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MONTHLY  
**CHPA**  
NEWSLETTER

Combat Helicopter Pilots Association, Inc.

800-832-5144 [hq@chpa-us.org](mailto:hq@chpa-us.org) PO Box 2585, Peachtree City, GA 30269

## Jul-Aug 2017

We want your pucker factor stories no matter which conflict you flew in. Not everyone enjoys writing, if that's you please call 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.

800-832-5144 CHPA  
[hq@chpa-us.org](mailto:hq@chpa-us.org)

### WANTED AND NEEDED:

Your stories from the Gulf War, Iraq, Afghanistan, Bosnia, Panama, Grenada, etc. Variety in this newsletter depends entirely on member contributions.



**Rich Miller**

[president@chpa-us.org](mailto:president@chpa-us.org)

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## The President's Corner

### Independence Day

John Adams, a signer of the Declaration, thought that Americans should celebrate a "great anniversary festival" to commemorate U.S. independence. Now almost two and a half centuries later, I suspect that we have taken his idea to the nth degree. We attend parades, watch fireworks, participate in festivals, and even kick back for a little R&R in the back yard with family and friends. The 4th of July is a special time for all of Americans, but especially those who serve or have served in the military in the most patriotic way. Thank you for your service.

### Annual Reunion

Each year there is a lot of time and attention given to the planning of any reunion. This year's event in Dallas, Texas provides for a great pre-registration room rate of \$105 at a first class hotel complex. There are several tour events, a first-class banquet, and of course the annual business meeting. Thanks to all that have pre-registered. If you have not, please visit the CHPA website ([www.chpa-us.org](http://www.chpa-us.org)) to check out the three day events schedule and sign up. I look forward to seeing you there!

### Board Membership

The CHPA By-Laws state that the general membership votes on and confirms the Board of Director leadership every add numbered year, and that vote will be finalized at our upcoming business meeting on Aug 26 at the Annual Reunion in Texas. The election process is described in the following pages. If you have an interest in rolling up your sleeves and doing the work needed to lead and grow CHPA, please consider doing so.

Rich Miller, President


Please register for the annual reunion NOW at [www.chpa-us.org](http://www.chpa-us.org) so we can better plan events. Any registration problems call Terry Garlock on his cell 770-630-6064 or [hq@chpa-us.org](mailto:hq@chpa-us.org) See detailed agenda and hotel registration on next page.





Combat Helicopter Pilots Association

## 2017 CHPA REUNION/CONVENTION SCHEDULE

DAY/DATE	EVENT TIMES & BRIEF DESCRIPTION	COST
<p>Early Reunion Registration Deadline 08/01/17</p> <p>Get more info at CHPA website <a href="http://www.chpa-us.org">www.chpa-us.org</a></p> <p>To avoid any misunderstandings, attendees have 3 personal expenses: 1 – travel 2 – hotel room 3 – CHPA registration</p>	<p>Checkin 3pm, Checkout 11am Early arrivals, call to request early checkin, based on availability</p> <p><b><u><a href="#">Hotel CHPA group link</a></u></b></p> <p>Plano Marriott at Legacy Town Center Mention "Combat Helicopter Pilots Association" to get reduced rate of \$105 + tax. Call: 1-800-228-9290</p> <p><b>Note1: Reserve your room early. Discounted rate applies to the first 75 rooms only.</b></p> <p>Note2: the <b>hotel does NOT provide shuttle service to DFW Airport.</b> See <b>Transportation Info</b> at bottom</p>	<p>\$105 + tax/night before 8/1/17 <b>\$200 + tax/night 8/1/17 and thereafter</b></p>  <p>7121 Bishop Road Plano TX 75024 22 miles NE of DFW Airport 30 minutes travel depending on traffic</p>
<p>Thursday 08/24/17</p>	<p>0900-1200, 1500-1800: Convention Registration</p> <p>CHPA reunion T-shirt <u>pre-order</u> S-M-L-XL-XXL-XXXL</p> <p>0900-1700: On-Your-Own Sightseeing</p> <p>1900-2100: Welcome Reception/Social at the Marriott Legacy.</p>	<p>\$35 per attendee before 8/1/17 <b>\$45 per attendee 8/1/17 and thereafter</b></p> <p>\$25</p> <p>None</p> <p>\$15 (Cash Bar/Snacks Provided)</p>
<p>Friday 08/25/2017</p>	<p>0900-1100: Convention Registration</p> <p>1000-1600: Visit two aviation museums with a stop for lunch in between. Cavanaugh Flight Museum: <a href="https://www.cavflight.org/">https://www.cavflight.org/</a> Frontiers of Flight Museum: <a href="http://www.flightmuseum.com/">http://www.flightmuseum.com/</a></p> <p>1000-1600: Tours/Shopping (On Your Own)</p>	<p>\$20 Transportation provided. Lunch will be <u>pay as you go</u> at Pappasitos Mexican Restaurant</p>
<p>We don't know yet if we will have enough participation to make these events work, and do not yet know date and time. On the CHPA registration form please indicate your interest. If scheduled, you may then decide if you are in or out. No \$\$ charge at registration, will collect \$\$ later if and when.</p>	<p>1000-1600: iFly Indoor Skydiving: <a href="https://www.iflyworld.com/dallas/">https://www.iflyworld.com/dallas/</a></p> <p>The Star at Frisco: Dallas Cowboys training facility and Conference Center VIP Tour, likely \$20 per person</p>	<p>Discounted \$40 pp (normally \$70) if we have 12+ people sign up. 2 Flights and video of your experience. Close enough to use hotel shuttle</p> <p>If scheduled, will collect \$\$ and provide transportation</p>

<p style="text-align: center;">Saturday 08/26/2017</p>	<p>0900 -1000: Meeting of Past Presidents</p> <p>1000-1200: Annual Meeting of CHPA membership. Pilot or Crew voting members only.</p> <p>0930 – TBD: Special Brunch arranged for those not attending the business meeting. Please support this event.</p> <p>1200-1900: On Your Own – see below - shopping and entertainment and GOLFERS – from pretend to pro</p> <p>1900-2200: Annual Banquet, Marriott hotel Featured Guest Speaker: COL Cain Baker, Commander 1<sup>st</sup> Air Cavalry BDE Fort Hood, TX</p>	<p>None</p> <p>None</p> <p>\$25 per attendee <b>Brunch</b> Orange, Apple &amp; Cranberry Juices Seasonal Fresh Fruit and Berries Freshly baked Breakfast Breads, Muffins and Croissants Bagels with Plain and Flavored Cream Cheeses Butter Fruit Preserves Breakfast Tacos served with Isabella's house made Salsa Freshly Brewed Starbucks Coffee Starbucks Decaffeinated Coffee Tazo Teas</p> <p>\$40 per attendee (cash bar) <b>Southern Comfort Dinner Buffet</b> Cheddar Cheese Biscuits Butter Tortilla Soup Texas Sweet and Spicy Slaw Heirloom Tomato &amp; Cucumber Salad 13 Hour house Mesquite smoked Brisket with house made BBQ Sauce House pickled Red Onions &amp; Jalapenos House cured Pork Loin Hoppin John Whole Grain Mustard Texas Hot Chicken House made Pickles Corn meal crusted farm raised Catfish Drunken local Cheddar Mac n Cheese Sweet buttered Corn on the Cob Oven Roasted Brussel Sprouts Texas Pecan Pie Warm Peach Cobbler Haagen Daz Vanilla Ice Cream Freshly Brewed Starbucks Coffee Starbucks Decaffeinated Coffee Tazo Teas</p>
<p><b><u>SHOPPING, DINING and ENTERTAINMENT</u></b> PLANO LEGACY TOWN CENTER and PLANO LEGACY WEST. Our hotel is in Plano Legacy Town Center which contains over 40 shops and restaurants within walking distance. Additionally, Plano Legacy West is located just across the North Dallas Tollway and contains another 40 shops and restaurants for you to explore.</p> <p><a href="http://shopsatlegacy.com">http://shopsatlegacy.com</a> <a href="http://legacywest.com">http://legacywest.com</a></p> <p><b><u>GOLFERS – from pretend to pro</u></b> Top Golf: <a href="https://topgolf.com/us/the-colony/">https://topgolf.com/us/the-colony/</a> High tech golf driving range, with many food and drink options. Must be seen to be believed. On your own. Close enough to use hotel shuttle</p> <p><b><u>TRANSPORTATION</u></b> The hotel does NOT have an airport shuttle. Paid shuttle service is available to and from both airports (Dallas Love or DFW Airport). Some suggested companies include:</p> <ul style="list-style-type: none"> <li>▪ Super Shuttle – 817-329-2000, 800-BLUE-VAN</li> <li>▪ Discount Shuttle – 817-267-5150, 800-748-0789</li> </ul> <p>Taxis are abundant at the airports UBER: <a href="https://www.uber.com/">https://www.uber.com/</a> or use the UBER APP</p> <p>The Marriott at Plano Legacy Town Center has a local shuttle service to take you to places within a 5-mile radius of the hotel free of charge.</p> <p><b><u>PARKING</u></b> For those who drive, the Marriott hotel does charge a daily fee for parking in their covered garage. There is free public parking in the area but you may have to walk a block or two if you wish to try this. <u>Be very careful</u> parking in those areas because there are also tow-away zones in the area.</p>		

## 2017 CHPA Election Directors & Officers

1. Election of CHPA officers and directors will be finalized at the annual reunion business meeting Aug 26.
2. Officers have a significant CHPA workload, and Directors will be asked to roll up their sleeves to help with CHPA tasks, not just occupy a Board seat and vote. That could be a regular duty, a special project, Chair a committee, etc.
3. Qualifications:

President	CHPA member at least 3 years
VP Admin	CHPA member at least 3 years
VP Membership	CHPA member at least 3 years
Secretary	CHPA member at least 1 year
Treasurer	CHPA member at least 1 year, experienced in classifying accounting transactions, preparing financial statements and solving problems with same
Director (7 positions)	CHPA member at least 1 year
4. All positions – except Chairman – are open to volunteers and nominations. Using myself (Terry Garlock) as an example, I have volunteered as shown in the chart below to continue serving as Treasurer. Any other qualified member may also volunteer or be nominated as Treasurer, and the members will select the Treasurer with their vote.
5. Volunteers and nominations will be accepted by email to [hq@chpa-us.org](mailto:hq@chpa-us.org) until midnight on July 23. If you nominate someone - in order to promote their candidacy with your recommendation - please save us all time by first ensuring they do wish to be nominated. Please keep nominations brief.
6. We will verify qualifications of volunteers and nominees, and contact nominees to verify their acceptance.
7. A member comment period will be announced. Comments should be sent to [hq@chpa-us.org](mailto:hq@chpa-us.org) and will be made available to members by linked document, with cumulative comments and commenting member's name. Members will be asked NOT to send comments to the membership by email since many members don't want to receive such email traffic. During the comment period, members will be able to review the cumulative comment document at will.
8. At the end of the comment period, a member voting period will be announced with a link to a voting form that limits voting to qualified members. All qualified volunteers, and qualified nominees who accept, will be listed for each position, and each voting member will be able to vote for one person per position, if they wish to vote for that position.
9. At the end of the defined voting period, the voting form will be deactivated and voting will cease.
10. At the Annual Meeting on Aug 26, any voting member who has not yet voted will be able to vote in person before the final vote count. Thereafter, election results will be announced.
11. The 1<sup>st</sup> draft of candidates for election are listed on the following page. Your volunteers or nominees will be added as you submit them.

## Volunteers and nominations will be added to each position when submitted

	Candidates	
Chairman	Rich Miller	IAW the CHPA By-Laws, the President moves to the position of Chairman at the end of his term.
President	Jack Bailey - nominated	I hereby nominate Jack Bailey as CHPA President. As VP Membership Jack has been energetic and innovative in recruiting. Through his business development operation in Huntsville AL, he has active high-level contacts in our key targeted areas of rotary wing aviation. Jack is a Life member of CHPA, a UH-1 combat veteran of the Persian Gulf War (Operation Desert Storm), and has the talent and interest for the role of CHPA President. I highly recommend him. Terry Garlock, Treasurer
VP Administration		
VP Membership	Dan McClinton – volunteer	Dan McClinton served as a director 4 years, and manages the CHPA Facebook site AH-64 Iraq
Secretary	Jim Donadini -volunteer	Jim Donadini has served as a Director, VP Administration, and has filled in for the CHPA Secretary when needed. OH-6, UH-1, Vietnam, Desert Storm
Treasurer	Terry Garlock - volunteer	Terry Garlock has been Treasurer 2 years Cobra Vietnam
Director 1	James Wilhite - volunteer	James Wilhite has been a board member 2 years UH-1 Vietnam
Director 2	Craig Bond - volunteer	Craig Bond has been a board member 2 years UH-1 Vietnam
Director 3	Barry Desfor - volunteer	Barry Desfor has been a board member 2 years UH-1 guns Vietnam
Director 4	Albert Winks - volunteer	Albert winks interim appointed to the Board UH-60 Medevac Afghanistan
Director 5	Patricia Baker - volunteer	Patricia Baker interim appointed to Board July 2017 UH-60 Iraq, LTC active MN Guard
Director 6		
Director 7		

## 2017 Robert N. Tredway Award Recipient

### Alex Horony

by Jack Bailey, VP Membership



Every 2 years CHPA honors a distinguished member of the community at large, sometimes a CHPA member as well, with the Robert N. Tredway Award. The award is presented to an individual or corporation for demonstrated accomplishments in support of one or

more of the following: the United States military helicopter community, U.S. military veterans with an emphasis on helicopter veterans, the Combat Helicopter Pilots Association, and the community at large.

CHPA is pleased to announce that this year's recipient is Alex Horony, CHPA Life Member and former member of the Board of Directors, as the 2017 Robert N. Tredway Award recipient.

A unanimous decision by the Tredway Award Committee, this extract from his nomination narrative best represents the quality of Alex's character as a soldier, citizen and member of our organization:

*(Alex) always demonstrated an immense desire to see the needs of the soldiers assigned to his care are met and provide aid and assistance to veterans who have honorably served this great nation, often putting his own interests second to providing invaluable services and support to the veterans of the middle Tennessee area. He is well deserving of all the honors and accolades he has received and has always embodied the "soldier first" ethic, leadership and attitude displayed by the well-respected Robert N. Tredway.*

Alex will be honored at the CHPA Annual Convention in Plano, Texas this August.

## UH-1 near Long Hai Mountains, Vietnam, March 15, 1968

Do you remember?

Hi from Perth, Australia!

My father, Peter Macdonald, was an engineer in the Australian Army, and served in Vietnam in 1967/68.

On March 15, 1968 at 10:15am whilst on patrol about 1000 feet from Long Hai Mountains, he was ambushed and his right arm was badly wounded, and another sapper was killed. There wasn't an Australian helicopter available to get to my dad, and he was losing a lot of blood. Luckily, an American helicopter pilot overheard his distressed radio calls for assistance, and despite his location being in a risky area with North Vietnamese troops around, he and his crew came in and rescued my dad at around 12.00pm. He told me it was an Iroquois helicopter with 2 pilots and 2 gunners.

This was obviously a very brave act, and they risked their own lives to save my dad's. We have no idea who that pilot was, and I've always thought about what I can do to find him and thank him. Thanks to that helicopter crew, my dad went on to have a wonderful life with a wife of 44 years, two kids and two grandchildren, who he adores. My Dad is a very proud Vietnam vet who marches every year in Perth's ANZAC Day parade (Australia's Memorial Day), and works hard to bring awareness and recognition to those who served.

If this story is familiar to anyone out there or you can help me find the amazing crew of that Iroquois, I would love to talk to you. Feel free to email me at [katiemacbell@outlook.com](mailto:katiemacbell@outlook.com).

Katie Bell

## The Distaff Side

by M. Koleta Thompson



Long ago there was a combat helicopter pilot in my life. Let me tell you up front that I do not, nor have I ever known make, model or tail numbers of helicopters. I do recognize CH 47's, Apache and Cobras.

The first knowledge of these flying machines was when my husband received orders to helicopter flight training. Now, he was already a fixed wing pilot, and I wondered aloud why he needed or wanted to venture up in those little guppies that had big fans sitting on top or on their tails. From then on it was made clear: a pilot is a pilot is a pilot. The challenges of mastering winged and rotary craft is almost ingrained in their DNA.

As with the fixed wing school, training began with small craft and advanced to bigger and faster. At that time, 1960's, families were not encouraged to visit the flight line, get inside of helicopters nor ask questions about these intricate and complicated machines. "Why would wives want to even know about these things?" As usual, the little rebel in me, asked the questions. After all, the Army was sending him up, up and away from his family. And those gyros didn't look all that stable to me.

"What made them lift off the ground with no wings? How did the pilots get out if the engine failed? Did the guppy float to the ground or just drop out of the sky? What were they going to be used for if they only flew so low?"

Well, I soon learned and realized that there was a plan, especially when my husband was sent off to Viet Nam. Actually, two plans. God's plan and the Army had one too.

I can't say that I was ever afraid of my husband's piloting, but I was always concerned about the places the Army sent him to ply his profession. At the time, Vietnam was a hot button for most of the American public. Helicopter pilot families understood the duty, honor, country but everyone did not. Protestors were vocal everywhere and their harsh words impacted military families.

One instance in my life came during the first 15-month tour when I went back to central North Carolina. The next-

door neighbor would often berate me for "letting" my husband go to Vietnam. He, also, said things to my children about their father "killing people, shooting them down from the sky and not even seeing what they were shooting at because they were killers and didn't care." It took a lot of patience and prayer to comfort and explain to an 8 and a 6-year-old that what the neighbor said was not true.

The second 15 month Vietnam tour of his career, a year later, was different in that we were in a neighborhood of military affiliated families who knew what our pilots were doing to help South Vietnamese people. We banded and bonded together to help each other. Our second son was born one month after my husband left for Vietnam and neighbors jumped in to baby sit the older children. In fact, they were the ones who picked us up from the hospital.

How did I get there?" Well, I was working as an American Red Cross volunteer in the OB-Gyn clinic that day when I felt a twinge in my back. The physicians took one look at me and sent me upstairs to the delivery room. The volunteering is another story of and for military family lives on the move.

Years after the Vietnam tours and in future assignments our families felt more secure that our "fly guys" could and would take care of us and the USA where ever they were sent.

My husband died of a souvenir that he picked up in Vietnam, called Agent Orange. Many of our combat helicopter pilots and military personnel came home with this toxic chemical, unbeknownst to them, embedded in their bodies. My choice of places to live is near a military base where the CH47's, Apaches and other helicopters fly over my neighborhood. It is Home.

It's a lot like hearing taps play:

"Fading light dims the sight, and a star gems the sky, gleaming bright, from afar drawing nigh---Falls the night. Day is done, gone the sun, From the lake, from the hills from the sky. All is well, safely rest, God is nigh. Then goodnight, peaceful night, Til the light of the dawn shineth bright, God is near, do not fear---Friend, good night."



## CHPA at the 2017 AAAA Mission Solutions Summit Nashville, Tennessee by Jack Bailey, VP Membership



Once again CHPA exhibited at the AAAA Mission Solutions Summit; this year proudly supporting the 75<sup>th</sup> Anniversary celebration of Army Aviation.

The 26-28 April event was visibly larger and more energetic than in the recent past with over 250 Army, industry and non-profit exhibitors occupying more than 200,000 square feet of exhibit space and attended by over 9,000 visitors. Event officials indicated that the event was one of the largest shows in the preceding decade.

Though Aviation was designated a branch of the US Army on April 12, 1983; the origins of Army Aviation as an element totally distinct and separate from the Army Air Forces is traced to a War Department authorization dated

June 6, 1942 when Army Land Forces were assigned L-4 Cub aircraft for Army Artillery Battalions. Since that first War Department authorization, the role of Army Aviation has expanded tremendously and has become the critical enabler for success on the modern battlefield.

The backbone of CHPA's presence at AAAA, were Rusty and Lyn Burgoyne. Once again, they drove at their own expense from Louisiana to support the exhibition. They set up and manned our exhibit space for three long days and everyone who visited felt welcome. CHPA thanks the Burgoynes, the Moores (Jimmy and Avagene), the Hornys (Alex and Edna) and Al Winks for their participation at this event. Everyone who visited was impressed by the robust presence and energy of the CHPA Team. A special thanks to AAAA for sponsoring the exhibit booth.



## The Grunt by Bob Metzger

Preface by Terry Garlock

At the 334<sup>th</sup> AHC (a Cobra company) in Bien Hoa, 1969, Bob Metzger was a Dragon Platoon mentor to me. He was one of the guys who taught me what I needed to know to stay alive, one of the young men who preceded me, one of those I watched to learn the true meaning of loyalty, courage and trust, one of the men I admire.

Like the rest of us, Bob flew Cobras and later became the Operations Officer. In addition to Cobras he flew UH-1s and has a good UH-1 story about pilot strategy sneaking an AWOL nurse safely back under the wire, a story saved for another issue. Bob also flew OH-58s, and single and multi-engine fixed wing.

At Ft. Lewis, WA Bob put together the first Fully-Modernized Cobra Company, D Co 9<sup>th</sup> Av Bn. The S Model Cobra had a fire control computer, laser range finder, TOW Missiles and a 20 MM cannon. The Modernized S was the last evolution in the series of Cobra upgrades.

Bob remained in the Army for 24 years and served in a variety of command and staff positions. After retiring as

a LTC, Bob served as a firefighter and paramedic in a career metropolitan fire department in Northern Virginia and also volunteered at his local department in West Virginia when he was off shift. He was one of the responders at the Pentagon on 9/11. Bob retired from his career fire department and continues to serve as a Captain/Paramedic with his volunteer department in Canaan Valley, West Virginia. Between emergency calls, Bob can be found weeding the garden and picking tomatoes these days, but he has a bad-ass snow blower because winter up there isn't kidding.

I see Bob at least once a year when we gather at John Synowsky's ranch just south of Weatherford, TX. John was our Platoon Leader for the Dragons. Last October my daughter Melanie, then in her Sophomore year at U of GA, joined us at the ranch, pic of Bob with Melanie below. Bob likes to hang around the ranch and help John roll and stack hay, and generally play with the tractor until something breaks, but has to watch his replaced hips, another story that will have to wait.



Bob Metzger presenting Melanie Garlock her Dragon shirt



At the 334<sup>th</sup> Round Table in the breezeway, 1969. John Synowsky (L) on the scramble phone, likely taking a sitrep on a ground unit in contact, waiting for the scramble order. Bob Metzger (R) with "Mother", his "scrounged" survival weapon.

## The Grunt

by Bob Metzger

While having a conversation with a gentleman recently, the topic got around to the military and I was speaking about some of my experiences. I was in the U.S. Army for 24 years of active duty service and spent most of that time as an Aviation Officer and helicopter pilot. I recounted some of my combat experiences as a Cobra pilot in Vietnam, and how we supported the "Grunts" when they got into a serious firefight. The person to whom I was speaking had never served, and having heard the term grunt before, thought it to be derogatory. I assured him that it was not.

Later as I sat at home and reflected, I realized that less than five percent of our population has served and most of what the American public think they know about the military is what they've seen in some of those terrible Vietnam movies. Some of the later movies actually did a much better job, like "We Were Soldiers." Most, however, depicted Vietnam soldiers as drug addled baby killers who turned into crazed killers on the battlefield with no regard for human life. With the exception of a handful of crazies, nothing could be further from the truth.

Which brings me to "Grunt."

Grunt is a term which should not be used casually, especially by a civilian who has never served. Grunt is a privileged term reserved for those who have taken the oath, worn the uniform, and stepped onto the field of battle. The only civilian I know of who can use the word Grunt freely is Joe Galloway, whom I know personally. Joe was a combat correspondent and photographer and was present with the Troopers of the 1/7 Cavalry at Landing Zone Xray, Ia Drang Valley in 1965. Their situation became so dire, that Galloway picked up an M-16 Rifle and defended himself and the Troopers of 1/7 Cav in that desperate three-day battle. By his actions, Galloway is not only authorized to use the term Grunt, but also became a Grunt himself. To this day, Joe Galloway is the only civilian to be awarded the Bronze Star for Valor. He wears the miniature version of the medal proudly on his lapel.

Grunt is a term for an Infantryman. In the Army, the Infantry is the tip of the spear. In Vietnam, it was the Infantry who slogged through the rice paddies and steamy jungles, wearing heavy Rucksacks. It was the Grunt who fought through the violent ambushes and night attacks, often being out in the "bush" for days at a time.

As helicopter pilots, we were more detached from the close jungle fights of the Grunts simply because of the job that we had. However, if we didn't completely realize it then, all of us old pilots certainly realize it now, that the only reason we existed, was because of our Grunts. And they were our Grunts. We were there to serve, support and protect them. We loved them . . . and they loved us.

As Joe Galloway has written; "We carried them into the battlefield, we resupplied them with ammunition, water and food, we evacuated their wounded, and we carried out their dead."

During all of those types of missions, my unit often provided armed aerial escort and conducted close air strikes for our Grunts involved in fierce close combat, often putting our ordnance within 20-30 meters of their positions. Nothing got our adrenaline flowing more than to hear our Grunts yelling on the radio that we were hammering the enemy positions and to keep it coming. When the battle was finally over, the lift helicopters came to take them out of the hell hole they were in and transport them back to their base for some much needed rest.

We often risked our lives for our Grunts, taking off at night in marginal weather to put in a strike for a unit in heavy contact. We could see the action even as we approached the area, red and green tracers flying back and forth through the jungle canopy, illumination flares

slowly drifting down under their small parachutes creating weird shadows, the haze of smoke over the jungle canopy, and the smell of cordite as the battle raged. Our Grunts knew help was on station by the sound of our rotor blades even before we made radio contact. The enemy knew we were there too and many times those green tracers reached up for us. For every round you see, there are four you don't, and the tracers at night look like they are coming right between your eyes until they veer off to miss, and our pucker factor made our butt-cheeks take big bites out of the seat. Over 2,000 helicopter pilots lost their lives in Vietnam supporting our Grunts.

The point of all of this is the Grunt is the noblest of soldiers, often bearing much more than his share of the burden and horror of combat. It is the term we combat pilot veterans use to speak of the Infantryman, and the term they use to speak of each other. When next you hear the term Grunt, know that it is not slang or derisive. In our world, it is an earned badge of honor, spoken with respect and carried by those who earned it with pride.

Robert J. Metzger  
LTC (USA Ret)  
Dragon 31  
334 Armed Helicopter Company  
RVN '69-'70

# Vietnam Vets honored in Huntsville, AL

by Jack Bailey, VP Membership



Huntsville Madison County Veterans Memorial, Huntsville, Alabama



Saturday, April 8<sup>th</sup>, approximately 200 people, gathered at the Huntsville Madison County Veterans Memorial for the 6<sup>th</sup> Annual Welcome Home Vietnam Veterans celebration hosted by the Vietnam Veterans of America, Huntsville Chapter 1067.

I was there representing CHPA.

Festivities began at 9AM with refreshments, displays and music. Formalities began at 11AM with Joe

Galloway as the event's guest speaker. Mr. Galloway worked as a reporter for UPI during the earliest part of the Vietnam War. In 1998 he was decorated with the Bronze Star Medal for helping rescue a wounded soldier while under enemy fire, during the battle at Landing Zone X-Ray (LZ X-Ray) in the Ia Drang Valley, November 15, 1965. He is the only known civilian to receive a valorous award while serving/working in Vietnam.

The North Alabama Chapter of the Vietnam Helicopter Pilots Association (NAVHPA) was represented and on display, their restored UH-1C/M Gunship, "BUC 3." The aircraft, serial number 66-00623, flew in Vietnam between 1968 and 1972. BUC 3 primarily served with Gun Platoon, "Buccaneers", in the 170th Assault Helicopter Company and was battle-damaged on two occasions. In a May 1969 mission, BUC 3 received five AK-47 rounds through the cockpit wounding one crewman.

The event was sponsored and supported in part by the City of Huntsville, the Madison County Sheriff's Department, Intuitive Research Corporation, the Army Aviation Association of America (AAAA) and several local businesses.

The Vietnam Veterans of America, Huntsville Chapter 1067 has close to 470 active members. The North Alabama Chapter of the Vietnam Helicopter Pilots Association has approximately 70 members.



BUC 3 on display in Huntsville.

## Reunions and Gatherings



### DFC Society 2017 Convention Sep 24<sup>th</sup> thru 28<sup>th</sup>, 2017 Dallas, TX

theme - *"Heroic Women of the DFC"*

[www.dfcsociety.org](http://www.dfcsociety.org)

POC: Bruce Huffman,

518-578-7089

[bhuffman@dfcsociety.org](mailto:bhuffman@dfcsociety.org)



### Pop A Smoke September 5<sup>th</sup> thru 9th, 2018

Sheraton Westport Lakeside  
Westport Lake Chalet, St. Louis

## Share this Swash Plate newsletter

Note the member app and renewal form below - send the entire newsletter or just the form to others 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](mailto:hq@chpa-us.org) PO Box 2585, Peachtree City, GA 30269





# Combat Helicopter Pilots Association

## Membership Application – or Renewal

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

### 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 \_\_\_\_\_

### Membership Type and Dues:

<b>Annual:</b>	<input type="checkbox"/> Pilot	<input type="checkbox"/> Flight Crew	<input type="checkbox"/> Friend of CHPA	<input type="checkbox"/> 1 yr - \$40	<input type="checkbox"/> 2 yr - \$80	<input type="checkbox"/> 3 yr - \$120
	<input type="checkbox"/> Corporate Friend of CHPA			<input type="checkbox"/> 1 yr - \$60	<input type="checkbox"/> 2 yr - \$120	<input type="checkbox"/> 3 yr - \$180

<b>Lifetime:</b>	<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
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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

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 Date: \_\_\_\_\_

**Membership renewals not required to complete below, already on file**

### 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 \_\_\_\_\_

New member applicants: Please attach documentation of qualifications such as DD214, unit orders, award orders, combat flight records, etc showing 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 \_\_\_\_\_

\_\_\_\_\_