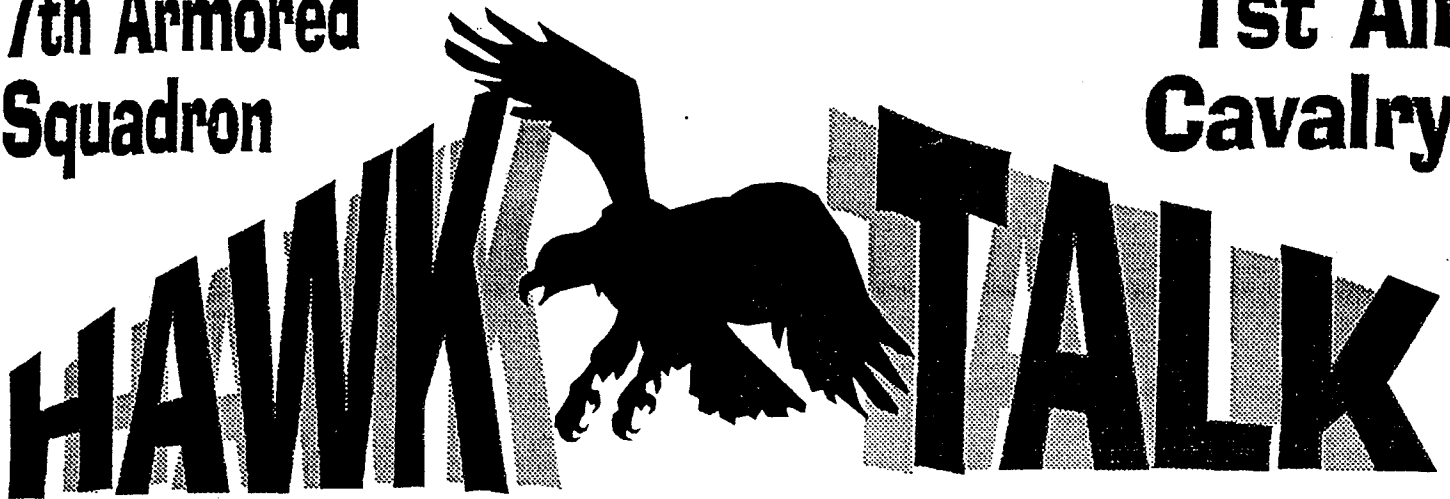


7th Armored
Squadron

1st Air
Cavalry



Spring 1995

Newsletter Editor: Mike O'Reilly

Fellow Blackhawks:

Reunion "95" is just about 4 months away! Everything is shaping up nicely. A lot of members have already sent in their Registration Forms and reserved rooms at the hotel. I would suggest that if you plan to attend the reunion that you reserve your rooms early, so that if we need more rooms at the special rate we will be able to get them.

Early Bird Drawing

For those of you that register and reserve rooms prior to June 1, you will be eligible for the Earlybird Drawing! You may win one to three nights free lodging. So sign up early! The Hotel numbers are, inside Kentucky 1-800-352-9866, outside Kentucky 1-800-354-9793. Make sure when you make your reservations that you tell them you are with the 7/1 ACS Blackhawks. Also, Registration Forms for tours etc, must be received 30 days prior to the Reunion. After that the tours will be on a space available basis. I hope to see you all in August!

Dues and Donations

I would like to thank those members who sent in their dues and made donations. I have sent out new membership cards to all members that have paid their dues. On your membership card there is now an expiration line, so if your membership has expired sit down and send in a check! We are now up to about 40% of dues paying members. If you have paid your dues and have not received your membership card please contact me so that I can straighten the matter out. We will be discussing the matter of unpaid members at the business meeting to be held at the reunion in August.

Animo et Fide

Mike O'Reilly

Listed below are all the registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event, and total the amount. Send that amount payable to Armed Forces Reunions, Inc. The registration form and payment must be received by July 10, 1995.

Armed Forces Reunions, Inc.
P.O. Box 11327
Norfolk, VA 23517
ATTN: 7th SQUADRON/BLACKHAWKS

CUT-OFF DATE IS JULY 10, 1995

	PRICE		NO. OF		AMOUNT
	PER	x	PEOPLE	=	
Registration fee (members only).	\$25	x	_____	=	_____
Friday - City tour/MainStrasse Village for "Pub Crawl" and shopping.	\$21	x	_____	=	_____
Saturday - BB Riverboat Lunch Cruise.	\$34	x	_____	=	_____
Saturday Night Banquet Buffet - (includes Chicken Breast Poulette, Top Sirloin of Beef, and Louisiana Shrimp Creole).	\$25	x	_____	=	_____

TOTAL AMOUNT ENCLOSED _____

NAME (as you want it on your nametag) _____

SPOUSE AND GUEST NAMES _____

STREET ADDRESS _____

CITY, ST, ZIP _____ PHONE NUMBER () _____

TROOP _____ YEARS SERVED _____

ARRIVAL DATE _____ DEPARTURE DATE _____

ARE YOU STAYING IN THE HOTEL? YES _____ NO _____

DO YOU NEED ANY SPECIAL ASSISTANCE? _____

ARE YOU FLYING? _____ DRIVING? _____ RV? _____

FULL REFUNDS WILL BE SENT IF CANCELLATION IS RECEIVED 72 HOURS BEFORE THE REUNION, ASSUMING ARMED FORCES REUNIONS, INC. CAN BE REFUNDED BY THE TOUR VENDOR. NO TOUR CONFIRMATIONS WILL BE SENT; YOUR CANCELED CHECK WILL SERVE AS YOUR CONFIRMATION.

First United States Dragoons

Part 3

Life with the First 1843-1845

In 1843 the First Dragoons, as well as every other unit, were issued beds for each individual soldier. Up to that time, there were two men to a bunk, not hot bunking, but head to toe. The arrangement led to the term, 'bunkie' and was a primary reason in rigorously enforcing the regulation requiring a daily bathing of hands and feet. Body bathing was enforced weekly. The straw mattresses were aired weekly and changed monthly. In regard to personal hygiene the dragoons followed the rest of the army.

But in appearance, they differed greatly. Only First Dragoon corporals wore chevrons. Other branches had cuff buttons to signify the NCO rank. Sergeants wore brass epaulets, a sash and a sword. The dragoon's hat, prior to the 1840's, had a practical purpose as a rifle rest. However, after the Seminole War, the Dragoons, after years of complaining about the dress uniform being the duty uniform, took matters into their own hands and used their fatigue uniform as the uniform of the day.

During this period, enlisted men were not allowed to have civilian clothing in their possession. Officers were expected to be in uniform as well. However, Col. Kearny, the First's commander, was a practical man as U. S. Grant, passing thru Leavenworth to his initial assignment, commented: ..the regimental colonel allowed us to be free of duty in the evenings and whenever we were not required ... he did not maintain a strict uniform policy and we were all grateful (paraphrased). In other areas, Kearny followed tradition.

The tradition of cavalry is that the regimental commander, selects the color of animals for each company. For example, Company A: chestnut with no marks; Company B, chestnut with with white blaze on head; Company C, chestnut with four white stockings; Company D, black with no markings. The benefit of this system is seen in battle: if a rider came thundering out of the smoke on a chestnut with four

white stockings, he must be from Company C. This tradition is still maintained in armies with horse cavalry.

Each animal was initially branded and then broke to a rope snaffle. From here on out it was each troopers job to train his mount in the tasks required by regulation. First was bridle training, followed by blanket training, then saddling, next was gear and finally mounting. Troopers mounted either right or left, depending on the situation.

Next came the horse's movements in turnings, backings, sit down stop, swimming, jumping, prancing, trot, canter, gallop. The animal's gait was an important part of this process and with the rider in the saddle, the gait was observed and then corrected by



altering the horse's shoes. Along with gait, the horse's preference for attacking to the right or left was considered and the men given a choice of swapping horses, right attack to right handers, left attack for leftys. Or they could adjust to the horse's preference. Next on the agenda was squadron drill

(evolutions), shouldering, and live fire awareness.

The dragoons were trained to ride with bent knees so that they could stand in their stirrups and, thus, have greater leverage in swinging down their heavy sabers. It also reduced their weight on the saddle. They were trained to ride side saddle, off saddle, standing, one rein, no rein (using their knees), two man pick-up, running a drop stirrup and quick dismount-remount. They trained with percussion carbines for ranges up to 100 yards, run down close quarter pistol firing, lariat work and saber slashing.

Despite the omnipresent fatigue duty, the dragoons managed to do more soldering than the rest of the army. It was one of the few times Congress believed the dragoons were better employed on patrol than building a road.

Next, Part 4 - Showing the Flag

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Flash-Back

Unit History

"D TROOP"

7th Squadron 1st Air Cavalry

1st Aviation Brigade

Jan. 1, 1970-Dec. 31, 1970



Troop D operates primarily in Vinh Long and Sac Dec Provinces. However, on convoy missions the terrain in the Western and Northwestern part of the Delta is covered.

Powder Valley! A tightly knit, well organized, determined group of men, enhanced with cavalry tradition, yet flexible to the demands of the modern mission. The Powder Valley spirit is reflected in the individual pride of the Powder Valley family and officers and men of Troop D, 7/1 Air Cavalry Squadron. It is this spirit, coupled with the individual pride, which has made Powder Valley an effective unit throughout its history.

During the first two months of 1970, Troop D, under the command of Cpt. Charles R. Steiner, operated mainly from Vinh Long, providing convoy security and conducting perimeter ambushes and sweeps.

For the remainder of 1970, Troop D, under the command of Cpt. James G. Lucas, was to perform many new and varied missions. In March the troop was air assaulted into Tra Vinh to search for a POW camp. The same month elements of the troop made contact with a company size enemy force while conducting a daylight patrol in Duc Ton District which resulted in fifteen enemy KIA.

In May the troop sent two platoons into Cambodia to conduct a search operation. The mission was to find the bodies of two pilots from the squadron who had been shot down. The platoons were assaulted into a hot LZ but were able to drive off the enemy without sustaining any casualties. The subsequent search was a success as the bodies of the deceased pilots were exhumed and evacuated according to the mission requirements.

Throughout the early summer months of 1970, Powder Valley elements participated in a series of night operations entitled "Combined Watch." The objective of the operation was to improve the night-time operational efficiency of Duc Ton Territorial forces. Powder Valley personnel supported the program teaching, advising, and demonstrating proper ambush techniques on actual operations. The rewards of such a program were soon revealed as the operations accounted for a total of 35 VC KIA with only 2 friendly WIA'S.

With increasing emphasis on the Vietnamization program, Powder Valley began to send out more and more advisory teams. Through the efforts of Cpt. Lucas, a program was set up in which training teams were sent to the 44th Special Tactical Zone to work with Vietnamese Regional Forces and Vietnamese Rangers on air cavalry operations, checkerboard method of reconnaissance, and night ambush techniques with much emphasis being placed on the mechanical ambush. Teams were sent to work in My An, Kien Binh, Kien Van, and Cao Lanh. The most successful operation was conducted with Lien Doi 28 in Kien Van District. In two days and nights of patrols and ambushes, 30 VC were killed and 7 weapons were captured.

The soldiers of Troop D have served proudly and courageously since their arrival in Southeast Asia thirty four months ago. At the present time the men of Troop D are serving as the last American ground combat forces in the Delta. Though the mission or location of Powder Valley may change, there will always be pride in the fact that we can and will accomplish our mission according to the highest standards of the Army and the United States of America.

Birth of the Blackhawks
reflections by Earl Shepherd HHT/67-68

A secret message arrived at Fort Knox, Kentucky from the Pentagon in early 1967, directing that an old Army unit be activated. The old army unit was the 7th Squadron, 1st Air Cavalry. The message dictated how many officers and enlisted personnel would be assigned to the unit and how many helicopters would become the fire power for the Squadron.

A site was selected at Fort Knox over in some of the old WW 2 buildings in a rather secluded area near Wilson Rd, for the headquarters, troop barracks, mess and other buildings for supply and maintenance. All the choppers were kept over at Godman Army Air Field some mile or so from the headquarters area.

One of the first names to be picked for the 7/1 was none other than the commander, Colonel Charles E. Canedy. A seasoned Vietnam veteran he was. I'll never forget the day Col. Canedy corrected my pronunciation, he said " it is not Cal-Vary it is Cav-alry.

Another of the first names to appear at the Squadron was the Sergeant Majors. Then, Command Sergeant Major Thomas Carter of Burlington New Jersey. The Sergeant Major began a monstrous task of communicating, coordinating and traveling all around the post to get the initial task of forming the squadron accomplished. He had little help in the beginning, but as time passed other members arrived and his job become easier.

Some of the other early arrivals to join the Squadron were the Adjutant, Staff Officers, First Sergeants and the Troop Commanders.

The main-man "paper pusher" who became known as the PSNCO (Personnel Staff NCO) was none other than myself, SFC Earl F. Shepherd.

When I received my orders to go to the 7/1, I was over at the Armor School Headquarters building working in the office of the Secretary, as the Chief Admin. NCO.

When I arrived at the 7/1 Squadron headquarters, I dove headfirst into a paper drill that I never seen the likes of. WOW!

did I ever learn fast what it takes to form a new unit and prepare for duty in a combat zone. My immediate task was to do all that was necessary to keep track of incoming personnel and to get the unit filled to 85% strength prior to the magic hour of deployment. Needless to say I began several months, of long days and nights and tons of paperwork. I think I had a report to keep track of all the reports.

The first big function for all members coming into the Squadron was begin training in various areas based on their MOS (Military Occupational Specialty). A lot of classroom work on the job and "out in the field" training soon had all the members pretty well zeroed in as to what was expected.

Another big task for the Blackhawks was to get all the helicopters out to California to board the ship that would take them to Vietnam. Well, that became a "trying time" for the Commander and his staff. Shortly after the choppers headed west, a very fierce winter storm dumped tons of snow across the mid-west. At one time the Squadron choppers were scattered across the western states and in some cases helped pick up stranded people in various areas. With a lot of good leadership and radio communications by the Commander and his staff all the choppers made it to California.

Much work by many of the Squadron members went into the packing and crating of all the equipment that was being sent to Vietnam. Personally, I had never seen so many CONEX containers in my entire Army career. I am sure most of the original members who went with the CAV remember the task we had getting the right containers in the right place.

After the choppers had been shipped out and the packing and crating was completed, it was time for the Main Body and the Read Detachment members to get organized. In late December of 1967 and early January of 1968 we completed the POR (prior to overseas replacement) qualifications.

Towards the O hour for our departure we continued to have problems reaching our 85% strength. Many soldiers arrived for

duty with the Squadron at Ft. Knox, but for various reasons had to be deferred from going to Vietnam. Each deferment meant a lot of extra paper work and a lot of report changing.

Finally the day arrived for the Main Body to depart Fort Knox. We all gathered at the Headquarters area and boarded Greyhound buses for the ride to Louisville, Kentucky. There we boarded an aircraft for the flight to Long Beach, California. The main body then took a 25 day cruise across the Pacific Ocean landing at Vung Tau, Vietnam in late February of 1968.

The Read Detachment remained at Fort Knox and flew directly to Vietnam. They were in place when we arrived with the Main Body. Colonel Canedy had a huge banner being pulled by a helicopter as our ship arrived. The banner read "WELCOME BLACKHAWKS".

Our mascot the Blackhawk Bird which had traveled on the tail fin of the ship made it just fine. A cage was constructed and the bird was kept just outside of the Squadron Headquarters, until his demise a couple of months later.

Our first location was DIAN just outside of Saigon. Two to three months passed when the Colonel let it be known that we were going to be moved to the Delta. So it wasn't long after that we went to Vinh Long, Vietnam right on the Mekong River.

This was the beginning of an exciting time for the members of the 7th Squadron, 1st Air Cavalry, and hundreds of members that came and went from the troops of the Squadron during its time in Vietnam.

Editor's Note: I felt it would be appropriate to reprint a letter of Gratitude that Colonel Canedy wrote to the Officers and Men of the 7th Squadron, 1st Air Cavalry, Blackhawks.

May 5, 1968

From early July 1967 until 5 May 1968 it has been my good fortune to be your Squadron Commander. As is true for all the really good things in life they do not go on endlessly. Life just isn't like that. This has been true of not only my association with the Squadron but of the many other Blackhawks that were, and in

spirit are still members of the greatest squadron the Army has ever assembled. The Squadron's performance since activation has been an enviable one by all who have observed. Our accomplishments in Vietnam have been second to none in spite of many obstacles that have had to be overcome.

What has made this Squadron the really great organization that it is? We certainly did not receive any secret organizational formulas or any panaceas for various stages of training. Instead we received orders on over 600 Officers and Men assigning them to the 7th Squadron 1st Air Cavalry and we called the organization "The Blackhawks". That was the birth of the Squadron and with the name came the overwhelming spirit and esprit that permeated throughout the command, down to and including the most important man in the Squadron, the trooper. During our CONUS days this electrifying "Can-do" attitude was symbolic with the distaff as well and to the extent possible has remained cemented together to sustain the spirit of many a fallen trooper's better half. All this and so much more that I cannot adequately relate will remain with me and Mrs Canedy for the rest of our lives.

By the very nature of our business and the non-selectivity of our enemy's tools of war, a unit's foundation must be shored up from the team leader level so that as losses occur, and they will, the real purpose of the unit is never obscured. I believe that the Blackhawks have this depth and that foremost in the minds of each leader this concept must be perpetuated

It is a very sad thing for me to have to leave the Blackhawks but I also believe that each of us is prepared to make the sacrifice, no matter how great, in the fulfillment of our mission. To all of you, my sincerest thanks for an impossible job well done. There will always be a warm spot in my heart for the Blackhawks and may God go with you always.

Courageous and Faithful I remain,

Charles E. Canedy

LTC, Cavalry

Blackhawk 6

Letters to the Editor

February 3, 1995

Angelo Marrali A/70-71 writes:

Sorry about the dues being late.

You are doing a good thing bringing old friends together. I have cancer and filed for disability where I work. I attribute it to exposure to Agent Orange. Times are a little tough right now, with the chemo and throwing up. Just trying to stay well enough to have some sort of life. Keep up the good work!

Editor's note:

I hope Angelo can beat this biggest battle of his life. My thoughts and prayers are with him.

February 8, 1995

Bill Shoults A/68-69 writes:

In regard to a question from William Bounds in the Winter 1995 Hawk Talk as to "Who was Apache Popatop". I have prepared an extensive answer.

"Apache Popatop" was CW2 Keith Allen Jr. He was killed in an AH-1 Cobra accident on Easter Sunday, 13 April, 1969 in KIEN GIANG Province.

This aircraft and another AH-1 were enroute back to the AO after refueling at a FARP. They could have been returning to the FARP from the AO, but I believe they were enroute at the FARP. They were cruising at approx. 120 knots, 250 ft. AOG on the deck when one of the crew members of the other cobra observed what looked like an explosion from the top trans-rotor cowling area. The main rotor separated from the aircraft and airframe was completely destroyed. There were no calls from the aircraft. WO1 Wilfred Schmidt died with CW2 Keith Allen.

The first thought that a maintenance officer has when a crash like this occurs is maintenance error. There was no reported enemy action near the area and ground fire was ruled out. The team had not taken any fire prior to the crash. The aircraft had been down for extensive maintenance and had only been released for flight a day or two before the accident. CPT Lytle, CWO McCollum and I were at the crash site as soon as possible. The wreckage pattern was

typical for an aircraft that lost a rotor system in the air. The accident occurred over a large open area that was dry with short rice stubble. With the observation comments of the other crew and lack of enemy action we knew the accident was caused by maintenance error or material failure. After an extensive ground walk of the crash area we basically found all the parts of the aircraft except for the middle section of the main rotor pitch change rod assembly. Both clevis ends and portion of the rod were still attached to their respective rotating controls. Both ends were safety wired properly and each clevis (rod end) were screwed in properly; i.e., there were threads present at the rod end attachment points inspection holes which were used to determine if a mechanic had screwed the rod end to far out during blade tracking or some other maintenance action. Every moving component of the flight system was secured properly. No bolts, cotter pins or safety wire were missing. The accident investigation team was positive the pitch change rod had failed and it was not a maintenance error. All the major components of the flight system were shipped back to CONUS for evaluation. I do not believe any follow-up information was passed back to Apache Troop or the Squadron.

During the year prior to the accident the First Brigade and other aviation units in Vietnam had lost eight or nine AH-1's to similar non-combat related accidents. In subsequent years a time change/calendar inspection was placed on the pitch change rods due to internal corrosion. there were no non-destructive methods to inspect the inside of these rods in the early years of AH-1 operation. What better place to develop corrosion than the lovely dry, wet, dry high humidity climate of Vietnam.

The loss of any Blackhawk was a sad affair, but the loss of Keith Allen was especially sad. He was a robust, well liked man. He had a great personality, was a good combat pilot and did enjoy popping the top off a beer and having a good time.

February 8, 1995

Joe Lantz A/68-72 writes:

As a member of A Troop from 68-72, my 3 1/2 years in Vinh Long spans a lot of history. The flashback in the Winter 1995 newsletter was extremely interesting to me. After reading the article I sat back, closed my eyes and "Saw" it run through my minds eye once again. Thanks for the memories, keep them coming.

Recently I was at Ft. Knox with my Army National Guard unit for a training exercise on the M-1 tank simulators. While passing through the mess halls I observed our unit crest, among others, hanging on the wall over the chow line in each mess hall. It gave me a nice feeling to see our Blackhawk crest up there on the wall. As I stood in line, I looked around at all the basic trainees "chowing down". I couldn't help but wonder if anyone of them had the slightest idea of the blood and human sacrifice that our crest and all the others up there on each mess hall wall stood for. I think not. I felt a combination of sadness and yet pride. Sad that they will most likely never know our proud history and very proud that I am lucky to have known quite a few of the men whose sacrifices helped shape the Blackhawk history.

February 10, 1995

Ed Broyles 2/1 writes:

Several years ago, Paul Hanson and I made contact (somehow). I was in the 2d Squadron, a unit of the 2d Armored Division attached mostly to the 4th Infantry. Before that I was in the 7/17 Cav, part of 1st Avn. Some of the guys in the 17th had been infused from the 7/1st, and I guess some 17th to the 1st. That was in mid-1968; I arrived in October. I enjoy reading your newsletter and still hope someday to see an all Dragoon reunion of 1/1, 2/1 and 7/1. I would encourage you to use the on-line (Prodigy, CompuServe, America Online, etc.) veterans bulletin boards to reach more members. Please note my last name's spelling and my new address. P.S. If you can't find a 7/1 lawyer, I'd be willing to help.

Editor's Note:

I agree with Ed about getting a Dragoon reunion going. Ed's last name is Broyles not Brayles. His new address is 3640 41st Lane S, Unit G, St. Petersburg, FL 33711 I would like to thank Ed for his offer to help with legal matters which may or may not arise. Daniel Britt C/68-71 a member of this Association, who also is a lawyer and his wife Phyllis, who is a paralegal have offered to help with legal matters. When I have enough money to buy a computer I will definitely use those services. At the moment I put this newsletter out via a word processor.

February 12, 1995

R.J. Ringer C/68 writes:

Thanks for the newsletter. I really appreciate getting them. Many thanks for getting me off my tailboom and forcing a pen into my hand so that I can write a check. I don't do that too often so you can consider yourself good. Ha! Sylvia and I are planning on attending the reunion this summer in Cincinnati. We will be traveling in our motorhome, so we would like to reserve a place at the hotel. Like SGM Carter, I am also recovering from knee surgery. It is the third one in four years. It doesn't keep me from fishing tho, only restricted from forced marches. I have to sit down while drinking because of the pain encountered while standing!

March 19, 1995

Dave Tomlinson C/68-69 writes:

Sorry I'm just getting this mailed. Things were slow this winter, but now that spring has arrived I'm quite busy. I was excited about finding this Organization. I hope to find some old friends who were in Nam with me. That was a very important part of my young life, I turned 21 there. I realize how blessed I was though, I was able to come back home to a loving family and pick up my life and move on. I worry about those who were never able to make that transition. Vietnam vets did get mistreated by the masses when they came back. But you can't live in the past. Thanks buddy for you efforts in keeping this Association going.

Fund-Raising Items

Tailrotor Chain Bracelets

Custom made tail rotor chain bracelets are being offered for sale by the Blackhawk Association. The cost of these bracelets will be \$50 which includes shipping. To order your custom made bracelet please measure your wrist size and send into along with a check for \$50 to: Mike O'Reilly, 14 Northern Avenue Apt. G-6, Cold Spring, New York 10516-2702. We only have a limited quantity of tail rotor chain to make these bracelets. If it wasn't for Jim Brown A/68-69 we wouldn't have any!

7/1 Bumper Stickers

7/1 ACS Bumper Stickers are still being offered for sale. The cost of the bumper sticker is \$3 a piece which includes shipping. To order your bumper sticker send a check for \$3 to: Mike O'Reilly, 14 Northern Avenue Apt G-6, Cold Spring, New York 10516±2702.

Hats and T-Shirts

Only a limited quantity of hats and t-shirts are available for sale. To order your hat or T-shirt or both contact: Larry Meades, 369-82nd St., Brooklyn, NY 11209 or call 718-680-7808 (evenings and weekend). The cost of the hat is \$10, one size fits all, T-shirts are \$15 size large and x-large. These prices include shipping. If you have ordered a shirt or hat and have not receive your order it is because Larry is having a problem with his mail delivery. He is not receiving all of his mail! I have sent him two winter 1995 newsletters which he hasn't received. So if you haven't received your order please call Larry and he will straighten things out.

1995 Reunion Calendar

June 22-25

Unit: Mobile Riverine Force
Location: The Galt House, Louisville, KY
Reservations: 1-800-626-1814
Further Info: Mobile Riverine Force
PO Box 706, Elkhart Lake, WI 53020

June 23-25

Unit: 1/1 (1st Squadron, First Cavalry)
Location: Chicago Marriott Oak Brook
Oakbrook, IL
Reservations: 708-573-8555
Further Info: Terry Babler, W. 5889 Dust Rd., New Glarus, WI 53574

July 1-4

Unit: 335 AHC Association
Location: The Plaza Inn, Kansas City, MO
Further Info: Dominic Fino Jr., 16417
Cedar Grove Road, Sparks, MD 21152

July 1-5

Unit: Vietnam Helicopter Pilots
Location: The Westin Crown Center, Kansas City, MO
Reservations: 816-474-4400
Further Info: VHPA, 7 W. Seventh St., Suite 1990, Cincinnati, OH 45202

July 5-9

Unit: Vietnam Helicopter Crewmembers
Location: Marriott Hotel, St. Louis, MO
Reservations: 314-423-9700
Further Info: 1-800-842-6201

August 3-6

Unit: 114 Aviation Association "Knights of the Air" and all attached units
Location: Fort Magruder Inn
Williamsburg, VA
Further Info: George Young, National Director, PO Box 27470, San Antonio, TX 78227 or call 210-677-0017.

This and That

Joe Kline of Joe Kline Aviation Art is selling a full-color, highly detailed lithograph of the UH-1 Huey. The print is \$80 or for \$100 you can get the print personalized with your Aircraft Markings. Joe was a member of the 101st Airborne and served in Vietnam. To order your print contact: Joe Kline, 6420 Hastings Pl., Gilroy, CA 95020 or he can be reached by calling 408-842-6979.

New Members and Potential
Members As of 3/31/95

Ted Enright
6155 Portridge Lane
Canton Twp, MI 48187
A/71-72

Earl "Owen" Hamiel
Rt 1 Box 130A
Gulliver, MI 49840
C/68-69

James Maurer
811 Peach St.
Spencer, WI 54479

Julian Marsh
5444 Marble Court
Marianna, FL 32446
HHT

Joe and Mary Milliner
410 Mockingbird Valley Rd. #4
Louisville, KY 40207
Parents of CW3 William Patrick
Milliner MIA 3/6/71

John Orebaugh
20620 28th Avenue
Span Away, WA 98387

Jacob Orfield
2160 Hamded Drive
Chula Vista, CA 91913

Raymond Smith
2875 173rd Place
Lansing, IL 60438

Tom Stradley
7237 Track Rd.
Nampa, ID 83686

Dave Tomlinson
305 Tomlinson Place
Lebanon, TN 37087
C/68-69

Vietnam Tours

Vietnam Tours has made available a limited amount of space for a ten day tour to Vietnam. March 4 through March 14, 1996. If you want to return to Vietnam and take a look at your old stomping grounds, this will probably be the cheapest way ever that you are going to do it. The cost is 1,295 per person. This includes round trip air from Los Angeles to Vietnam. The tour itinerary is:

Day 1: Depart LA on a trans-pacific flight to Vietnam at 9.00 pm on March 4.

Day 2: In Transit.

Day 3: Arrive in Ho Chi Minh City. After clearing customs and immigration you will make your transfer to your hotel. After checking in you will be briefed. Then enjoy your free evening.

Day 4: Saigon City tour.

Day 5: Depart your hotel and proceed south on Highway 1 for the ferry crossing to Vinh Long. Evening free to explore.

Day 6: Visit the Good Shepherd Orphanage.

Day 7: Proceed to the City of Can Tho. Check in your hotel and enjoy a free evening to explore.

Day 8&9: Return to Saigon for your free day for last minute shopping and sightseeing.

Day 10: Return flight to U.S.

Editor's Note: This is an overview on what Vietnam Tours sent me. For further info contact: Ed Eaton, Vietnam Tours, 602-230-1122.

7th Squadron 1st Air Cavalry
Blackhawk Association
Information Sheet
Membership Application

The Blackhawk Association is a non-profit, non-political, fraternal organization. The principal objective is to preserve our history, to bring old friends together, to meet new friends and to remember friends who made the ultimate sacrifice.

To become a member of the Blackhawk Association, fill out the Information Sheet and enclose your annual dues of \$10. (Make checks payable to Mike O'Reilly) and mail to: Mike O'Reilly, 14 Northern Avenue, Cold Spring, New York 10516-2702.

New Member ()

Address Change ()

Roster Correction()

Annual Dues \$10 enclosed()

Name: _____

Wife's name _____

Children's names _____

Business _____

City _____ State _____ Zip _____

Phone _____ Work Phone _____

Current Occupation _____

Troop _____ Rank _____ Dates Served _____

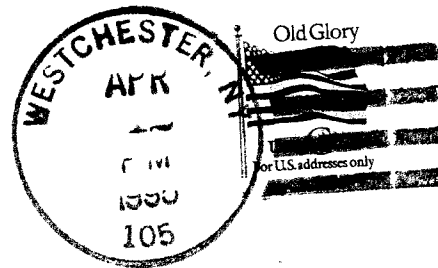
Number of tours _____ Other Units served _____

Call Sign _____ Nickname _____

Social Security Number _____

Other information about yourself _____

7th Squadron 1st Air Cavalry Blackhawk Association



Michael J. O'Reilly
14 Northern Ave.
Cold Spring, NY 10516-2702
(914/265-2814)

Wayne Bulvan
1N616 Weston
Glenellen IL 60137

ADDRESS CHANGE REQUESTED. POSTAGE GUARANTEED

