworks, and carries membership in multiple combat veteran organizations,

Whereas Joe Kline has contributed immeasurably to the legacy of combat helicopter pilots and crew members,

Therefore we are resolved to offer to Joe Kline, at no cost to him, an honorary lifetime membership in CHPA as a Crew Member. (signatures omitted)

Joe Kline accepted and said *"I am extremely honored and humbled by this gesture. There is no better feeling than to be recognized and respected by one's heroes."*



Passing the Torch



Joe Kline and his work titled Good Vibrations



Eye of the Tiger

Joe Kline customized this one for CHPA member Andy Burleigh with unit insignia and removing the door gunner from the back, since in Andy's unit they rode up front.

Kindred Spirits?



Remembering our Vietnamese allies

I am not soliciting money, that would not be proper in this newsletter, but I want to tell you about a non-profit that supports our former allies in Vietnam, a 501(c)3 called The Vietnam Healing Foundation www.thevhf.org If any of you are planning travel to Vietnam, and if you are bold, they need a courier. Here's what happened.

In North Carolina, R.J. DelVecchio (Del), a combat Marine photographer in Vietnam, started this non-profit to deliver funds to South Vietnam's veterans, still persecuted.

Their homes were taken, neither they nor their children are allowed a decent job, even if they have debilitating wounds. They are delighted that someone in America remembers them.

Del has made a number of trips, and says all are volunteers who work with the foundation and 95% of contributions go to the ARVN vets. The small stipend he distributes helps buy rice and medicine, or a rare cup of coffee, and the visit from an American lifts their spirit.

On his last trip the top cop in Hue took a special interest in Del because he hates anyone who worked with Americans. Now Del's passport is redlined. Anyone he contacts there now gets harassed.

In the photo below, Del says these eight men have three legs among them and were honored by his visit, never mind the little bit of money he brought. But he got word that 15 minutes after he left them, the cops took them away, gave them hours of unpleasant treatment, and told them they would never see Del or anyone else from the US again.

Del can't go back to see anyone himself now, but he would love to make the commie cop threat a lie by finding someone with the stiff spine to be a courier for him, to visit these brave men and deliver the supportive sentiments of American vets and maybe a little cash from the foundation. If you are interested, here's how to reach Del.

(919) 270-5336 cell
techconsultserv@juno.com



Share this Swash Plate newsletter

Note the member app and renewal forms below - send to those qualified to be members. Tell your fellow combat helicopter pilots and crew, "Our combat experience makes us part of an exclusive club. You should be a member of CHPA. Get out your wallet and join!"

CHPA – 800-832-5144 hq@chpa-us.org PO Box 2585, Peachtree City, GA 30269



Combat Helicopter Pilots Association

Membership Application

Mail or eMail application with supporting documents
(please print clearly)

www.chpa-us.org
800-832-5144
hq@chpa-us.org
PO Box 2585
Peachtree City, GA 30269

Contact Information Profile:

Name (Rank/Mr./Ms.) _____ Date of Birth _____
Name you prefer to go by _____ Address _____
City _____ State _____ Zip _____
Primary eMail _____ Home Phn _____
Secondary eMail _____ Cell Phn _____

Military Aviation Information:

Branch of Service _____ Flight School Class/# _____ Total Flight Hrs _____ Combat Flight Hrs _____
Combat Tour Date(s) With Units _____
Location or Theater _____ Call Sign(s) _____
Combat Acft (List All) _____ Combat Medals/Awards _____

Please attach documentation of qualifications such as DD214, unit orders, award orders, combat flight records, or other documentation of combat helicopter experience. If the documents you need are inaccessible, please call us to discuss.

Optional Information:

Hobbies _____ Current Employer/Position _____
Related Associations to Which You Belong _____
How Did You Learn About CHPA? _____
Name/eMail of others you would recommend as qualified for CHPA Membership _____

Membership Type and Dues:

Annual:	<input type="checkbox"/> Pilot	<input type="checkbox"/> Flight Crew	<input type="checkbox"/> One Year-\$30	<input type="checkbox"/> Two Year-\$55	<input type="checkbox"/> Three Year-\$80	
	<input type="checkbox"/> Friend of CHPA, Individual- \$30		<input type="checkbox"/> Friend of CHPA, Corporate-\$50			
Lifetime:	<input type="checkbox"/> Pilot	<input type="checkbox"/> Flight Crew	<input type="checkbox"/> Under 50-\$585	<input type="checkbox"/> 50-59-\$475	<input type="checkbox"/> 60-69-\$350	<input type="checkbox"/> 70 & over-\$175
If you wish to pay \$100 now and the balance of Lifetime dues in equal installments over 3 months, initial here _____						
Legacy:	Complimentary membership for immediate family member of deceased who would have qualified.					
	Deceased Name _____		Relationship _____		Service _____ Aircraft _____	

Payment Method:

Cash Check (Payable to CHPA, mail to address above)
Credit Card: AMEX MC VISA Discover

To avoid expiration, I hereby authorize CHPA to renew my annual membership with this credit card - Initials: _____
Card Number _____ Expiration Date _____ Security Code _____

If this is a gift membership, or paid by business credit card, you must provide billing name and address tied to your credit card or the credit card payment authorization will fail:

Signature _____

I certify that the above information is true and correct. I understand that my membership application will be reviewed by the CHPA Board and that, upon approval, my membership will be accepted. If membership is denied, my payment will be refunded. I acknowledge that information provided on this application may be used by CHPA for publishing an online and/or printed directory or for eMail communications to and from the membership.



Combat Helicopter Pilots Association

Membership **Renewal**

DO NOT USE FOR MEMBERSHIP APPLICATION

Mail or eMail application with supporting documents
(please print clearly)

www.chpa-us.org
800-832-5144
hq@chpa-us.org
PO Box 2585
Peachtree City, GA 30269

You may either renew by completing and mailing or emailing the form below, or renew online by logging in to www.chpa-us.org and selecting My Profile on the Menu. At the top you will see a reminder to pay dues and to check your expiration date. If you get stuck call us and we'll figure it out.

Contact information/Profile:

Name (Rank/Mr./Ms.) _____ Date of Birth _____
Name you prefer to go by _____ Address _____
City _____ State _____ Zip _____
Primary eMail _____ Home Phn _____
Secondary eMail _____ Cell Phn _____
Name/eMail of others you would recommend as qualified for CHPA Membership _____

Membership Type and Dues:

Annual: Pilot Flight Crew One Year-\$30 Two Year-\$55 Three Year-\$80
 Friend of CHPA, Individual- \$30 Friend of CHPA, Corporate-\$50

Lifetime: Pilot Flight Crew Under 50-\$585 50-59-\$475 60-69-\$350 70 & over-\$175
If you wish to pay \$100 now and the balance of Lifetime dues in equal installments over 3 months, initial here _____

Payment Method:

Cash Check (Payable to CHPA, mail to address above)
Credit Card: AMEX MC VISA Discover

To avoid expiration, I hereby authorize CHPA to renew my annual membership with this credit card - Initials: _____
Card Number _____ Expiration Date _____ Security Code _____
If this is a gift membership, or paid by business credit card, **you must provide billing name and address tied to your credit card**
or the credit card payment authorization will fail:

Signature _____

I certify that the above information is true and correct. I understand that my membership application will be reviewed by the CHPA Board and that, upon approval, my membership will be accepted. If membership is denied, my payment will be refunded. I acknowledge that information provided on this application may be used by CHPA for publishing an online and/or printed directory or for eMail communications to and from the membership.