The History of Memorial Day

Many local communities claim to be the birthplace of Memorial Day. Memorial Day tributes began before the end of the Civil War and increased in number shortly after the War. There are numerous claims by local communities throughout the North and the South that they were the first to hold springtime tributes to Civil War casualties. The village of Boalsburg, Pennsylvania, claims the ongoing tribute began there in 1864 when Elizabeth Myers, Emma Hunter and Sophie Keller decorated the graves of Civil War soldiers in the Boalsburg cemetery in Harris Township, Centre County, Pennsylvania.

Another claim comes from Columbus, Mississippi, where, on April 25, 1866, a group of women visited a cemetery to decorate the graves of Confederate soldiers who had fallen in battle at Shiloh. Nearby were the graves of Union soldiers, neglected because they were the enemy. Disturbed at the sight of the bare graves, the women placed some of their flowers on those graves, as well.

A stone in a Carbondale, Illinois cemetery carries the statement that the first Decoration Day ceremony took place there on April 29, 1866, four days after the Columbus, Mississippi event. Carbondale was the wartime home of Major General John A. Logan. MG Logan presided over the first large observance of Memorial Day in 1868. Today, several cities in the North and the South claim to be the birthplace of Memorial Day in 1866, such as Macon and Columbus, Georgia as well as Richmond, Virginia.

The first official large observance was on May 5, 1868, held at Arlington National Cemetery. The head of an organization of Union veterans — the Grand Army of the Republic (GAR) — established Decoration Day as a time for the nation to decorate the graves of the war dead with flowers. MG John A. Logan declared that Decoration Day

Concluded on Page 2
should be observed thereafter on May 30. It is believed that date was chosen because flowers would be in
bloom all over the country. MG Logan ordered his posts to decorate graves in 1868 “with the choicest flowers
of springtime.” He further urged: “We should guard their graves with sacred vigilance. ... Let pleasant paths
invite the coming and going of reverent visitors and fond mourners. Let no neglect, no ravages of time, testify
to the present or to the coming generations that we have forgotten as a people the cost of a free and
undivided republic.” The ceremonies took place around the mourning-draped veranda of the Arlington
Mansion, once the home of Gen Robert E. Lee. Various Washington officials, including Gen and Mrs. Ulysses S.
Grant, presided over the ceremonies. The crowd attending the first Memorial Day ceremony at Arlington
National Cemetery was approximately the same size as those that attend today’s observance, about 5,000
people. After speeches, children from the Soldiers’ and Sailors’ Orphan Home and members of the GAR made
their way through the cemetery, strewing flowers on both Union and Confederate graves, reciting prayers and
singing hymns. Then, as now, small American flags were placed on each grave.

On May 5, 1866, the city of Waterloo, New York held a ceremony to honor local veterans who had
fought in the Civil War. Businesses closed and residents flew flags at half-staff. Waterloo claimed this
ceremony established it as the Memorial Day birthplace because earlier observances in other places were
either informal (not community-wide), or one-time events. In 1966, Congress and President Lyndon Johnson
declared Waterloo, New York as the “birthplace” of Memorial Day.

In December 2000, in order to ensure that the sacrifices of America’s fallen heroes are never forgotten,
the US Congress passed and President Clinton signed “The National Moment of Remembrance Act,” P.L. 106-
579 into law. This created the White House Commission on the National Moment of Remembrance. The
commission’s charter is to “encourage the people of the United States to give something back to their country,
which provides them so much freedom and opportunity” by encouraging and coordinating commemorations
in the United States of Memorial Day and the National Moment of Remembrance.

The National Moment of Remembrance encourages all Americans to pause wherever they are at 3:00
pm local time on Memorial Day for a minute of silence to remember and honor those who have died in service
to the nation. As Moment of Remembrance founder Carmella LaSpada states, “It’s a way we can all help put
the memorial back in Memorial Day.”

Please join with me in remembering and honoring our fallen warriors this Memorial Day.
Above The Best

Jay Brown

CHPA has partnered with Artist Bryan Snuffer to offer an 18x24" Commemorative Edition Print “Above the Best,” honoring combat helicopter pilots and crews from Vietnam to present. This Limited Edition Print is signed by the Artist and numbered. This is a special limited edition run of 300 pieces and would make an excellent gift to yourself or a fellow Combat Aircrew member. Each print lists for $125.00 plus shipping. Click here for complete ordering information:


The artist will donate 30% of the sales of this print to CHPA. CHPA will apply that donation to the annual Christmas Boxes for the Troops program and the sponsorship of new Active Duty members.

Share the “Swash”

Please feel free to forward this issue of “The Swash Plate” to your colleagues, potential members and other interested parties!

Sponsorship

Please consider sponsoring CHPA’s programs. You may make tax deductible donations to support the Goldie Fund, CHPA’s Scholarship program, the Holiday Boxes for the Troops, T-shirts for Heroes or the Association. For further information please look at Sponsorship at the website, http://www.chpa-us.org.
Reunions and Gatherings

Are you planning a reunion or event that may be of interest to our members? Let us help you get the word out and support veterans groups of all sizes and locations. Just send a message with the information to HQ@chpa-us.org. If you have a logo, send that along as well. Be sure to include accurate contact and registration information and we’ll take care of the rest.

**Troop A, 2/17th Air Cavalry** - The alumni association is having their reunion in Nashville, TN from May 28 thru May 31, 2015. The reunion will include a trip to Ft. Campbell to spend time with the active troops, visit the museum and a possible stop at the Cav Shop. For further information contact Mike Mabe 336-782-6258 (mikemabe@mac.com) or visit the website at [www.alphatroopalumni.com](http://www.alphatroopalumni.com).

**Bullwhip Squadron Association** - The Bullwhip Squadron Association will be sponsoring a 1st Squadron, 9th Cavalry Regiment 50th Anniversary Commemorative Ceremony and Memorial Service recognizing the 3 July 1965, activation of the Squadron. The ceremony will be held at Doughboy Stadium, Fort Benning, Georgia, on July 2, 2015 at 0900 hrs honoring the 1st Squadron, 9th Air Cavalry Troopers, the unit lineage and the history within the 1st Cavalry Division. Refreshments will be served afterwards on location. You must RSVP by email, letter or phone by June 5, 2015. For RSVPs and information contact 1stSquadron9thCav50th@gmail.com. There will be no costs for attendees or registration fees.

Unfortunately this will be the last official Bullwhip function as the association will have exceeded its Mandatory Retirement Date (MRD) and will retire shortly after completing dissolution documentation and administrative requirements. The BWS website will remain in limited operation until Jan 2017 for limited contact capabilities and archiving member pictures and documents that they may want to be sent to future 1st Cavalry Division Museum.

**Battery E, 82nd Artillery.** Good day, fellow Woodpeckers. E Battery/82nd Arty, 1st Air Cav Div, a direct support aviation unit of the 1st Cav Div Artillery will be holding their reunion October 12 to the 14 at the Buffalo Thunder Resort and Casino, Santa Fe, NM. Mark down on your calendars and if you want, stay longer. When guests call to make their reservations ask them to call our In House Reservations Department at 505-455-5555, then push #1, then push #2 to be connected to that staff. Contact: David McClimans, d_mac550@centurylink.net.
Larry B. Jividen

Alan Zygowicz

Larry B. Jividen of Henderson, NV, passed away peacefully March 15, 2015, in his home. He was born December, 1944, in Urbana, IL, the only child of Boyd Jividen, a US Air Force flight engineer and Doris Jividen, the public affairs chief of Tripler Army Hospital in Honolulu, HI. After attending the University of Hawaii, he entered flight training in 1966 at NAS Pensacola, FL, as one of the last Marine Aviation Cadets (MARCADS). After being designated as a Naval Aviator, he went to Vietnam in 1967 and flew the CH-46 Sea Knight helicopter with Marine Medium Helicopter Squadron 165 for 13 months. Larry flew resupply missions into Khe Sanh during the siege, was shot down twice, received the Distinguished Flying Cross three times, and was awarded 35 Air Medals. Following Vietnam, he was assigned to NAS Pensacola, where he underwent jet transition along with a short assignment to NAS Chase Field in Beeville, TX, transitioning to the TF-9J Cougar. He also flew the T-39 Sabreliner and the Lockheed T-1 Seastar. While stationed at Pensacola, he completed a Bachelor of Science degree in business management from the University of West Florida. He left the Marine Corps resigning a regular commission to join Eastern Airlines in 1973. In 1988, he married the former Patricia Jackson, an Eastern Airlines flight attendant. In 1989, they both joined United Airlines. Larry retired from United Airlines in 2002 flying captain on the Boeing 767 and B757. His last nine flights were to Honolulu, Kona, and Lihue, Kauai. He was an avid scuba diver around the Hawaiian Islands, as well as the Red Sea. In later years, he and Patricia were regular Bridge players at the Henderson Multi-Generational Center. They both contributed to and supported various charities, including religious and military. Their home was open to many friends during the holiday season. Larry was buried at Southern Nevada Veterans Memorial Cemetery, 1900 Veterans Memorial Drive, Boulder City. Donations in Larry's honor may be made to the Fisher House Foundation, 111 Rockville Pike, Suite 420, Rockville, MD 20850-5168 or fisherhouse.org.

How Are We Doing?

Jay Brown

Every month we try to bring you articles and notices that interest all of our members. Of course that entails gathering news items and articles from various sources and varying topics, from the humorous to serious news of world events. We hope we’re meeting your needs and providing entertainment and we’d love to hear from you on whether we’re meeting those goals.

If you have a comment or suggestion on what we’ve done well, where we could improve or want to submit a story drop us an email at HQ@chpa-us.org or give us a call at 800-832-5144 and let us know. Always of particular interest are stories from our members and supporters. Anything from tales of woe in Flight School to genuine TINS TIW stories can be submitted. So drop us a line and tell your story.
**CHPA 2015 Convention Information**

Indianapolis, Indiana (September 24-27, 2015)

**REUNION HOTEL:** The Hilton Indianapolis Hotel and Suites, located at 120 W. Market Street, Indianapolis Indiana is our reunion hotel. 

**Reservations:** The Events Committee negotiated a rate of $129.00+ tax per night for the following room types: Traditional Queen; 2 Queen Beds Deluxe, Traditional King and 1 King Bed Deluxe. The hotel reservation website link is: <http://www.hilton.com/en/hi/groups/personalized/I/INDDNHF-COMHPA-20150922/index.jhtml>.

If you prefer to call and make your reservation, the number is 1-800-315-1906. If you are planning on attending the reunion, please make your hotel reservation as soon as possible. Deadline for taking advantage of this special room rate is July 15, 2015 or when the group block is “sold-out”, whichever comes first. If you have special needs regarding your room, please make your reservation first so you have a confirmation number. Then contact Ashlee Anderson, our Convention Service Manager, by either email at Ashlee.Anderson@Hilton.com (preferred method) or calling (317) 822-5875 and she will be happy to assist you. The Hilton is one of the few hotels in downtown Indy who own their own garage so we were able to negotiate a parking rate of $10/daily for self-park and $18/daily for valet with in-out privileges. Attendees will enjoy free internet access in their rooms. The hotel restaurant, 120 West Market, is offering a complete buffet breakfast each morning during your stay for $10 (tax and tip included). The Hilton will provide you with the discount breakfast vouchers upon check-in.

**TOURS:** The Events Committee is excited to offer a couple of guided tours during the reunion for those who wish to partake. The first tour offered is the Indiana War Memorial, 431 N. Meridian Street, Indianapolis, IN. The tours (one Thursday afternoon and one Friday morning) will be conducted by BG J. Stewart Goodwin, USAF (Retired) who also happens to be the Executive Director. The mausoleum-style limestone and marble memorial was originally built to honor World War I veterans but now pays homage to Hoosiers who served during all wars. The memorial features a military museum with weapons, uniforms, flags, other collections, jeeps and even a Huey Cobra helicopter. The memorial has a working replica of the radio room of the USS Indianapolis that is staffed by Navy veterans. The Shrine Room, which has 24 stained glass windows, is not to be missed. The Indiana War Memorial is approximately ½ mile from the hotel. The tour lasts approximately 1 ½ - 2 hours. General Goodwin has requested his tours be limited to 20-25 individuals each, so if you are interested in this tour, please sign up early.

The second tour (Friday afternoon) is Lucas Oil Stadium where the Indianapolis Colts play their home games. This is a behind-the-scenes tour of this state-of-the-art sports mecca. Lucas Oil Stadium tours give participants an up-close and personal look at all the stadium has to offer. The tour includes a visit to the playing field, an NFL locker room, Lucas Oil Plaza, the press box, and numerous other areas (depending on availability) that are generally inaccessible to the public. Lucas Oil Stadium is located approximately ½ mile from the hotel. The tour lasts approximately 1 – 1 ½ hours.
**Other local attractions you might like to visit while in Indianapolis**

**Mind Tripping Show**, Hilton Hotel & Suites (our hotel) – The Mind Tripping Show is the longest running live theatre show in Indianapolis. It is an intimate, interactive, theatrical show where mind reading, influence, psychological Illusions, and comedy all come together to create a fantastic night of delightful fun. Be prepared to have your perceptions challenged and your expectations turned upside down. Christian & Katalina, former Army Paratroopers, will have you laughing and scratching your head at the same time. Shows are Fridays & Saturdays at 8:30 p.m. Cost for Veterans, Military and/or Senior is $20.00.

**Eiteljorg Museum**, 500 W. Washington - the museum immerses visitors in the many cultures of the American West and Native America; it’s the only museum in the Midwest to offer this combination of cultures. The museum is located in White River State Park which is approximately ½ mile from the hotel.

**Indiana State Museum**, 650 W. Washington – the museum is a dynamic gathering place, inviting exploration and discovery of art, science and culture. The museum is located in White River State Park which is approximately ½ mile from the hotel.

**NCAA Hall of Champions**, 700 W. Washington – this completely renovated college-sports museum entertains and inspires when you explore the galleries filled with interactive exhibits that capture the passion of the NCAA student-athletes. The Hall of Champions is located in White River State Park and is approximately ¾ mile from the hotel.

**Sun King Brewing Co.**, 135 N. College – this is an Indianapolis-based, brewer-owned craft brewery with a focus on continually creating traditional, seasonal and unique specialty beer.

**Indianapolis Zoo**, 1200 W. Washington – (located in White River State Park) the Zoo’s highlights include the groundbreaking new international Orangutan Center, which opened in May 2014, and features eight of the endangered great apes. Other highlights include the Ocean exhibit; dolphin experience; and the open exhibit area with 350 different animal species.

**The Children’s Museum of Indianapolis**, 3000 N. Meridian – this museum has five levels and is the world’s largest children’s museum. You can walk among the dinosaurs, ride a carousel, sit beneath renowned artist Dale Chihuly’s Fireworks of Glass, discover the stories of the three children who changed the world in The Power of Children: Making the Difference, and explore archaeology in National Geographic Treasures of the Earth. The museum has 11 permanent galleries, a theater, planetarium, and interactive library. It is a timeless destination for all ages.

**Indianapolis Motor Speedway Hall of Fame Museum**, 4790 W. 16th Street – Built in 1909, the famous track is a global racing landmark. Over the years, its on-site museum has amassed the world’s largest, most varied collection of racing, classic and antique cars, including more than 30 cars that won the Indianapolis 500. The Tony Hulman Theater presents a 20-minute film depicting the history on the track and race highlights.
**Out-of-Area Attraction**

**AMERICAN HUEY 369 and MUSEUM**, 1697 Hoosier Blvd., Peru, Indiana
(≈ 75 miles NE of Indianapolis)
[Grissom Aeroplex, Montgomery Aviation (FBO) Hangar 11]
Web address: [www.americanhuey 369.com](http://www.americanhuey 369.com)
Hours of Operation: Monday-Friday 9:00 a.m. - 4:00 p.m., Saturday 9:00 a.m. – 3:00 p.m.
If interested, you will need to contact John Walker (769) 469-2727 to make your arrangements.

**NOTE**, if you are planning to come to Indiana early, those CHPA members that have a Vietnam history and are looking for something to do the weekend prior to our reunion, here’s a thought. The Howard County Vietnam Veterans Organization ([www.hcvvo.org](http://www.hcvvo.org)) has a large annual get together just South of Peru (Greentown, IN). This year, it is being held the weekend prior to the CHPA reunion. American Huey 369 intends to have both UH-1s at this event and the “Wolfhounds” (an awesome infantry re-enactment group) plan on being there. The hotels around Greentown, IN fill up early, so if anyone is interested, you might want to investigate as soon as possible.

**Airport Travel Information:**

Indianapolis International Airport (IND) is 16 minutes from downtown Indianapolis off I-70 via Exit 68. The airport averages 135 daily flights to 38 nonstop destinations on eight major airlines. In 2013, approximately 7.2 million passengers were served at IND.

A destination and launching pad for both commerce and community, IND is strategically located just minutes from major US interstates including I-65, I-865, I-69, I-70, and I-74, all of which connect to the city’s I-465 beltway. It is also within minutes of US 40, US 31, and US 52.

The eighth largest cargo center in the US, IND is home of the second-largest FedEx Express operation in the world. Approximately 2.2 billion pounds of cargo were managed at IND in 2013. IND is an important catalyst for economic development in Central Indiana and the Midwestern region, generating an annual economic impact of more than $4.5 billion for the area.

One of the first new airports to open in the US since Sep 11, 2001, Indianapolis cut the ribbon to its 1.2 million square foot airport complex off I-70 on November 11, 2008.

<table>
<thead>
<tr>
<th>Airlines</th>
<th>Phone</th>
<th>Concourse</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Air Canada</strong></td>
<td>800.247.2262</td>
<td>A</td>
</tr>
<tr>
<td><strong>Allegiant</strong></td>
<td>702.505.8888</td>
<td>A</td>
</tr>
<tr>
<td><strong>American</strong></td>
<td>800.433.7300</td>
<td>B</td>
</tr>
<tr>
<td><strong>Delta</strong></td>
<td>800.221.1212</td>
<td>A</td>
</tr>
<tr>
<td><strong>Frontier</strong></td>
<td>800.432.1359</td>
<td>B</td>
</tr>
<tr>
<td><strong>Southwest</strong></td>
<td>800.435.9792</td>
<td>B</td>
</tr>
<tr>
<td><strong>United</strong></td>
<td>800.864.8331</td>
<td>A</td>
</tr>
<tr>
<td><strong>U.S. Airways</strong></td>
<td>800.428.4322</td>
<td>B</td>
</tr>
</tbody>
</table>
Rental Cars:
There's no need to take a shuttle to rent a car at Indianapolis International! Just a short walk from the terminal, eight rental car counters from which to choose are located in the Ground Transportation Center (first floor of the Parking Garage). Please contact the company of your choice for more information.

- **Alamo** 800.327.9633
- **Avis** 800.230.4898
- **Budget** 800.527.0700
- **Dollar Car Rental** 800.800.3665
- **Enterprise** 800.736.8222
- **Hertz** 800.654.3131
- **National** 800.227.7368
- **Thrifty Car Rental** 800.847.4389

Shuttle Service:

Embarque (formerly Carey) offers shared ride service between Indianapolis International Airport (IND) and Downtown Indianapolis. The shared ride service is $30.00 each way and includes gratuity. Shared-ride service can only be booked by calling (800) 888-4639. If you have more than one individual in your party, please inquire as to your most cost effective choice of service.

Taxi Service:

Taxi service is available at the curb on the lower level of the terminal just outside Baggage Claim.

Minimum fares -
There is a $15 minimum charge for all fares from the airport, regardless of distance. If you need to travel outside the Indianapolis area, consult your driver for rates. Fares may not exceed the amount shown on the meter. Please tip drivers appropriately for their service.
GOT PATCHES?

CHPA continues to receive quite an assortment of patches from our members. These patches are displayed at our booth at HAI, Quad A, and VHPA. Several of you have donated patches, but we’re always looking for more. They are very eye catching and help us garner attention. So please dig through your old patches and if you have some you’d like to share, send them to us at:

CHPA • PO Box 42 • Divide, CO 80814-0042
## COMBAT HELICOPTER PILOTS ASSOCIATION
### 2015 CONVENTION REGISTRATION FORM

<table>
<thead>
<tr>
<th>DATE</th>
<th>EVENT</th>
<th>COST PER PERSON</th>
<th>QTY</th>
<th>SUBTOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Additional Late Fee</td>
<td>CONVENTION REGISTRATION FEE</td>
<td>$35.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assessed after July 31st)</td>
<td>Member (non refundable after July 31st)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Additional Late Fee</td>
<td>CONVENTION REGISTRATION FEE</td>
<td>$30.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assessed after July 31st)</td>
<td>Spouse/Guest (non refundable after July 31st)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Convention T-Shirt (Select number by Size) S__ M__ L__ XL__ 2XL__ 3XL__</strong></td>
<td>$25.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thursday, Sept 24</td>
<td><strong>Indiana War Memorial Tour #1</strong></td>
<td>$10.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 – 4 PM (Group size limited to 25 people)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thursday, Sept 24</td>
<td><strong>President's Reception</strong></td>
<td>$5.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(Backstretch Room) Light food and Cash Bar: 6 – 9 PM</td>
<td>(for Bartender)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Friday, Sept 25</td>
<td><strong>Indiana War Memorial Tour #2</strong></td>
<td>$10.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>10 AM – Noon (Group size limited to 25 people)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Friday, Sept 25</td>
<td><strong>Lucas Oil Stadium Tour</strong></td>
<td>$5.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 – 3:30 PM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday, Sept 26</td>
<td><strong>Annual Business Meeting and Election</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Indianapolis Ballroom. 9 AM - Noon (Enter number attending)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday, Sept 26</td>
<td><strong>Spouses Breakfast</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hotel Restaurant, 9 – 11 AM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday, Sept 26</td>
<td><strong>Cocktail Hour</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Indianapolis Ballroom (Cash Bar) 6 – 6:30 PM (Enter number attending)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday, Sept 26</td>
<td><strong>Banquet</strong> (Baby Spinach Salad with bacon bits, sliced strawberries</td>
<td>$55.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>and roasted walnuts; ranch or balsamic vinaigrette dressing; red bliss</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>mashed potatoes, roasted carrots and broccoli florets; Entrée; New</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>York style cheese cake; fresh rolls and Butter; iced tea; coffee or</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>hot tea.) 6:30 - (Select number of Entrées Below)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Roasted Pork Loin w/apple-caraway jus</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Roasted Sliced Sirloin Beef w/merlot-green peppercorn jus</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Vegetarian – Chef’s choice</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Non-refundable Late Registration Fee</strong> (if sent after July 31st)</td>
<td>$10.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

See back of form for Name Tag and Payment information.
PLEASE PROVIDE THE FOLLOWING INFORMATION:

Name: ___________________________  Name as you want it to appear on your badge: 

______________________________

Spouse or Guest(s): ________________________________

Spouse or Guest name(s) as you want it to appear on their badge:

_____________________________________________________________________________

Address: ___________________________  City: ______________  State: _____  Zip: _______

Payment Method:

☐ Cash  ☐ Check (Please make check payable to CHPA)  ☐ Credit Card  ☐ AMEX  ☐ MC  ☐ VISA

Card Number ________________________  Expiration Date _____________  Security Code ____

Signature ___________________________

Completed forms may be mailed to CHPA, PO Box 42, Divide, CO  80814-0042; faxed to 719-687-4167 or emailed to HQ@chpa-us.org. Remember to include your check or credit card information.

Convention reservations are due by July 31st to avoid a late fee. For any questions call 719-687-4131 or 800-832-5144. Remember to make your hotel reservations online at http://www.hilton.com/en/hi/groups/personalized/I/INDDNHF-COMHPA-20150922/index.jhtml or call the Hilton Hotel and Suites, 1-800-315-1906. Mention CHPA for the preferred room rate.
CHPA MERCHANDISE NOW ON SALE

Closeout Special: We’ve extended the current sale where you can buy a high quality poplin button down shirt (Khaki or black) or a CHPA wind breaker at regular price and get a 16 oz CHPA travel mug half off regular price. Sizes limited to stock on hand. And, we’ve sweetened the pot. For a limited time we’ve reduced the price of the Jimmie Moore print, “Goin’ Home” 20%, and with your purchase of a print we’ll throw in a poplin button down shirt, either khaki or black, and a CHPA travel mug free.

Visit the store to shop these other quality items available.
Keeping History Alive

Terry Garlock
Published in the Fayette County Newspaper, “The Citizen” on April 1, 2015

How do you know when you are rubbing shoulders with someone who has left footprints in history? Well, sometimes you don’t. I’ll tell you about two men here in Peachtree City, GA who left footprints serving their country when it was not easy, and how you can help keep their history alive.

Cliff Stern and his wife Paula live in the Interlochen development. A retired US Army LTC, Cliff is now President of the Army Aviation Heritage Foundation (AAHF), a unique non-profit volunteer outfit of veterans and civilians with a hangar at Tara Field near the racetrack in Hampton. AAHF keeps a number of Vietnam War aircraft maintained in tip-top flying condition. You might instinctively worry about helicopters over 40 years old, but the intensity of AAHF maintenance puts these birds in far better condition today than they ever were when we flew them into combat in Vietnam.

The AAHF flies in air shows and provides static displays and rides all over the country. Last week they flew to Nashville to display at the Army Aviation Association of America convention. They have done numerous flybys at the Vietnam Memorial in Washington, DC and at other venues on Memorial Day and other events. Two weeks ago Cliff’s group flew a Huey and a Cobra into the soccer field at Newnan High School, where a number of us who flew in the Vietnam War gathered around the aircraft to talk to hundreds of students interested in the helicopters and our experience.

Why is Cliff so passionate about connecting veterans and civilians by capturing attention with helicopters that flew in the war? Well, he was a Huey helicopter pilot in that war, flying combat assault lift missions as a Platoon Leader with the 174th Assault Helicopter Company, flying loads of ground troops into and out of landing zones. Cliff’s son, John, owner of John’s Golf Carts here in Peachtree City, so admires what his father did decades ago that he built a beautiful golf cart for him with silk-screened images from the war.

On his first day with his unit in Vietnam, Cliff had his customary check ride in the morning, and that very afternoon, because they were one pilot short, this new guy flew an emergency extraction mission for a Special Forces team under attack by enemy forces. He hoped things wouldn’t get worse than that initial excitement, but they did.

Near the end of the war in February of 1971, the massive Lam Son 719 operation had been planned for five to seven divisions to cross the border into Laos to cut the enemy’s Ho Chi Minh Trail where they had operated unchallenged for years. In execution only three divisions were committed against an enemy dug in very deep.

The staging area was Khe Sanh where they launched on Feb 8. The huge lift flight of about 100 Hueys were loaded with South Vietnamese grunts because most American ground troops had been withdrawn from Vietnam and by order of the 1970 Cooper-Church Amendment in Congress, no American troops were permitted to put boots on the ground in Laos. Americans provided support in logistics, artillery, air transport and air cover.

When Cliff flew into LZ Hotel that first day, he was in front only because the two aircraft that had been in front of him had already been shot down. He had Bob Gentry as his wingman since they had worked together every day and knew each other’s moves and signals. When Cliff took off after dropping his ground troops he spotted an enemy anti-aircraft team setting up and just seconds later they shot Bob dead, through his chicken plate (chest protector). He had celebrated his 22nd birthday two days prior. Bob’s co-pilot, Steve Burch, quickly took the controls to recover the aircraft. Steve died in a fiery crash a few weeks later.
On that same day, Cliff flew fresh loads of troops back into that same LZ five more times, and at the end of the day he picked up eight wounded South Vietnamese soldiers and delivered them to a hospital. Cliff received the Distinguished Flying Cross for heroism that first day of Lam Son 719.

The enemy may not have known they were coming, but the bad guys had 19 anti-aircraft battalions in the area including the feared .51 caliber plus larger 27mm, 37mm and 57mm guns guided by radar. Cliff saw more than a half-dozen helicopters shot out of the air by big guns, including Cobras hit broadside and broken apart mid-air.

The operation proceeded for more than two weeks, but with our Vietnamese allies losing the ground fight against a much tougher enemy and weather hampering air support, a withdrawal was initiated which Cliff summarizes as just awful. When he flew in to pick up South Vietnamese grunts, they panicked and rushed to overload the helicopter with too many so the Crew Chief and Gunner had to throw troops off; even then some held onto the skids in desperation to get out until they fell to their injury or death from altitude. Cliff said they had to do something to get the grunts out without overloading and causing a fatal crash, so they greased the skids.

When the operation was over, out of the 33 Hueys Cliff’s unit flew into Laos, only five remained. These are memories that do not fade.

US Army Major (Ret) Wayne King also left footprints in history flying Hueys in the Vietnam War. Wayne lives just down the road from Cliff in the Highlands development with his wife, Cookie. Like Cliff, he flew lift missions in the Vietnam War but with the 61st Assault Helicopter Company based at LZ English near the dreaded A Shau Valley. Since 6+1 is a key roll of the dice in the game of craps, the 61st takeoff pad was known as the Crap Table and the Huey lift platoons were called Lucky stars.

As a helicopter gunship pilot myself, I often watched lift pilots taking troops into a hot LZ, clustered in a tight formation to fit into a small clearing with gunfire zipping through the thin-skinned aircraft, and I asked Wayne to explain for students the pucker factor of taking fire in that setting. He told me they should think about it this way.

With a load of armed grunts in the back, the ride was usually at the treetops to evade enemy fire, dipping and rolling with the terrain and the grunts with their feet hanging over the side sometimes yelled their delight at the ride. When the LZ was not far away the pilots climbed to tighten up in formation with just one rotor blade of separation since they needed to touch down and take off as one to minimize exposure to enemy fire, and room in the LZ was often tight. They stepped up toward the back, keeping the next rotor to the front lower and level with the horizon, jockeying to stay in position, trying to prevent the dangerous stretch and compression of a slinky, and keeping the right rear skid strut visually lined up with the left front strut on the aircraft to the front left to stay in position, trying to prevent the dangerous stretch and compression of a slinky, and keeping the right rear skid strut visually lined up with the left front strut on the aircraft to the front left to stay in position, even in a slow turn, listening intently to radio traffic announcing the marker rounds from artillery indicating their prep fire was complete, then gunships like mine were alongside firing rockets, trying to nail the enemy or at least keep their heads down while our grunts got on the ground, sometimes scaring the hell out of the lift pilot if it was close, listening for other pilots announcing, “Taking fire from three o’clock!” and being ready for the sudden change of “Go around! Go around!” if enemy fire was still too heavy, scanning the gauges every few seconds as always while the Crew Chief and Gunner on either side just behind you tried to bust your eardrums as they opened up with their M-60s to shoot back at the treeline, staying lined up tight with the other birds as the ground approached and watching intently for an enemy to pop up from the deep grass to punch your lights out, and ready before the skids touch the ground for the grunts in the back to jump out and scramble away from the helicopter because it is such an inviting target, and without touching down, rock it.
forward to take off, still keeping formation separation while gaining altitude until you had enough room to
drift apart since scattering might lead to a midair collision. Who had time to worry about rounds whacking
through the aircraft, Wayne asked? He said they just looked for bullet holes when they got back to base and
fixed what needed fixing so they could go do it again.

On his off time Wayne and his buddy, gunship pilot Richard Benicewicz, used their construction skills to
build things, like a barracks, or to fancy up their own room. They scrounged and horse-traded for material,
and covertly “borrowed” from the Air Force what they needed in quick excursions they thought of as the
virtuous practice of “reallocating Uncle Sam’s resources to a higher and better use.” Horse-trading and
making things with hammers, saws and his hands with Richard at his side was one of two things that kept
Wayne’s sanity amidst all the killing and dying. The other was his wife, Cookie, writing him a letter every day,
telling him about life with their young boys back home.

On one of the worst days of his life, Wayne was flying a combat assault lift mission, escorted by
Richard’s and another gunship on the way to another LZ when Richard’s aircraft had a freak catastrophic rotor
failure. His Huey gunship dove into the ground like an anvil and the entire crew was killed. Wayne was never
the same. He switched to flying guns, said it was time to shoot back.

After Vietnam, Wayne flew helicopters and fixed wing aircraft in a number of US Army capacities,
including covert missions in Central America that he still cannot talk about to you or me.

Both of these men have deep in their bones a permanent love of the aircraft they flew in battle, and
the crews who will always be their brothers. The hangar at Tara Field is where they come together and labor
with meticulous and intense care to maintain these Hueys and Cobras to exacting standards, even better than
they did in Vietnam long ago.

Wayne has a special connection to one of the AAHF aircraft, a Huey with tail number 624. Wayne flew this very
aircraft in combat with the 61st AHC during the Tet Offensive of 1968. He says he could have been flying 624 the day Richard
was killed, but he doesn’t know.

Huey 624 is a prime example of why the crews who flew them still love them so much. They were tough, resilient,
reliable, and absorbed much abuse. 624 flew over 2,200 combat hours in Vietnam. Several of her crew received Purple
Hearts for wounds and several others died. She was shot down multiple times, including from enemy mortar fire while
preparing to take off from the Crap Table.

At the end of the Vietnam War Huey 624 was returned
to service in Germany, Korea and finally with the Alabama
National Guard in Birmingham until acquired by AAHF. After passing all the rigorous maintenance standards
and tests at AAHF, 624 was put into service in air shows, displays, and rides. Wayne is not only proud to be a
life member of AAHF, he has his own combat chariot in 624 that is also now a life member. He and his entire
family including five grandkids have taken a recent ride in 624, a Huey that has served America long and well.

Two weeks ago 624 was the Huey the AAHF flew in to Newnan High School, and Wayne was on hand to
talk to the kids about flying that same bird in the war over 40 years ago. How cool is that?

Concluded on Page 17
As time moves on, AAHF will be looking for opportunities to acquire more recent aircraft that our soldiers flew in Iraq and Afghanistan, a more recent history equally vital to keep alive, especially as we Vietnam vets are not getting any younger.

The Army Aviation Heritage Foundation also wants to involve more civilians in its mission, and they have an invitation for you, whether you are a veteran or not; become a partner keeping the history alive. Visit their website at http://www.armyav.org/.

Become a member for just $48 per year. Call them at 770-897-0444 to schedule a visit to the hangar for yourself or a group, to see the aircraft and talk to the men who flew them. Ask the men you meet about their story. You could take a group or even a school class on a field trip. If you take the simple act of becoming a member, you can be part of this legacy not just for the vets, but for the students eager to learn what really happened. Help us keep history alive.

Sausage and Cheese Biscuits
Sue Prescott

For the benefit of those who haven’t heard, CHPA will be assembling a cookbook and we invite you to participate. We need your input ASAP so we can get the book ready for sale at the 2015 Convention. The response will determine if this book will be available then. Please submit the recipes to recipesCHPA@yahoo.com in Word or RTF format if you can, but we can accommodate almost any format (with a little more work). If you don’t have email, mail your submission to CHPA, PO Box 42, Divide, CO 80814-0042. Also, please remember, if you want to submit a recipe you copied from a website or book, change up the directions (they’re the copyrightable content). Or let us know that they need to be changed; and please give attribution to the author. (This just keeps us safe.)

2 cups All Purpose Flour, or use 1 cup AP flour and 1 cup whole wheat flour
1 tbsp Baking Powder
¼ tsp Chipotle Powder, optional; or use cayenne pepper
4 oz Cheddar Cheese, grated or cut in very small cubes; 1 cup
6 ½ oz Smoked Turkey Sausage, cut in small pieces; about ½ of a package
1 cup Milk, any kind

Preheat oven to 400° and grease a baking sheet, or line with parchment.
Combine the flour(s), baking powder and chipotle powder in a mixing bowl. Stir in the cheese and sausage. Add the milk and stir as little as possible to combine.
Drop dough into 10 mounds on baking sheet. Bake 20 minutes or until lightly browned.
Remove to wire rack to cool. Serve warm or cold and store leftovers in refrigerator in an airtight container.

Notes: The aviator in the house requires these be served for breakfast AT LEAST once each month. Feel free to use any semi-hard cheese and/or chopped ham.

Cobra and Huey 624 flown in to Newnan High School soccer field on Mar 18, 2015.
Request for Assistance

Bob Hesselbein

This special message is published as a service to our brothers in VHPA and is to alert you to the need to contact your Washington DC representatives and tell them to support the Vietnam Helicopter Pilot and Crewmember Memorial Proposal.

The VHPA proposal has passed through the Arlington National Cemetery (ANC) review process and on to the Secretary of the Army, Mr. John M. McHugh. Although one would think this is a "no brainer," we discovered there is bureaucratic resistance to placing any additional memorials within ANC, even worthy memorials such as this (go to http://www.vhpa.org/R2015ANCMemorialUpdate.pdf for the Memorial Proposal action update).

Calling your representatives' Washington office is the best way to start the process (to find your representatives' contact information, go to http://www.contactingthecongress.org/). Explain why you are contacting your representative and ask for the military liaison staff person. That individual will ask additional questions, and you can explain the importance and share an image of the memorial above (or it is available at http://www.vhpa.org/news.htm); after you've explained the importance, offer the link to the March 26th presentation made to the Arlington National Cemetery Advisory Committee (it is a convincing presentation available at http://www.vhpa.org/R2015ANCPresentation.ppsx).

Contacting your representative works! VHPA members contacted Representative Joe Heck (NV), and he sent this letter to Secretary McHugh (go to http://www.vhpa.org/R2015HeckLetter.pdf). This non-political, bipartisan venture will likely be the force that motivates the Secretary of the Army to do the right thing and approve the overdue recognition of our lost comrades-in-arms. Please do not delay this important last mission you will ever do for your friends who gave the last full measure of devotion in the Vietnam War. Helicopter crew members comprised 3 percent of those who served in the Vietnam War and 9 percent of that war's KIAs. An additional 3 percent were killed as helicopter passengers so 12 percent of all KIAs were related to helicopters. That is one reason the Vietnam War is called the Helicopter War.

Please contact me with your questions comments, and thank you in advance for your support of this important effort.

Respectfully,
Bob Hesselbein,
President
Vietnam Helicopter Pilots Association
president@vhpa.org
The Swash!

One of the things we all know, nobody tells a better story than a combat helicopter crewmember, whether it’s the truth or “enhanced truth.” Our most entertaining and informative stories come from you, our membership. We often receive responses from our members when an article is published that opens a memory or touches a nerve, in a good way.

So where are all the story tellers out there? All you veterans of the skies of OEF and OIF with an idea for an article, or a story to tell it’s as easy as sending it in. Take a moment to lay fingers on keyboard or just put pen to paper and send them in. You can email them to hq@chpa-us.org or through the US Post Office to: CHPA • PO Box 42 • Divide, CO 80814-0042

Help us help you tell the tales of your experiences and continue to preserve our shared legacy of combat under a rotor disc.

Call on Us!
Contact Quick Reference

Chairman of the Board – Robert Frost
Chairman@chpa-us.org

President – Mick Tesanovich
president@chpa-us.org

VP Administration – Rich Miller
admin@chpa-us.org

VP Membership – Al Major
membership@chpa-us.org

Secretary – Rhea Rippey
secretary@chpa-us.org

Treasurer – VACANT

Executive Director – Jay Brown
HQ@chpa-us.org

Mark Hilton
MHilton@chpa-us.org

Alex Horony
AHorony@chpa-us.org

Randy Jones
RJones@chpa-us.org

Dan McClinton
DMcClinton@chpa-us.org

Randy Zahn
RZahn@chpa-us.org

James Wilhite
JWilhite@chpa-us.org

Call us!
800•832•5144

Fax us!
719•687•4167

Write us!
CHPA
PO Box 42
Divide, CO 80814-0042

Remember!
Feel free to contact us any time.