



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

December 2016

We want your pucker factor 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.

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In This Issue

- The President's Corner
- Christmas Boxes for the Troops
- Newspaper article about member Jimmie Ferguson
- You Earned It by member Gordon Eatley
- Reunions and Gatherings
- Membership application and Renewal form

The President's Corner

As combat veterans, we all know the world can bring upheaval and violence, and we know the incalculable value of peace. During this holiday season, whether you celebrate Christmas, Honukkah or just Jingle Bells, may you and those you love be blessed with peace.

Rich Miller, President



The 2016 CHPA Holiday Boxes for Deployed Troops A RECORD SHATTERING success!

Jay Brown led the effort. His comments:

"Last year CHPA sent 189 care packages to deployed military members. This year, with the help of members, friends and family, CHPA will send **344** care packages to Service Members deployed down range and to wounded warriors recovering at Walter Reed NMMC. To all of you who made this possible, Thank You Very Much. With your help we've put smiles for at least a day on the faces of 344 of America's Best. Well done to you all."

Member Pat Glass led the assembly and delivery process, no small task. His comments about the photos below:

"If it looks a little chaotic, it was! Note the pile of flat boxes in the 1st and 3rd shots. That is only about 200 boxes. FYI, the last two pictures are of the first delivery of only about 1/3 of the boxes . . . I'm so damn proud of the CHPA and it's friends for the response this year . . . This

may or may not be my last year for this (health issues), but if it is, I can sure feel like I went out in a blaze of glory.”

Jay and Pat and all of you contributors made CHPA proud. Here's a few photos.



Newspaper article about CHPA member: Jimmie Ferguson

Throughout the month of October, Joseph Popiolkowski, a reporter for The Buffalo News newspaper, relentlessly contacted me trying to find Jimmie Ferguson. A local veterans org was restoring a Cobra that Jimmie flew in Vietnam, an important part of Joseph's story. I tried email, telephone, email blast out to the membership, and key contacts with past leaders. Finally I made contact with

Jimmie and put the reporter in touch. With the reporter's permission, his story is reproduced below just as he wrote it.

Terry Garlock

From Vietnam to Tonawanda: War helicopter becomes a monument

The Buffalo News
By Joseph Popiolkowski
Published November 7, 2016



Army Warrant Officer 1 Jimmie D. Ferguson stands in front of a Cobra attack helicopter on Jan. 20, 1972, at a base in Phu Bai, Vietnam. Ferguson was shot down while flying it a day earlier, and suffered an accidental stab wound from the aircraft commander while they were escaping (note the arm bandage). (Photo courtesy of Jimmie D. Ferguson)

Jimmie D. Ferguson gasped for air as the cockpit of his AH-1 Cobra attack helicopter quickly filled with water. It was Jan. 19, 1972, and the Army warrant officer one had been shot down outside the Phu Bai airport in Vietnam, violently landing upside down in a rice paddy filled with three feet of water.

“That was a time in my life when I had lost all control of myself and the aircraft I was in,” said Ferguson. “For a helicopter pilot, that’s the nightmare you relive over and over again.”

He and the aircraft's commander, Capt. Michael E. Neufeld, escaped bruised and battered but mostly unscathed.

The helicopter – tail number 67-15690 – was retrieved, repaired and flew for decades more before ending up in storage at the former Bell Aircraft Plant in Wheatfield.

Now, 44 years later, the aircraft has followed a long and winding path from that rice paddy to become the centerpiece of a [new Vietnam veterans memorial](#) in the

City of Tonawanda, where a dedication is planned for Nov. 12, the day after Veterans Day.

‘Just a kid’

U.S. troops were being withdrawn from Vietnam. The war wasn't going well for the U.S. and the tide of public sentiment many years earlier had turned against the war.

Neufeld was 25, on his third tour. Ferguson was 21 years old.

“Just a kid,” he says.

He had enlisted in the Army in 1970 and wanted to fly helicopters. He had flown fixed-wing planes before, but didn't have a pilot's license, and figured the military was a good way to get the training for free.

He graduated in the top 25 percent of his class at flight school in Fort Rucker, Ala., which meant he could choose the type of aircraft he wanted to fly. He chose the Cobra.



Army Warrant Officer 1 Jimmie D. Ferguson rests in the ammo bay of a Cobra attack helicopter in Vietnam. (Courtesy of Jimmie D. Ferguson)

“The Cobra has always had a special place in my heart,” he said. “I flew it for almost six years and it's a great aircraft. For the time it was built it was a great attack helicopter.”

He was sent in August 1971 to Vietnam where in December he joined the A Battery, 4th Battalion, 77th Field Artillery – a unit in the 101st Airborne.

On the fateful day Ferguson's Cobra was to be one of four escorting five Bell Huey helicopters carrying a Green Beret unit – the 5th Special Forces - to neighboring Laos. It was a classified mission.

About five miles from their base in Phu Bai, Ferguson's Cobra came under fire.

“We took two hits,” he said. “There was a loud pop and the aircraft just immediately went nose up and we totally lost control of the aircraft.”

One round had lodged in the .40 mm drum of the Cobra's nose-mounted turret system. But the other had penetrated one of the blades' pitch-pull tubes.

“When it separated we lost control of that blade, which is only half the blades that control the aircraft,” Ferguson said. “So the aircraft just went berserk.”

The Cobra's nose pitched up.

“I could feel the pressure on my back, rather than on my butt, which indicated to me it was getting ready to roll over backwards,” he said.

If the Cobra was inverted, positive lift on the blades would be lost, causing the blades to cut the tail boom off and disintegrate the aircraft.

The two pilots pushed forward on the controls with all their might and got the Cobra in a nose down position about 1,000 feet up. Then they had to worry about an uncontrollable nose-first dive.

“I figured we were gonna be a hole bored into the ground,” Ferguson said.

They pulled back with about half the effort and leveled out about 20 feet off the ground. Ferguson, seated in the front cockpit, saw a big earthen mound straight ahead and slammed on the Cobra's right pedal, which draws power from the engine and dampens its aerodynamics.

The Cobra landed in the water, rolled and tumbled end over end.

“When we stopped, all the gyrations and motions from rolling I was just amazed that I was still alive,” Ferguson said. “I started moving my toes and my fingers just to see if I could move things.”

With the engine roaring and the cockpit filling with water, Ferguson undid his seatbelt and fell to the Cobra's plexiglass canopy.

"I was so disoriented that I actually panicked," Ferguson said. "I was so cool, I thought to myself, up until that point, but sheer panic started to set in."

Neufeld, whose cockpit wasn't underwater, used his survival knife to break the window and climb out. Meanwhile, Ferguson was scrambling for air.

"All I could do was get my lips up in to a little hole that had some air in it to take a breath then try to get out," he said.

Neufeld saw him struggling and struck the canopy with his knife, creating a quarter-sized crack. Ferguson shoved against it.

"My whole body come through that hole and the plexiglass all broke out around me," Ferguson said.

Neufeld was on his second downward strike at that moment and accidentally stabbed Ferguson on his right forearm.

A Huey hovered nearby. They tried to wave it away, knowing the Cobra was loaded with fuel and weapons that could explode at any moment.

They waded in waist-deep mud and water over to the Huey, where Neufeld shoved Ferguson onboard then turned back to the Cobra.

"I said, 'Where in the world are you going?'" Ferguson said. "He said, 'I gotta go back and get the log book. We've got to log this landing!'"



Army helicopter maintenance workers and crew chiefs remove rockets and fuel from a Cobra attack helicopter on Jan. 20, 1972, in Phu Bai, Vietnam. The helicopter, piloted by Jimmie D. Ferguson and Mike Neufeld, had been shot down a day earlier. This helicopter is set to become the centerpiece of a new Vietnam veterans memorial in the City of Tonawanda. (Photo courtesy of Jimmie D. Ferguson)

Hostile fire

Ferguson was treated with a tetanus shot, for his cut from Neufeld's dull, rusty knife, and for leg injuries from being jostled around and hit with the controls.

He learned Neufeld had been read his rights and was told to prepare for a court martial for destroying government property.

"They thought we were trying to do a loop or something in the Cobra and it got away from us and we crashed," Ferguson said. "I said, 'Fellas, we took rounds.'"

A platoon went out and retrieved the pitch-pull tube, which showed evidence of bullet holes. The investigation

was closed and the crash was ruled the result of hostile fire.

A Chinook pulled the Cobra out of the rice paddy and returned it to the base.

Ferguson was sent to the 1st Cavalry Division and flew for another seven months before returning to the U.S. in August 1972. He stayed in the Army another five years, stationed at Fort Campbell on the Kentucky-Tennessee border.

Meanwhile, the Cobra was repaired. In 1972 it was assigned to a unit at Fort Lewis in Washington State and then, briefly in 1974, to Fort Campbell where Ferguson was stationed.

In late 1974 it was assigned to a unit at Fort Hood, Texas.

From the mid 1990s to the early 2000s the Cobra was flown by the Army National Guard out of Rochester, then retired and sent to Fort Drum where it was deactivated and the engine was removed.

The Army awarded it to the Bell Aerospace Museum in downtown Niagara Falls where it was displayed on the roof for several years before the museum moved and it was placed in storage, said Paul D. Faltyn, the museum's director.

Faltyn began looking for a place to properly display it, and heard members of Chapter 77, Vietnam Veterans of America in Tonawanda were looking for a helicopter and the museum agreed to make a permanent loan for the memorial.

A new memorial

The local chapter has been working since 2006 on plans for a memorial.

After securing the Cobra, they broke ground in August on the memorial at the entrance to Veterans Park, off Niagara Street overlooking the Niagara River. Over 500 engraved bricks were sold as part of a campaign that raised nearly \$100,000, said Paul Pietrowski, the chapter's treasurer.

The bricks are installed on a wall behind the 3,900-pound helicopter, which is mounted 15 feet high on a pedestal. On the reverse side of the wall are service emblems representing each military branch. And behind the wall are POW/KIA, American and VVA flags.

Plaques on the Cobra's pedestal will tell its history, including the events of Jan. 19, 1972.

The Cobra was prepped, sanded and painted a color called "World War II semi-gloss olive drab." They've added decals such as the Army star and the Cobra's tail number. Lamparelli Construction kept the construction schedule on track for the Saturday dedication, despite numerous major setbacks, said Dennis J. Smilinich, chairman of the chapter's monument committee.

The Cobra today looks very different than the one Ferguson remembers. He flew a G model, but it was twice taken apart and rebuilt and exists today as an F model. The rounded canopy is gone, in favor of a flattened canopy that's harder for heat-seeking missiles to track.

About one-third of the aircraft, including the airframe and its engraved data plate, are original, Ferguson estimates.

"As long as you have the same data plate, it's the same aircraft, as far as the military is concerned," Ferguson said.

Several years ago he visited a new Vietnam veterans memorial in Bull Shoals, Ark. similar to the one in Tonawanda. The Arkansas memorial displays the helicopter Ferguson's roommate in Vietnam, Capt. Arnold John Rahm, was shot down and killed in.

That got him wondering if 67-15690 was still around. Some Google searches revealed it was in storage at the Bell Aerospace Museum, but he didn't know about the plan to use it for the memorial until contacted by a reporter.

"I'm thrilled to death that the aircraft is still around giving enjoyment to people and reminding people there's many of our soldiers who are risking their lives to keep them all free," he said.

A Purple Heart

Now 66 years old and living in Bowling Green, Ky., Ferguson retired in 2010 after 34 years as an air traffic controller. He struggles with diabetes and uses two canes to get around.

"I'm not in very good health," he said during a phone interview. But he and his wife of 45 years, Jean, delight in their three children -- a son and two daughters -- and seven grandchildren.

Ferguson and his co-pilot Neufeld never reconnected, although Ferguson had tried to track him down in recent years.

"When I finally did find him, he had passed away," he said.

Neufeld died in 2011 at age 64 in Kansas from the effects of Agent Orange exposure, said his sister, Mary Neufeld. She remembered her brother as "brave, smart and a good pilot."

Ferguson credits Neufeld for not only saving his life that day in 1972, but also for his long career with the Federal Aviation Administration.

Neufeld had insisted to a doctor that Ferguson receive a Purple Heart for the stitches he received for the knife wound. As a Purple Heart recipient, Ferguson was entitled to 10 extra points in his job application to the FAA and that put him over the top.

He plans to travel here to see the new memorial in Tonawanda, though likely not for the dedication. But when he gazes upon the brightly lit Cobra, Ferguson said he's likely to have many of the same vivid recollections of that day in 1972 that have remained with him since.

"I lived through it once in real life," he said, "and I have lived through it in nightmares for thousands of nights."

email: jpopiolkowski@buffnews.com



U.S. Army Vietnam War veterans stand near the 1972 Cobra helicopter that was erected in Veterans Park in the City of Tonawanda on Thursday, Nov. 3, 2016. From left are Michael Walker, Tom Thompson, Dan Brady, Paul Pietrowski, Ed Bodine, Pete DiVergilio, Bill St. Jean and Dennis Smilinich. (Robert Kirkham/Buffalo News)



Capt. Michael E. Neufeld stands in front of a Cobra attack helicopter on Jan. 20, 1972, at an Army base in Phu Bai, Vietnam. A day earlier, Neufeld was shot down while flying the helicopter and survived. The helicopter is the centerpiece of a new Vietnam veterans memorial in Tonawanda. (Photo courtesy of Jimmie D. Ferguson)

You earned it: veteran benefits

Reducing Cost of Interment

by Gordon Eatley



Gordon Eatley
gordon.eatley@cox.net

Reducing Cost of Interment

Last month we talked about Dependency and Indemnity Compensation (DIC) and how you may be able to get an additional source of income for your loved ones. This month I would like to show you how you could possibly reduce the cost of your interment.

None of us likes to think about dying, but advance thought and planning could make possible benefits valuable to your surviving family.

You may have the right to burial in a National Cemetery at little or no cost to your family http://www.cem.va.gov/burial_benefits/ There are approximately 135 national cemeteries located throughout the country. Burial in other cemeteries will be

at your own expense. Burial benefits available for Veterans buried in a private cemetery may include a Government headstone, marker or medallion, a burial flag, and a Presidential Memorial Certificate, at no cost to the family. Some Veterans may also be eligible for Burial Allowances. There are not any VA benefits available to spouses and dependents buried in a private cemetery, but in National Cemeteries it is possible your spouse and dependent children may be buried there also.

You may know that Social Security will only pay \$255 towards your funeral expenses. But if you die from a service connected disability your love ones get up to \$2,000! If the veteran died of non-service connected disabilities it is possible to get up to \$750 in benefits. <http://www.benefits.va.gov/BENEFITS/factsheets/burials/Burial.pdf>

For these interment reasons, and because under some circumstances your survivors could receive VA disability compensation if your death resulted from your service-connected disability, it is important to inform your spouse and your doctor now, while we are all on the right side of the grass. Both your family and your doctor should know that if your death certificate documents your service connected disability as cause of death, your survivors could receive valuable benefits.

The maze of benefit possibilities is complex. Accordingly, I would recommend you use, and instruct your survivors to use, one the service organizations or local VA to help complete the paperwork.

Reunions and Gatherings



A/2/17 Reunion

May 3-6, 2017

Charleston, SC

A Troop, 2nd Squadron, 17th Cavalry, 101st Airborne Division Alumni Association.

Crowne Plaza (Airport), 4831 Tanger Outlet Blvd, N., Charleston, SC 29418 - \$129/night.

Contact Military Reunion Planners account manager Leanne Casey at 817 251 3551 (casey@MilitaryReunionPlanners.com) or Alpha Troop Alumni Chairman Doug Doerr at 904 509 2814 (ddoer4uf@aol.com) for details and reservations. Or call the Crowne Plaza desk and mention the reunion for the appropriate discount (843 744 4422). More details on www.AlphaTroopAlumni.com.



DFC Society 2017 Convention

Sep 24th thru 28th, 2017

Dallas, TX

theme - ***“Heroic Women of the DFC”***

www.dfcsociety.org

POC: Bruce Huffman,

518-578-7089

bhuffman@dfcsociety.org

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 _____

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