



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

March-April 2017

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 two ways to reach me.

800-832-5144 CHPA
andy.filson@gmail.com

Andy Filson, The Editor



Rich Miller

president@chpa-us.org

In This Issue

- The President's Corner
- Ft Rucker Museum
- Pay it Forward
- Tredway Award Nominations
- The Way We Were
by Terry Garlock
- Looking to Reconnect
- Inside Baseball
By Terry Garlock
- You Earned It
by Gordon Eatley
- Reunions and Gatherings
- Membership application and
Renewal form

The President's Corner

Recruiting

As President, there are times when I have the opportunity to attend another group's gathering or talk with a potential member. More than occasionally, I find that no one knows that CHPA exists. If we wish to be better known as a Legacy organization, then we all need to participate in getting the word out. Don't be hesitant to reach out to local fraternal organizations and potential members in order to help with our name branding. Send an email or make a call to a potential member who you might know. Be proactive in recruiting new members. Public awareness and member recruitment go hand-in-hand and it starts with current members. Jack Bailey, VP Membership, has implemented a program called Pay It Forward. That information is included in this newsletter. Be pro-active. Your efforts are deeply appreciated.

Annual Reunion

This year's annual reunion will be held in the Dallas, TX area. Final planning on events and scheduling is being done. As soon as it is completed, we will publish registration information. CHPA will have a booth at the AAAA trade show in Nashville, TN, April 26-28. If you plan to attend, please drop by our booth and for a meet and great with those who will be at the booth.

CHPA SWAG Store Now Open



I am pleased to announce that you can now purchase CHPA merchandise which includes logo ball caps, polo shirts, t-shirts, and a host of other items; also with the logo. We acknowledge and truly appreciate the patience of our members during the wait while CHPA partnered with the Fort Rucker Aviation Museum gift store. So, for a limited

time, the majority of merchandise is on sale at a reduced price.

Please visit the museum's store page at this link: <http://www.armyaviationmuseum.org/gift-shop-landing/> then click on the Shop link, then the CHPA link. Or you can call the shop directly at [334-598-2508](tel:334-598-2508)

Rich Miller, President

The CHPA Reunion is set for Aug 24th - 26th in Plano, TX! The planning process is on-going, and any suggestions for activities are welcomed. Contact Dan McClinton at dmccclinton@chpa-us.org.



Pay it Forward By Jack Bailey, VP Membership



Because CHPA spans all US military services, all conflicts, we have the potential to grow exponentially. But much of that potential depends on you.

You are the one your combat-qualified friends trust. You are the one they will listen to when you tell them, "You should be a member of CHPA!"

Those who flew rotary wing as pilot or crew in a combat zone are part of an exclusive club, and we want them to join our membership. We are just over 500 voting members, we have the potential to be much larger, and our growth has a purpose. That purpose is the long-term fellowship of men and women who have met the test of rotary wing flight in a combat zone, and the good works we can do when we unite, such as the five scholarships awarded last November.

Reach out to your friends who qualify for membership. Challenge them to join. I will email to you a CHPA advertisement that you can send to your rotary wing list, but of course your personal words to them count most.

Another way to help us grow is Pay it Forward. Several of us have used this method. Here's an example.

In this newsletter Terry Garlock tells a story about being shot down and badly injured, and how two fellow pilots, John Synowsky and Graham Stevens, risked their neck to help him. Terry used the occasion of telling this story to Pay it Forward by notifying John and Graham he has paid for their 1st year of membership, and that he would like them to reciprocate by selecting a qualified friend, pay it Forward for them and ask them to keep it going.

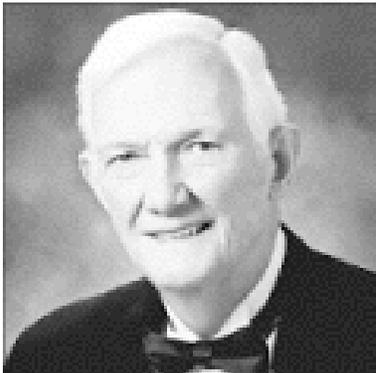
That's how we grow. Some of us have brought in a number of members. How about you? Will you do your part?

Call for Nominations

Robert N. Tredway Award

I was pleased in the last newsletter to announce the call for nominations for the Robert N. Tredway Award. This is a reminder that nominations are still invited until 1 May 2017.

The Robert N. Tredway Award is presented by CHPA 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.



Robert N. Tredway

The award is presented in honor of COL(R) Robert Tredway (USA), a founding member of CHPA. COL(R) Tredway was a 1958 graduate of the United States Military Academy at West Point, Vietnam veteran and recipient of the Silver Star, two Distinguished Flying Crosses, four Bronze Stars, and two Purple Hearts during two tours of combat duty.

Nominations for this most prestigious award may be submitted by email at hq@chpa-us.org not later than 1 May 2017. Not late submissions will be considered. The nomination committee will review all nominations and put forth its recommendation to the board not later than 1 July 2017.



Award presentation will be made at the CHPA annual Conference in August. If there are any questions, please forward them to me at: vp-mbrs@chpa-us.org or jackbaileyjr2014@gmail.com

Jack Bailey
VP Membership
Nomination Committee Member

The Way We Were

by Terry Garlock

FOREWORD



I think maybe the same ingredient of grit in combat helicopter pilots makes us naturally modest about our experiences. I have an elevated reason to be modest since my aviation and military service were cut short.

I have encouraged members to submit a story for the newsletter and member Laurie Pope asked why I didn't tell mine. Fair point, so, my story is below.

Now you should reciprocate with a story of your own. Especially you, Laurie. All of you have stories to tell, and your fellow members would like to read them. They don't have to be dramatic, they don't have to be about combat and they don't even have to be about flying.

Contact hq@chpa-us.org if you want help turning your story into a written piece for the newsletter.

The Way We Were

by Terry Garlock

PART I

I awoke for the second time on Dec 17, 1969, disoriented, seeing the world sideways from inside my Cobra front seat cockpit, the snake lying on its left side. Why the hell were we lying on the ground? Where did the left wing and rocket pods go? How was I going to get out with my canopy door pinned to the ground? Why did my guts hurt so bad? Why wouldn't my legs move?

Through the thick fog in my head, I sluggishly realized we had been flying, and now we weren't. Panic slowly took root and quickly mushroomed, the noise registering in my head as the turbine, still running without the load of a rotor, and the smell of JP-4 was strong.

I had seen my brothers, sitting upright in the skeletal charred remains of their Huey, their body-shaped ash still strapped in their seats. In the gallows humor that got us through a bad day we called them "crispy critters" even though in hiding from our fellows we cried for them. I was terrified of becoming a crispy critter.

I frantically grabbed the round knurled steel handle of the breakout knife waiting in its cradle but my body was in shock, I was weak and could only make scratches on the canopy. I tried urgently to reposition for leverage but I hurt a lot and couldn't feel or move my legs and I knew the enemy was not far away.

Suddenly my buddy Graham Stevens was standing by the cockpit, like an apparition in a weird dream since my head was anything but clear and things were surreal. I didn't know then that John Synowsky, my Dragon Platoon Leader, had landed after Mayday calls, breaking about a hundred rules.

The only thing Graham had to hammer on the Plexiglas canopy was his .38 revolver. He pulled it out, swung hard and it went off, firing a round through the

cockpit. It missed me, and did not ignite anything, both good results. I was still too groggy to recall then that I had argued with him about carrying the hammer on an empty chamber and that he told me, no, that might be the round he needed. And so, Graham and I narrowly dodged an epic irony.



Me in Vietnam at 334th AHC, Bien Hoa, foot on elephant skull, the only pic I have of me in Vietnam, taken by Graham Stevens, all my own pics went down a rabbit hole when someone packed up my belongings to send home.

I don't know how big a hole Graham hammered while John shut down the turbine and helped Ron Hefner out of

the back seat. I don't remember Graham dragging me out of the cockpit by the collar of my flight suit, and away from the wreckage in case it blew, maybe I passed out again from pain. But I do remember three things from my time lying on the ground.

While my guts were killing me, I sang--as if I were drunk--"I'll be home for Christmas . . ." because I knew I had the million-dollar wound, the one that doesn't kill you but will send you home.

I thought Ron Hefner was unhurt because I fuzzily remembered him walking around the LZ . . . or rather CZ.

And whenever I was shot up with morphine, besides relief I had a rush of warmth and euphoria I can still feel in my memory today. My thoughts then were, "Damn! No wonder drugs are such a problem!"

I don't know when it came back to me what happened, but when the mental dam broke it came back in a flash of a couple of seconds.

Just an hour or so before, we had been on emergency standby at the 334th AHC in Bien Hoa, sitting around the ping-pong table in our breezeway, telling lies while hanging around close to the emergency phone. When it buzzed, we scrambled. John Synowsky and Graham Stevens in the fire team lead ship, Ron Hefner and me in the wing ship. We were the Dragon Platoon. Ron flew with the Raider Platoon, so he and I had never flown together. We were short a pilot and Ron offered to fly with us on his day off. I was just transitioning to the back seat and since he was senior, Ron was AC for the mission and I took the co-pilot-gunner front seat.

The enemy had ambushed an ARVN convoy near Lai Khe in III Corps, about 30 klicks NW in a region called the "Iron Triangle," a notorious enemy infiltration route from the Ho Chi Minh Trail across the Cambodian border to Saigon, the capital of South Vietnam. We were gun support on the way to help.

When we arrived at the ambush site we identified friendly and enemy positions then set up for rocket runs. We used the typical racetrack pattern of shallow dives so we had time to fire a pair of rockets, adjust and fire a 2nd and 3rd pair, covering each other and covering our own break with minigun fire and 40mm grenades. The enemy hit us with small arms and automatic weapons. As we pulled out of a rocket run we took more hits, lost our tail rotor, lost control and went down hard.

That's how we ended up on the ground in a hot area, but there was much about that day I didn't know for decades.

John and Graham stood guard with only their pistols until Dustoff arrived, loaded us and took off. I had irrational, dubious, maybe morphine-induced hesitation about getting on another damn helicopter, not that I had any control at the time, and there's another story about what I did with my .38 as they loaded me onto Dustoff.

Many years later I found the UH-1C gunship pilot that covered Dustoff picking us up, and he said he took 22 hits in a firefight with the enemy keeping them away from us, underscoring the risk John and Graham were taking.

Ron and I got separated at the Lai Khe hospital and I didn't see or talk to him again for 40 years.

Charlie Densford, a CHPA life member, was our 334th brand new CO, and being a "Wobbly One" in quarters two runways away from HQ, I don't know that I had met him. John says Charlie took a chunk out of his butt for landing in an unsecure area, then supported the effort that awarded both John and Graham the Soldier's Medal for saving lives. It was odd for that event since the Soldier's Medal is awarded for heroism not involving combat or flying.



John Synowsky (standing), Graham Stevens (sitting) in Vietnam, 1969

As for me, I was hustled to the Evac hospital at Long Binh for surgery on crushed lumbar vertebrae. I didn't know it yet, but not long out of flight school and with just under 225 combat hours, my flying days were over.

Surgery on my back pieced together fragments of crushed lumbar vertebrae with pins that are still there holding things together, and they removed a disc that I guess was ruptured and causing mischief with nerves.

After surgery, I was on a striker bed, designed to encourage a patient to be immobile but with a flip side that could be screwed down on top of them with a pivot at the head and foot to flip them over every few hours to prevent bed sores. My legs, paralyzed before surgery, were regaining sensation, a welcome promising sign the doctors and nurses and orderlies who worked their guts out every day to keep up with the overload of wounded had pulled off another miracle. My bowel and urinary bladder bothered me with uncomfortable sensations, and the doc said that discomfort was good news, signals they were coming back, too.



Me at Martin Army Hospital at Ft. Benning, learning to walk again.

A few days before Christmas John and Graham came to visit me. They were uneasy visitors, just as I would have been, surrounded by wounded mostly with more severe wounds than mine. Graham was worried that when he dragged me out of the broken Cobra he might have made my back injury worse. I reassured him, and he also told me he noticed 14 holes in one panel just under my cockpit seat. That's too close!

When I thanked them both for sticking out their neck for me, they did the aw-shucks thing and said, "Any of the other guys would have done the same thing."

Those words stuck with me after they left, and it was a puzzling feeling to realize they were right. That's the way we were. That's how fellow soldiers in battle have been, I believe, since men grunted around campfires while sharpening sticks.

After recovery time in hospitals from Vietnam to Japan to Ft. Benning, I became sufficiently ambulatory to have an Army desk job for a while before an early out came along to trim the ranks as the war wound down, and I never looked back. I didn't keep in touch with anyone, except that John would call me a few times over the years to invite me to go with him to a VHPA reunion. I always declined. In fact, I never went to a single veteran event of any kind for 35 years.

I never knew where Graham Stevens was. We called him "Steve" in Vietnam and I didn't even know his first name. In the 1990s I found him in Williamsburg, VA. In our first phone call he said he thought about me every day as he dressed for work since he wears a Soldier's Medal pin in his suit jacket lapel. Imagine that. Among the medals John and Graham received from two Vietnam tours each, they seem most proud of that one, maybe because amidst all the killing and dying, Ron and I were two they had a hand in saving.

In 2009 John and I found Ron Hefner after 40 years, and I went to visit him. We over-indulged in wine after dinner, and he told me things I never knew. He said the impact was so hard it bounced, the aircraft flipping over end to end, but I don't remember it. With my front seat being so far forward I was lucky the rotor took off for parts unknown instead of flexing down to remove my head, or more.

Ron said he could see in the cockpit mirror that my lights were out, but he couldn't help me, he was injured, too. While I lost an inch of height from compression fractures, Ron lost two, reduced from 6'4" to 6'2", and he spent time in hospitals, too. His Chicken Plate, which we wore loosely strapped inside our harness, hit his throat at impact, crushed his larynx and ripped open his neck where tendons hung out.

Ron said even though his cockpit door opened straight up, it wouldn't open since it was whacked out of shape, so he used his .38 to shoot a few holes in the canopy and punched through. Even in the enclosed cockpit I was out cold and didn't hear the shots, and in my stupor, I never thought of using my pistol.

Ron also said there were 70-80 holes in the aircraft, though I didn't know who would have counted. But later I learned that when our CO, Charlie Densford, got word of our mishap he flew out to the site, and was on the ground briefly after we were gone, with gun cover overhead, before the broken Cobra was destroyed to keep radios, weapons and ammo out of enemy hands. I only know that because I met Charlie, I think for the 1st time, in April 2016 when he was in Atlanta for the AAAA show and we had dinner. Maybe while he was looking over the aircraft he took a swag at the number of holes and told Ron.

In 2010, now that all four of us were in contact, we gathered on Columbus Day weekend in October at John's ranch just south of Weatherford, TX, a short drive from Ft. Wolters where we took our primary training. Now we meet there every Columbus Day weekend, with some others.

Far beyond these guys I flew with, combat vets have turned out to be the great friends of my life, and I did not rediscover that until late in life. CHPA Founding and Charter member Andy Burleigh had a hand in that, a story I will save for another time.

Even after all this time, every day when I rise my back is weak and takes some extra time to wake up. Every day back pain is a companion doing ordinary things like standing at a sink to wash my hands or just standing for more than 20 minutes. As I write this I am moving slow today because I did some yardwork yesterday, out of condition because I don't exercise as I should.

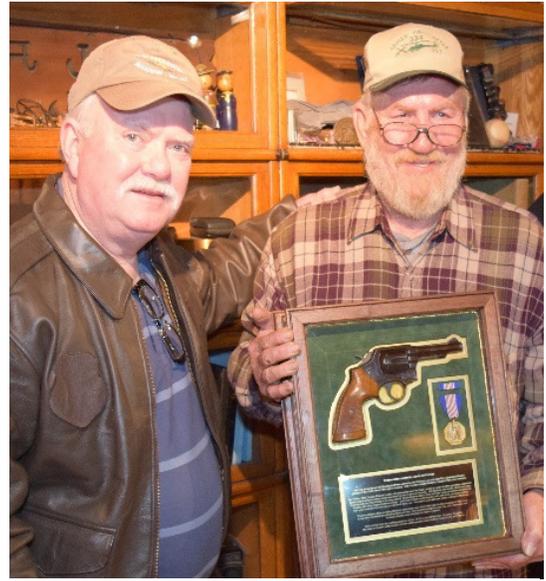
I have good days and bad days. Some years ago, when I arrived to pick up my daughter one day from an elementary after school program, I was using my cane. When Melanie saw me, she yelled, "Dad!" and her feet nearly hit the back of her head as she ran to me from down the hall. I thought it was sweet that she was worried that her Dad was having a bad day, but when she got

close she power-whispered, almost angry, "Dad, people will think you're old!" I told her with amusement that I was, indeed, older than dirt.

All of this is disclosure, not complaints. I am one lucky dude.

I was lucky to live the day we went down. I am lucky to not be in a wheelchair like so many other guys with the same injury. And I am lucky all to hell and back to have had the chance, albeit too brief, to fly with the greatest bunch of cowboys that America never knew. Far beyond my beginner level of skill, the astounding things you guys did with your under-powered aircraft in that war, the fire you flew into to do what needed doing for your brothers on the ground and in the air, would steal the breath from even your family members if only they knew.

Because that's the way we were, and I am damn proud to be one of you.



Graham Stevens (L), John Synowsky (R) at John's TX ranch, Oct 2014, with the pistol I carried in Vietnam, another story.

Looking To Re-Connect Finding Lost Friends

Have someone you're looking for? You never know—they may be a member here. Send all requests to HQ@chpa-us.org. We'll get the request published.

"LOOKING FOR MY GUARDIAN ANGEL"

Does anyone in the 1968/69 Rattler crew know this Angel? Contact Jim Adams, [417-684-7359](tel:417-684-7359) or ja@adams-assoc.com

2/69 & I was FNG & the WO/AC let me fly for 10 min low level. We were crossing Bantangan peninsula flying out of the 71 AHC's AO for a large Marine operation (18,000 Marines) south of Chu Lai.

While I was in control of the Huey, flying like an amateur, the turbine took several rounds. This 11-month short-timer WO took over the controls (no power, low level autorotation), flipped the freq to emergency channel & made the "May Day" call and crash landed

within 10-15 seconds of being hit. Had he not flown like a genius and made that call to a sister AC that knew our location, we would have been overrun at the crash site.

We hit hard enough that the main rotor partially severed the tail boom. The skids curled up over the doors. The recoil belts didn't work and he & I were hanging out over the nose.

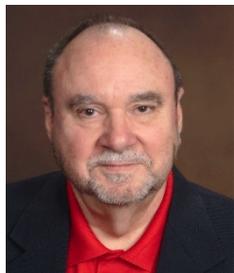
I think of this kid, now an old man, in the middle of the night, and I think how I really never did thank him properly for saving my/our lives. I want to do that.

James J Adams
12/68-69
Cpt, Plt Ldr, 1st Plt
71 AHC, Rattlers, Chu Lai, RVN
18133 South 1525 Road
PO Box 526
Nevada, MO 64772
c:[417.684.7359](tel:417.684.7359)
ja@adams-assoc.com

Inside Baseball

Operations Schedule Changes

by Terry Garlock, Treasurer



We are making a few changes in how we operate administratively behind the scenes. All three of these changes came at my recommendation to the President, Rich Miller, and since some of the long-standing members might wonder at the motivation and effectiveness - and who is the culprit

- I thought a little explanation could possibly help your understanding and document for the record as well.

Quarterly Financial Statements

Rich Miller asked me about quarterly financial statements, to reduce admin effort, as opposed to the monthly process that has been in place for a long time. I said no, we need to keep our eye on the money ball, and we need to have sound financial controls and procedures, not just for me but for successor Treasurers as well. But Rich's question started me thinking, and here is what I recommended and why:

1. Quarterly Financial Statements starting with Jan-Feb-Mar 2017

a. Since Board members had been receiving financial details every month, there was little motivation to examine them carefully, making the monthly process of dubious benefit anyway if I am the only one paying close attention.

b. By conserving some Treasurer time, a budget forecasting tool becomes both possible and of practical use – See # 2 below.

2. I created a monthly budget forecasting spreadsheet, for continuous update and as a tool for the Treasurer and the President to keep current and coordinated on how much money we have, how much we expect to spend, and what deficit problems, if any, we can anticipate and deal with.

With this budget forecast, Rich and I can watch CHPA bank accounts continually, as we should, with the quarterly financial statements as a “final accounting” for the period but without surprises for us. That is important

since, for transparency and check-and-balance purposes we both have access to bank accounts. As Treasurer I have the duty to keep funds under control, and as President Rich has the duty of approving all expenditures.

3. Board members will receive financial statements quarterly now, and at Board meetings will receive a more thorough review of financial performance and issues.

4. For the in-between months, any special issues of import will be disclosed to the Board.

This quarterly financial statement process was proposed to and approved by the Board.

Quarterly Board meetings

With much the same reasoning, we proposed and the Board approved quarterly Board meetings instead of the long-standing monthly Board meetings. That makes possible something we have wanted to do for some time – hold Executive Committee Meetings. This smaller group can now informally meet in the interim months to discuss present and future and planning issues, in a brainstorming mode instead of decision-making mode, so that it can be unconstrained by an agenda and meeting rules.

Issues that require Board approval will be presented at quarterly meetings, votes on smaller issues - when they cannot wait - can be taken by email in the interim, and a special meeting can be called at any time.

CHPA Newsletter Every Two Months

Member Andy Filson is assuming the role of newsletter editor beginning with this issue. His combat experience is Bosnia, Kosovo and Iraq, and I'm looking forward to his perspective.

Having been editor for the last year, I know sometimes getting member stories for content is a struggle. Going to a two month cycle will ease the content issue and make the newsletter more interesting, at least that is my thought.

Whether members feel good – or not – about that newsletter cycle remains to be seen. We will also be considering a new newsletter format.

Issues requiring member communication between newsletters can be addressed by email blast to all, and a special newsletter edition if and as required is easy to do.

Rich and I and Editor Andy Filson are in agreement about giving this two month cycle a try. It will be proposed to the Board at the April 9 meeting, pending Board approval at this writing.

You earned it: veteran benefits

Exposure to Harmful Agents

by Gordon Eatley



Disclaimer: I am a CHPA member, just like you, not an expert or legal adviser. I have observed many veterans not well informed of the benefits they have earned and want to pass on some things I have learned. You should consider this to be informational only; carefully check out the cited sources and verify for yourself before taking any action.

Gordon Eatley
gordon.eatley@cox.net

A few VA notes

There are certain claims the VA system usually approves. For Vietnam veterans there is a list of maladies presumed to be caused by Agent Orange:

- ✓ acute and subacute peripheral neuropathy*
- ✓ AL amyloidosis
- ✓ B-cell leukemias
- ✓ chloracne or other acneform disease similar to chloracne*
- ✓ chronic lymphocytic leukemia
- ✓ diabetes type 2
- ✓ Hodgkin's disease
- ✓ ischemic heart disease
- ✓ multiple myeloma
- ✓ non-Hodgkin's lymphoma
- ✓ Parkinson's disease
- ✓ porphyria cutanea tarda*
- ✓ prostate cancer
- ✓ respiratory cancers (lung, bronchus, larynx, trachea)
- ✓ soft-tissue sarcoma (other than osteosarcoma, chondrosarcoma, Kaposi's sarcoma or mesothelioma)

For Gulf War veterans, medically unexplained chronic multi-symptom illnesses defined by a cluster of signs or symptoms that have existed for six months or more, such as:

- ✓ chronic fatigue syndrome
- ✓ fibromyalgia
- ✓ irritable bowel syndrome

- ✓ any diagnosed or undiagnosed illness that the Secretary of Veterans Affairs determines warrants a presumption of service connection

Tinitis

As helicopter Crews many of us have ringing in our ears - tinnitus – in addition to other hearing loss. Not going to say it's a sure bet but you pretty much would get a 10% disability if you take the time to claim it. Ask the VA if Tinitis and hearing loss are two separate claims.

10% is just chump change, right? Wrong! Veterans with a Purple Heart or any compensable service-connected disability are entitled to free eyeglasses and Hearing aids! And hearing aids are expensive.

<http://www.military.com/benefits/veterans-health-care/va-provided-hearing-and-vision-benefits.html>

That's a double whammy as you get an improved quality of life at a cost that can't be beat plus a little spending cash in many cases.

http://www.benefits.va.gov/compensation/resources_cop01.asp

I know that some think that you will be getting those big black ugly looking coke bottles glasses that older guys remember from long ago. Not the case. Now you get a choice of single-vision lenses or multi-focal lenses, which includes bi-focals, tri-focals, and progressive lenses. You can also get prescription sunglasses at a far lower price than at your local mall.

The hearing aids are top notch brand names like Siemens, Re-Sound and Phonak. VA will even supply you with the batteries and accessories.

VA gives you one free pair of glasses every two years. Both the glasses and hearing will be replaced if your requirement changes they are lost or broken

http://www.va.gov/optometry/docs/vha_handbook_1173-12_prescription_optics_low_vision_devices.pdf

Last but not least you should get an eye exam annually if you have diabetes.

Reunions and Gatherings

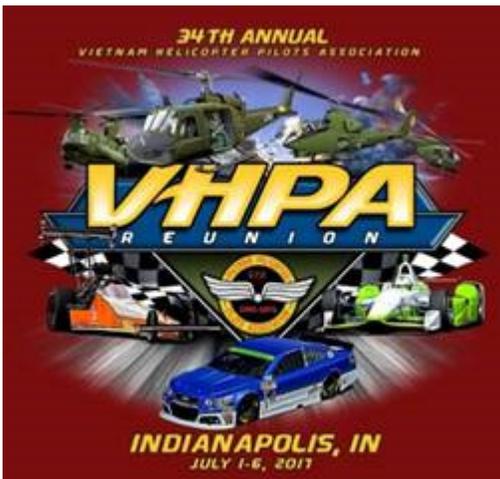


A/2/17 Reunion May 3-6, 2017 Charleston, SC

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.



VHPA Annual Reunion Registration - <https://reunion.vhpa.org/>

July 1 - 6, 2017
Indianapolis, IN



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 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 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:

Annual:	<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

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

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 _____
