



# BAN ME THUOT BARB

Remembering the 155 Assault Helicopter Company - Sortie #13 - Feb 00

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## THE SIEGE OF BU PRANG AND DUC LAP: 1969

On 25 October '69, the enemy began his offensive. LZ Helen came under attack by a multibattalion-sized unit which had begun crossing the border on 22 October. Personnel and equipment were extracted in total from LZ Helen on 29 October by the 155<sup>th</sup> and OPCON units. During the extraction a large size enemy force again attacked the LZ, inflicting heavy casualties. The extraction was completed on the 29<sup>th</sup> and that afternoon a regimental-sized enemy element moved into Helen and claimed it as theirs.

During this time LZ Annie and LZ Kate were being threatened by another regimental-sized unit. 155 Stagecoach aircraft continued to make medevacs under heavy fire at these firebases. On the 30<sup>th</sup>, LZ Martha was to be removed to reinforce Duc Lap, and because it was under constant small arms attack. On the evening of the 30<sup>th</sup>, Martha was relocated to Duc Lap by aircraft of the 155<sup>th</sup> and OPCON units under heavy mortar fire. Every time a ship came in to remove troops, the LZ was pounded with enemy mortars. The troops were moved into LZ Mike Smith, a new Fire Support Base (FSB) located in Duc Lap.

LZ Kate then became the major target of the enemy. Enemy .50 caliber and 37mm antiaircraft positions were active all around the firebase, and they took their toll of aircraft. At 0930 hours on 30 October, Kate came under sustained enemy ground attack by at least 500 NVA regulars. Two Joker gunships from the 48<sup>th</sup> Aviation Company were diverted to LZ Kate. One Joker was shot down, with no survivors. During that same day, three additional gunships and one CH-47 were hit by enemy ground fire in the vicinity of Kate. The situation deteriorated rapidly, and on the 31<sup>st</sup> Kate was low on food and ammunition. Aircraft were not able to get into Kate due to heavy ground fire and mortars. One CH-47 was hit by heavy ground fire and had to abort its emergency resupply, dropping its load in the jungle short of Kate.

Thus the stage was set for an emergency night resupply into Kate. At 0200 in the morning of 1 November, five slicks and four gunships from the 155<sup>th</sup> departed Ban Me Thuot for LZ Kate. Each slick carried 1,000 pounds of the much-needed resupply. Under cover of darkness and heavy repressive fire by the gunships, the slicks made the resupply without incident. The month of October ended with LZ's Annie and Kate still under siege, and the camps at Bu Prang and Duc Lap under imminent danger of attack.

On 1 November, LZ Kate began receiving continuous artillery fire from Cambodia. In addition, the enemy was conducting massive ground and mortar attacks. On the afternoon of the 1<sup>st</sup>, after all of Kate's big guns had been damaged or destroyed by enemy artillery, the FSB was declared no longer capable of operation. The decision was made to evacuate Kate. The 155<sup>th</sup> airlifted two companies of the 5<sup>th</sup> Mike Strike Force into an area one kilometer northwest of Kate on the night of the 1<sup>st</sup>. The troops at Kate successfully walked out and united with these units. Immediately after the evacuation of Kate, the 155 and OPCON units extracted LZ's Annie and Susan, also while under continuous fire.

On 2 November, while 155 aircraft were providing suppressive fire for a convoy that had been ambushed just northeast of LZ Dory, an emergency call went out to all aviation support in the Duc Lap area. While on a "hunter-killer" reconnaissance mission north of LZ Helen, two LOH's and one Cobra of B Troop, 7/17<sup>th</sup> Cavalry, had been shot down within minutes of each other. All aircraft in the area responded. Cav Blues were inserted, and one pilot was extracted. One pilot died in the crash, and two pilots and two observers were captured by the enemy. (One pilot and one observer were released some weeks later.) Later on 2 November, four slicks and two guns from the 155<sup>th</sup> conducted an emergency resupply of 4,000 pounds of food and ammunition into LZ Dory, which was under attack and unable to be supplied by road.

The main offensive now shifted to Duc Lap, where LZ Mike Smith (set up from the extraction of Martha and Helen), began receiving 122mm rockets. At the same time, Dak Sak (Duc Lap Special Forces compound) received incoming rounds and recoilless rifle fire. Late in the morning of the 6<sup>th</sup>, friendly units set up a defensive perimeter on the rim of the volcano overlooking Bon Sar Pa, south of Duc Lap. On November 9, while flying a hot resupply into the Volcano, two 155<sup>th</sup> aircraft were hit by .50 caliber fire and B-40 rocket fragments, resulting in one pilot wounded. He was later returned to CONUS. On 11 November, another aircraft was hit by 12.7mm antiaircraft fire southeast of Bu Prang, wounding one crewman. Later that morning one passenger was killed and two wounded when their aircraft took hits from 37mm anti-aircraft fire near Bu Prang.

One of the more significant actions took place on 17 November when 155 Falcon gunships expended five times on enemy locations near Bu Prang. As a result of Falcon gunship and USAF Tac Air support, 72 enemy were killed, more than half of which were credited to the Falcons. In separate actions on the 17<sup>th</sup>, two Falcon gunships received damage from enemy fire. On the 21<sup>st</sup>, Falcon guns expended three times on enemy locations, receiving credit for 23 enemy killed by air. During this action, three gunships were hit by ground fire. On 22 November, two Falcon gunships on standby at Gia Nghia were called to Duc Lap where they engaged enemy targets. Both ships took damage from ground fire and the pilot of one ship was wounded in the leg, causing his return to CONUS.

On 25 November, another 155 ship took hits from ground fire while resupplying the Volcano, wounding the pilot. The activity at the Volcano had now reached the point where the Stagecoach slick performing resupply to the troops on the rim would always receive ground fire, either enroute to or from the Volcano, or from within the center of the Volcano itself. Launching out of LZ Mike Smith, these resupply helicopters had to alter their routes and landing patterns every time they ran a mission. There were confirmed .50 caliber positions around three sides of the Volcano, with heavy small arms and troop concentrations on the fourth side. In addition, there was only one small spot on the rim suitable for landing, and this pad was constantly wracked with direct mortar, rocket, and artillery hits. An aircraft landing on the Volcano had to be fast. If the cargo wouldn't be kicked off or the wounded loaded within 27-28 seconds, they would have to wait for the next trip because within 29-30 seconds after touchdown, a mortar round would strike the pad. Many a Stagecoach aircraft got an added boost on take-off from the concussion of a mortar round directly behind it.

This resupply and medevac mission put the crews under a great strain. Going into the Volcano as many as four, five, or six times in one day under these not-so-friendly conditions put the crews under so much pressure that the US ground commander insisted that the crews be changed daily, so as not to overtax the same people day after day. On 27 November, a 281<sup>st</sup> Wolfpack gunship covering a Volcano resupply mission received heavy ground fire and was forced to make an emergency landing in enemy territory. The crew destroyed the radios and cipher equipment before being safely extracted by their wingman. The downed gunship was destroyed in place. On 28 November, another pilot from the 155<sup>th</sup> was wounded when his ship received fire on the Volcano. On 4 December, while extracting a wounded ARVN from the Volcano, the resupply C&C helicopter drew heavy fire, wounding a pilot.

It must be remembered that the battle of Bu Prang - Duc Lap was a full scale effort by the enemy. Although not mentioned in this history, the events and circumstances surrounding all operations 28 October - 28 December required aviators and crews to daily risk their lives in an effort to provide support to the besieged firebases and outposts.

*From the 1969 Official Unit History, written by Bruce McInnes*

*Ed.: The wounded Falcon pilot was 1LT Norm Simpson. I believe that two of the wounded Stagecoach pilots were CPT Brown and WO Ahearn. Anyone with further information is asked to contact the editor or historian.*

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## **BRAVE FRIENDS, HOME AT LAST**

On 20 Feb 71, 1LT David May and WO1 Jon Reid were piloting a UH-1C Joker gunship (48<sup>th</sup> AHC) as part of a fire team assigned to cover an emergency re-supply mission in Laos during Lam Son 719. Their gunship was hit by .50 caliber ground fire, and the ship crashed to the ground. Efforts to rescue the crew were met with heavy enemy fire, and the recovery effort had to be broken off. (The other gunship stayed on station until it had expended all its ordnance and the door gunner had been badly wounded. When it landed, the crew counted 174 holes in the aircraft.) The entire crew was listed as MIA until last year. In 1998, a US Army search crew found the crash site, and remains of May and Reid were eventually identified. No trace of the backseaters was found; the crew chief and door gunner are still MIA.

On a cold and windy day last month, the remains of David May and Jon Reid were laid to rest at Arlington National Cemetery. A good number of 48<sup>th</sup> guys came from across the country to show their respects. 48<sup>th</sup>/155<sup>th</sup> guys Ben Gay, Charlie Nichols, and Larry Matthews were there, and I know Dale McClure was there in spirit - and probably others, too. The fly-over of four US Army UH-1's - down low, on the treetops - was especially poignant. There's no doubt that many of us were going back 30 years, remembering . . . and surely many were thinking, "It could so easily have been me." At the ceremony, the Chaplain remarked, "I could see the glint in many of your eyes when those Huey's flew over . . ." He sure had that one right.

*Les Davison, Falcon 2*

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## WINDOWS TO THE 155TH

I am getting ready to take on an ambitious project for the new millennium. I am going to attempt to create a photographic history of the 155<sup>th</sup> during it's years in 'Nam. This will involve the collection, scanning, cataloging and return of (hopefully) countless slides, negatives and/or prints. It will not be an easy effort, but the results should be well worth it. The project is now in the planning stage and there is a lot to get done before we are ready. For starters, here is what we hope to accomplish:

1. A nicely packaged online photo gallery, one you can research by names, times or events.
2. Photos that can be shared with each other by simply downloading direct from the Web Site.
3. Availability of professional 8X10 or larger prints from any photo in the gallery.
4. Availability of groups of photos on CD Rom media, ready to lock and load in your own computer.
5. Credits and integrity of ownership will be carefully maintained.

If you would like to participate, here's what you can do. Start digging out whatever you have, we can scan 35mm slides or negatives, color or black and white, and prints up to 11 X 14" in size. Our first concern is that we develop a system of returning originals to you in a safe and timely manner. Submissions will be limited to a reasonable number of photos at any one time (in other words - don't overwhelm me), but the number of submissions will not be limited. Just imagine, we have located over 300 BMT guys so far, if we all sent in 6 photos, that would mean a gallery of nearly 2000 photos online. Let's go!

**Gene Powless, Falcon 14**  
**8416 Woodapple Court**  
**Tampa, FL 33815**  
**Toll Free 877-832-2227**

P.S. As I said, this is a big effort; if you have computer scanning capabilities for any of the media listed above and would be willing to assist in the project, please let us know.

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## FALCON 6: 1965

This is Charles Gilmer, LTC retired, sending my regards from Alabama. I first encountered Company A in April '65, when I served as the very first gun platoon leader. Later I would become the XO, Stagecoach 5. I've been reading all the fine articles and stories in the newsletter and on the Home Page, and thought it's time that I threw in a little something - so here goes. I want to thank those who work on the Home Page and newsletter; you are engaging in an honorable and worthy cause in pursuing the history of service to our country in Vietnam. After our citizens turned against the war, the turbulence of the 60's, the "cultural revolution", and the passage of time, I yet remain very proud of my year with Co A/155<sup>th</sup>. We who served did our part, and our experiences should be remembered. All who served with the unit are Brothers, in the sense that war, danger, death, survival, duty, honor, country, and other adjectives apply to us. Other wars have formed like relationships. But we are the only military force this country ever sent into war with our citizen populace against the idea. We, individually, got caught in the middle of a political situation over which we had no control. My greatest hope is that our citizens remember where our country came from - and the price we paid to get us to the top.

*Charles Gilmer, Falcon 6 and Stagecoach 5*

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**CAN YOU HELP US FIND . . . ?** James Brady, Falcon CE, and Dozzel Rowell, Falcon DG, both from '66; CPT Brown and WO Ahearn, Stagecoach pilots, '69; WO Macingvale, WO O'Malley, WO Payne and Dave Talbot, '65-'66; WO Bob Maddox, Falcon pilot, '69-'70. If you have any idea as to the whereabouts of any of these guys, please contact any 155 AHCA occifer.

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**MAIL CALL** - sharing commo from our friends

**Jim Koch** - Merry Christmas to all members and friends of the 155th! Thanks to Earl and Mary for all their hard work in maintaining and updating a terrific website. *Stagecoach 13 - Aug '67 - Oct '67*

**Bo Atkinson** - Once upon a time 33 years ago I experienced a wonderful event, Christmas with a great group of people. We were fortunate to be in a place that will forever be a part of our lives. As we approach the new year, let's all pause to reflect on how fortunate we are to have so many friends who shared a similar time of life. My wife Iris and I wish all a Merry Christmas, Happy New Year, and hope that we will meet again in Las Vegas. *Stagecoach 6*

**Delmer Sayer** - Merry Christmas and a happy new year to all that served in Vietnam. And a special Merry Christmas and Happy New Year to Mary and Earl and all who work on the 155<sup>th</sup> Association stuff.

**William Bayer** - I was Falcon 5 during the summer of 1967. I was involved in the RF described in the 'Flashback 1967' article in the Feb '98 *BMT Barb*. Also, I have some pictures and 35mm slides for Gene Powless if I can get his mailing address. Regards.

**John Houston** - Hey!! On the Home Page, under "Who Is This?" - that's a picture of me!! And the peter pilot is Rick Erickson. I was Stagecoach 14, I believe the picture was taken in the spring of '70 at Ban Don, where we staged for B-50 missions. My nickname was "Howdy" because some misguided person thought that my boyish good looks reminded them of Howdy Doody!

**Roger Brewer** - Just checking in to wish all of the 155th AHC and their families, visitors to our site, and especially Mary and Earl a very Merry Christmas and a prosperous New Year.

**Chuck Markham** - Well, that's it for this century - but I want all you people to know that the 155th was the best unit and the best bunch of people in the US Army in this or any other century. It was an honor to serve with you.

**Larry Matthews** - As always, the site is super. Thanks Mary and Earl for all you do. Merry Christmas and a safe and prosperous New Year to all Stagecoach and Falcon crews and their families. God bless you all. *CE, 2nd Flight*

**Jack Kottler** - I was on the flight with Tally (Ed Pledger) at Plei Me when we picked up an A-1E pilot. I was shot down on Operation Masher (Bong Son) in January '66, or maybe it was in November '65 near Qui Nhon with WO Payne or Dave Talbot (29 holes in ship), and again near Duc Co on Memorial Day at LZ 10A, a 12.7mm got us, WO O'Malley was with me. We crashed and burned, but no injuries. I was Falcon 02 from Mar '66, my ship was 614; James Brady was the CE, and Dozzel Rowell was the DG. We partied hard, had our losses, would have gone to hell and back for each other, were scared to death at times, but I truly believe it made us better men, husbands, and fathers.

**Fran Tiner** - Thanks to the 155 web site I connected to Roger Brewer, a Falcon crew chief; both my brother Len and I flew with him. It is really great being able to reconnect with our former comrades in arms. Thanks Earl & Mary for all you have done to keep the spirit of the 155 alive and well! MERRY CHRISTMAS to all 155 & support teams.

**Joe Parlas** - After we decided on the "Stagecoach" call sign, we had a contest to design a patch. Several of the enlisted men submitted drawings, and a group of the officers chose the winner. I wish I could remember who that was, so I could thank him again. Anyhow, Ops Officer Bill Zierdt took the design down to Saigon, and came back with Stagecoach patches for us all.

**Ebb Ebbinga** - Glad to hear from someone associated with the 155th after all these years. I joined the unit in late January 1968 as part of a DEROS shuffle from the 92nd AHC (Stallions). I spent most of my time with the first platoon (Stagecoach 14), but did manage enough time in the Falcons to experience an engine failure over the trees north of Ban Don. Spent the last three months with the 165th Maintenance, then PCS'd to Germany in October 68. I ended up making a career of the Army (24 years) in the aircraft maintenance/logistics field.

**Pat Avery** - Would like to wish everyone a VERY MERRY CHRISTMAS & A GREAT NEW YEAR. Really hope to see a lot of 155th people at the reunion in Vegas. *Falcon and Stagecoach, '67 - '69*

**Charlie Nichols** - I was with the 155th from August 1970 to January 1971, when the Army deactivated the unit in Vietnam, and then transferred to the 48th AHC. Larry Matthews, one of the crew chiefs that served with me, gave me this home page address.

**Duane Poulin** - I would like to wish everyone who served with the 155 & all its support units a MERRY CHRISTMAS & HAPPY NEW YEAR! May God bless you all. *Falcon 504*

**Harry Martin** - Stagecoach 19, Oct '68 to Oct '69. I have a number of items to toss into the bin of old memories: playing poker in the bunkers during mortar attacks; LRRP missions across the fence; snoop missions; many, many more. A group of us used to play pinochle on LRRP standby, when the teams were FOB. Our motto was if we got called in the middle of a hand, we put the cards in our pocket and vowed to finish the game after the extraction. Maybe it kept some of us alive, who knows? We can sit back now and reflect. Keep the 'Coaches flying.

**Ralph Dietlin** - I'd love to receive the newsletter and roster.

**Al Owen** - I've scanned 10 groups of pictures that were taken from May to Dec. of 1968. It would be nice to put names with some of them, I just can't remember them all. Feel free to use them as you wish. I do have many more, all new prints from slides. Rotor On! *Stage Coach 20*

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**ANOTHER STAGECOACH/FALCON DOWN** I regret to inform you that we have lost another Stagecoach/Falcon. CW4 (Ret) Jack Finn died on October 20 of last year in Temple, Texas. He was in the 155th from October 1966 to October 1967. We started out in the same flight school class. We also flew together quite a lot

when he joined the Falcons. I tried to get him to come to our get-togethers, but he was a very private person and declined. I liked him an awful lot and will miss him. Please let the rest of the bunch know.

*John Grow, Falcon 3*

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### CAUTION: SMOKING MAY BE HAZARDOUS TO YOUR HEALTH!



Some issues back somebody mentioned a chicken plate - complete with bullet hole - that hung in the 155<sup>th</sup> Operations hootch in late '69. That prompted Jack Coonce to dig through his pictures (thanks Jack) and send in this photo of the chicken plate; holding it is Falcon pilot Bob Maddox.

Bob and I were flying together that day, lead ship of a light fire team out near Bu Prang. There were lots of bad guys around, and we were down low looking for trouble. I was on the controls and Bob had the minigun sight in hand, ready to fire, when a single round came through the control panel. Three things happened, all at once; there was a loud "THWOCK" on the left side of the cockpit, Bob jerked as much as his straps would let him, and he reflexively fired a full three second minigun burst into a one foot square of South Vietnamese dirt. I'm not sure, but I think I might have heard Bob's heart pounding, too. Fortunately for Bob, that was all the excitement for one day.

Later we figured that, since it was a single shot, Bob was most likely hit by an SKS round. The notation on the chicken plate reads, "17<sup>th</sup> of Nov, 1969, Bu Prang, Bob Maddox." Bob took great pride in showing his chicken plate to Barry Goldwater when he visited BMT, and I think he got special authorization to take the plate home with him - what a souvenir! Of course, after 17 Nov, Bob Maddox was forever known as "Bullet Bob."

*Les Davison, Falcon 2*

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### TREASURER'S REPORT

Here's the list of 1999 dues payers (guys who paid extra are

highlighted): Orrin Messinger, Dan Gwaltney, **David Pollock**, Anthony Giordano, **Bob Gardner**, Jeff Schrader, Les Davison, Richard Erickson, Tom Ricciuto, Lionel Lovell, John Laroche, **Dennis La Joie**, Jim Cunningham, Doug Adams, Danny Lauer, Bo Atkinson, Herbert Blair, Roben Talvy, Rod Waddell, Dean Owen, Miles Hansen, Chuck Markham, Vince Giarratano, JC Cole, Barney Hancock, Herb Hess, William Bayer, Calvin Hilton, Larry Ingram, Wes Timmons, Jack Ross, Leonard Orr, Leon Wozniak, **Gary Butler**, Larry Hanna, David Smith, Cecil McGee, **Charles Gilmer**, **Bob Beaudreault**, Mike Stark, Earl Baldwin, Bob Alberts, John Kowalski, Warren Smith, Jack Finn, Curt Seiler, Steve Herbruck, Roger Thompson, Tom Love, Sonny Hampton, Jim Koch, Al Fitzgerald, David Rutledge, Roland Jarvis, Phil Wertanen, **Gerald Bourquin**, Wayne Crawford, Frank Clay, Dave Skoog, James Ferris, Frank Miceli, **Davey Stanley**, George Grubb, Robert Blake, Robert Weimer, Robert Rackoff, Wade Hall, Donald Westberry, Duane Poulin, Frank Alotta, and **David Lynn Groen**. Regular thanks go out to all the dues payers, and special thanks to those who chipped in extra. If you can send something, dues are \$25 per year, make checks payable to "155 AHCA" and send them to me at the address at the end of the newsletter. Again, thank you.

*Jeff Schrader, Falcon 7, Treasurer*

## MORE FROM THE EARLIEST DAYS

What a pleasant surprise to receive in today's mail the *Ban Me Thuot Barb*; I was unaware that you had traced me down through my wife, and truly appreciate receiving the newsletter. After reading it, I found the web page and it certainly brings back many memories that have been pushed to the recesses of my mind over these many years since being both a Stagecoach and Falcon pilot. After over 36 years in the Army, I retired in 1995 and have lost touch with many of those with whom I had the honor to serve. After sending you this note, I'm going back to the web page and read everything. The quality of the web page is outstanding; it is obviously prepared and maintained by caring professionals.

I reported to Ban Me Thuot in mid-October 1965 as a young (weren't we all) WO1 pilot fresh out of flight school. If my memory is correct, I was one of the first WO1's to join the unit after it was renamed the 155th from being A of the 1st. I was only there a few days when we participated in the Plei Me Special Forces camp relief operation. I remember flying on that mission with what appeared to me to be an "old" Chief Warrant Officer, and having him tell me to not touch the controls or anything else. "Just watch," he instructed me - and I did. Looking back now, that "old" warrant officer was probably not more than 30. Boy, how impressions are made.

In 1968, on my second tour in RVN, I was flying CH-47's out of Lane Army Airfield and had the opportunity to revisit the 155th base camp. It hadn't changed much, except the swimming pool was destroyed. Obtaining that swimming pool in itself is quite a story. I recall that one of my classmates, Macingvale (hopefully spelled right), was instrumental in trading certain items to seal the somewhat illegal requisition of the pool and it's accompanying equipment.

I would like to formally join the association and participate. Who should I contact to join? Also, I will go through my old files and help identify other 155th soldiers. I was there when Mike Coryell was killed; he was a classmate of mine. And I was there when Ray Ford was killed in a mine field. Eugene Caswell was my co-pilot and was killed with several other passengers when we "crashed" in a very bad area north of Kontum. The commander that I most remember was Joe Parlas. He may have been called "Stagecoach 6," but behind his back some called him "Bullwhip 6." It was in no means a disrespectful nickname, but one tagged by his efforts to control all the young W1's and LT's. Looking back, I don't know how he survived us; Lord, we must have given him nightmares - but that's another story.

*David Helton*

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## A MEMORY

Moonburned. Monsoon rivulets running down a cold gun barrel.  
Night mission. Flare and gun standby.  
Turbine noise, tracers flash up from inky darkness and pass,  
radios crackle alarms,  
friends fall through the night like burning stars.  
I am afraid in the dark.

*by Jim Bales*

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## A DAY IN THE NAM

I was USAF Security Police assigned to Det 9, 619 Tactical Control Squadron, TDY from Tuy Hoa Air Base from Oct through Dec '69. Our compound, with about 50 to 70 personnel, was about half way down the runway next to where the Pterodactyl O-1's were parked. I spent my whole time there either in the gun emplacement on top of the concrete radar tower or in one of the gun emplacements in the corners of the compound. From the tower looking toward the Plantation there were gunships parked in revetments between our compound and the fence. To the left was the MP K-9 kennel and the PA&E Compound. On the night of 10 Nov 69 I had a spectacular view from the tower, the highest point on Camp Coryell, as 25 or so mortar and RPG impacted in PA&E and seemingly everywhere. I heard reports of sappers that night and there were reports circulating on our radio net that they were seen on the runway. We saw an RPG leave a launcher out in the plantation 150 meters or so out, and watched it fly straight at us. It passed the top of our tower thirty feet out at eye level and impacted at our compound's back gate. It freaks me out to this day. I can't imagine how all you choppers guys handled all the action you saw. You sure have MY respect! I have an audio recording of the action that night including radio traffic of several different radio nets if anyone is interested. Any other USAF folks out there? Merry Christmas to all who served at Camp Coryell!!

*Ken de Russy, USAF, '69*

## ASH & TRASH

### "BEEN WAITIN' LONG, SOLDIER?"

Falcon door gunner Duane Poulin remembers running to the bunker during a mortar attack, feeling a brief stab of pain, and then there was blood on his arm. Holy cow - WIA! Well, it's the Army, nobody gives a shirt, and Duane's definitely not a career man, so the Purple Heart never showed up on his records. It's a long sad story (aren't they all?), but last November Duane's Congressman took care of that when he pinned the Purple Heart on Duane.

### DUSTOFF AT LAC THIEN

The story of the '65 Xmas eve rescue in the last *Barb* tickled some memory chips. Jim Sewell, Jack Kottler, and Ed "Tally" Pledger remembered, and they told us that J.O. Overstreet, Doug Adams, and Jack Ross were involved, too. Jack even sent a couple of pictures from that day, taken by a Falcon backseater in Tally's ship. Thanks guys, look for details in an upcoming *Barb*.

### REUNION 2000 in LAS VEGAS IS 9 MONTHS AWAY

- November 10 - 12, 2000. The odds makers are saying that this will be THE PARTY of the year! We'll be at Fitzpatrick's Hotel in downtown Las Vegas; toll free reservations at 1-800-274-5825. A room for 2 is \$70 per night, be sure to tell them you're with the 155 AHC Reunion to get that rate. If you're on-line, watch the Home Page for updates. Dave Pollock and Fred Williams are doing the work on this.

### FOURTH OF JULY

- The 2000 VHPA convention will be in Washington, DC. Since I live just across the river in Arlington, VA, we're going to have an open house for 155 guys and families and friends sometime during the convention; plans are still being developed. My address is below, send a card or an e-mail or call me at 703-524-0989 to let me know if you'll be able to drop by. Backseaters and non-flyers are especially welcome. *Les Davison*

### "WWW.GEOCITIES.COM/PENTAGON/QUARTERS/1517"

If Sgt. Snorkel and Beetle Bailey were in the 155<sup>th</sup>, the Sarge would growl, "Log on to the \$%#\*@(/\*#\$ 155 Home Page!"

### 10<sup>th</sup> AVIATION BRIGADE DEDICATION

The 10<sup>th</sup> is based at Fort Drum, near Watertown, NY. (From '68-'70, the 155<sup>th</sup> was part of the 10<sup>th</sup> Battalion; Bn HQ was at Dong Ba Thin.) The unit plans to dedicate several hangers to 10<sup>th</sup> Battalion men who died in Vietnam. One hanger is to be dedicated to CWO Marlin Johnson, 155 pilot, First Platoon, lost when his aircraft was shot down in Cambodia, 20 Apr 70. (Co-pilot Darek Richardson died that day, too.) Tentative plans are for the dedication ceremonies to be held the first week of May. A few of us are going to try to attend. Since it's less than three months away, you won't receive another *Barb* before the ceremonies. If you'd like to attend, History Bob Alberts is the point man on this. Call him at 207-564-3946.

### SWEAT AND SANDBAGS: FROM THE EDITOR'S BUNKER

I've got to tell you, I am really excited about Gene Powless' "Windows to the 155<sup>th</sup>". As my daughter might say, "Dad, that is way cool!" So quit thinking about it and send Gene some photos. And if you can, send him a little something to cover the postage to mail your slides/photos back, too. Thanks.

### COVER PHOTO: BATTLE DAMAGE

Entrance to the Special Forces compound at Bu Prang, Dec '69. Photo by Al Natale. Do you suppose any of the NVA intentionally shot the sign during their "Mad Minutes?"

### 155 AHCA officers are:

Dean Owen, Pres.

Al Arredondo, VP

Jeff Schrader, Treasurer

Bob Alberts, Historian

Tom Love, Sgt-at-Arms

Earl Baldwin, Net Guy

Tom Mullen, Search Guy

Bo Atkinson, Newsletter

Les Davison, Newsletter

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