

Naval Helicopter Historical Society

Newsletter

Volume 4 Issue 3

October 2002

SERVICES PROVIDED

- ✓NHA Membership Support
- ✓Naval Helicopter History Research
- ✓Communication Network Connections
- ✓Assistance for Colleagues and Friends
- ✓Reunion Notification Support
- ✓Quarterly Newsletter
- ✓Bereavement Assistance
- ✓Receiver of Naval Helicopter Memorabilia

Inside this issue:

- We are growing — it's time to make adjustments* 1
- We're looking for former-active and retired naval helo people.* 2
- We need your help — who do you know?* 3
- The aircraft carrier museum with NHHS aboard is near.* 4
- "With Landing Lights Only-The First Helo Night Rescue"* 4
- Managing the Navy's largest squadron, HU-1* 5
- Wow, another hair raising helo rescue!* 6
- Signal "Charlie" for another Helo Pioneer* 9

Message from the Chairman

Dear Members, Donors, Plank Owners and Friends

In a previous Newsletter, I announced that Mike Fuqua would be restructuring our Membership program. You'll see the results below. I hope you'll take a look and determine at what level you would like to continue your support. You've had a part in creating the legacy of Naval Helicopter Aviation and, with your help, we'll see that it's Gathered, Preserved and Displayed.



Naval Helicopter Historical Society

While on the subject, I'd like to encourage all of you to check your NHA membership. A drive is currently underway to double the active duty members by April 2003, but members are also being sought from officer and enlisted, retired and reserve personnel from all the Naval Services. If you're receiving the Rotor Review, your expiration date will appear on the mailing label. If you're not receiving it, it's time to re-up or come aboard for the first time. You'll find everything you need at:

www.navalhelicopterassn.org

NHA has been serving our helo community since 1971. They need and deserve your support.

On August 30, 2002 the naval helicopter community lost one of its pioneers. You'll find Al Monahan's tribute to CDR Hugh F. Mclinden Jr. on page 9. For those of you who are able to attend, a memorial service with military honors and inurnment will be conducted at Fort Rosecrans October 4th at 2 PM.

Chuck Smiley

NHHS Membership Revision

by Mike Fuqua

Over the course of the last several years, we have seen our number of supporters grow considerably. We have evolved to become a very good companion organization with NHA and have remained true to our mission to "gather, preserve and display

the legacy of Naval Helicopter Aviation". We have a vibrant web site, a dynamite Internet based newsletter, and hold a key position in the future of USS Midway in San Diego. We

(continued on page 8)

(continued from page 1)

BOARD of DIRECTORS:

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<http://www.nhhs.org>

PURPOSE:

The Naval Helicopter Historical Society was organized to "Gather, Preserve and Display the Legacy of Naval Helicopter Aviation" to include past and present helicopter operations in the Navy, Marine Corps and Coast Guard.

Organizational Charter:

The Naval Helicopter Historical Society is a non-profit 501 (C) (3) corporation.

NHA FAR "Tiger Team" Formed



NHA FAR "Tiger Team" on the prowl

A Tiger Team headed by former NHA Chairman Bob Doane has been formed primarily to increase the membership of NHA Former Active Duty and Retired (FAR) and improve communication between FAR and active duty in Region 1. Team members include Mike Fuqua, John Leach, Arnie Fieser, Bill Lloyd, and Bill Zidbeck, working in conjunction with the present NHA leadership of Executive Director, Howie Whitfield, Region 1 President LCDR Woody Danielson and Membership Chair LCDR Jim O'Leary.

The main thread holding this together are the periodic dinner meetings for members and spouses, where acquaintances are renewed, sea stories swapped, and the

*Please send your email
 address changes to
 nhhs@cox.net*

latest and greatest in Naval Helicopter operations and equipment is presented by the men and women who operate them. (See associated article on page

3)

Any ideas for improvement from the readership are most welcome by the team, and we hope to see you at the next Dinner Meeting at the Bonita Golf Club, 5540 Sweetwater Road, Bonita, on Friday, November 01, 2002. Cocktails at 6 pm and Dinner at 7 pm. If you do not receive a flyer, contact Arnie Fieser (619-479-5644). He will place you the mailing-list and provide details.

WE NEED YOUR HELP---WHO DO YOU KNOW?

NHA, Former-Active and Retired (FAR) Quarterly Dinner Meeting A Success

On July 19, 2002, NHA Region 1, FAR members and spouses enjoyed another highly successful dinner meeting organized and led by Arnie Fieser. The 72 members in attendance represented one of the best turn outs in memory and the one-hour mixer allowed singles and couples to renew old friendships, exchange email addresses and phone numbers and get caught up on the latest news. Conversations ranged from sea stories to grandchildren. Another popular topic was the location and means of contacting old friends.

Arnie Fieser began the meeting by leading the group in the Pledge of Allegiance to our Flag and Kron Littleton delivered a blessing and invocation. Howie Whitfield, Executive Director of NHA, addressed the latest in NHA successes and announced that the 2003 NHA Symposium would be in San Diego, April 21st through 25, 2003, at the Town and Country Hotel. Mike Fuqua, NHHS Membership Director briefed on the restructured NHHS membership levels and Walt Lester updated information on the USS Midway.

The guest speaker was Captain Rob McLaughlin, United States Coast Guard, who described the new role of the USCG in protecting our country from the narcotics terrorists of the new millennium. His comprehensive presentation and candid answers to the numerous questions that followed provided a fascinating look at the challenges of the new Homeland Security operation.

And now to the pitch....., "**WE NEED YOUR HELP.**" More of the former-active and retired need to be involved in these quarterly activities. We hope you'll contact them and encourage them to join us. Or send us the names of the missing and/or non-participating FAR people that you know. We'll see that they get information as to how they can become a part of this enjoyable, interesting and informative group. Our next dinner meeting will be in November 1st. Send the names to John Leach, 13585 Dogwood Way, San Diego, CA 92130, 858-967-5300 or Jleach@johnleach.com

PLANK OWNERS

The following new Plank Owners were added since the last issue of NHHS Newsletter.

Tom Bartholomew; William F. Culley; Stewart R. Graham; and William E. Zidbeck.

* * * * *

*Plank Owner Certificates are still available for a one-time donation of \$100, or more, until the USS Midway arrives in San Diego. Plank Owners number **213** Rotary Wing enthusiasts and include the following.*

Bob Ace; Victor A. Armstrong; Harry E. Asbury; Warren E. Aut; A. W. "Lew" Ayers; Terry M. Badger; Gerald E. Balderson; Dale E. Barck; Tom Bartholomew; Everett P. Bateman; Robert E. Batterby; Dave Bean; Earl R. Bergsma; James H. Biestek; Daniel R. Bilicki; Alan J. Billings; Melvin J. Box; Joseph G. Brady; Richard G. Brand; Charles (Chuck) E. Brooks, Sr.; Ian F. Brown; Lewis C. Brown; Richard A. Bruning*; E.O. "Buck" Buchanan; Robert Bullard; John C. Burritt;

Lawrence E. Burton; William "Willie" Bush; George F. Cagle; Susan H. Cagle; Paul Caine; Reid P. Carleton; Tomas Carlos; Henry L. Cassani; Roland M. Christensen; Robert A. Close; Lloyd F. Coats; Claude C. Coffey, Jr.; Lawrence E. "Bud" Cole; Jack E. Conner; Frank Coombs; Joseph P. Cosgrove; William Joseph Cox; Ronald E. Crooker; William F. Culley; Edward E. Dahill III; Bruce B. Dallas; John S. Daly; Dan Davey; Lee E. Davison; Robert M. DeGregorio; Joseph R. DeNigro; Wayne "S" Densmore; Richard L. Dick; Byron L. Dieckman; Jewell L. Dixon, Jr.; William C. (Bill) Dixon; R. "K" Doane; John E. Dobyns; Kristy A. Don; Theodore Jack Don; Jr.; Richard F. Dreher; John "Stealth" Dryden; Lloyd L. Duncan*; Bryan R. Eagan; Raymond L. Earl; Robert "Pappy" Elerick; Howard Elwell; Alvin F. Emig; Ralph W. Fairbanks; Malone H. Farrer; Louis Fazio; Robert E. Felten; Arnold K. Fieser; William R. Ford; Michael T. Fuqua; James W. Gann; Joseph W. Gardner; Jan C. Gaudio; Larry H. Gjerman; H. "Glen" Glenzer; Rene Gonzalez; Harold

(continued on page 7)

USS MIDWAY HIGHLIGHTS

by Walt Lester, Midway Liaison

We have now passed the 22 August 2002 date upon which claims had been made to "slow down" the process of obtaining our Letter of Donation for the ship from NAVSEA. Last February, when the US Government made the pier available as "excess government property," to give the San Diego Aircraft Carrier Museum, Inc. or its designee, there were some local Native American tribes that thought the four acres of land under the Navy Pier should go back to the original occupiers. Remember the question: When is a pier not a pier? These claims seem to have been laid to rest, but, we still have to let 180 days run out from 26 February, before the donation of the pier can go forward.

We are expecting the NAVSEA ship Donation Letter sometime in September. Should that occur on time, the ship will be towed from Bremerton to the San Francisco area for painting. Plans are now to tow the USS MIDWAY CV-41 into San Diego Harbor mid-summer 2003.

The SDACM is now conducting a program to "sell" Points upon which the ship will pass on her journey to San Diego. This and other information can be obtained on your computer at www.midway.org, and www.midway.kintera.org.

Information on the progress of our aircraft restoration program can be found on: www.members.cox.net/midwayhangar/home.htm

FROM THE ARCHIVES

FIRST HELICOPTER NIGHT RESCUE

A UNITED STATES COAST GUARD AVIATOR
HAS BEEN RECORDED THIS HONOR.

The President of the United States takes pleasure in presenting the
DISTINGUISHED FLYING CROSS to
LIEUTENANT COMMANDER
STEWART ROSS GRAHAM
UNITED STATES COAST GUARD
for service as set forth in the following

CITATION:

"For extraordinary achievement in aerial flight during the early morning of 19 January 1955, as pilot of a Coast Guard helicopter engaged in the rescue of three crew members from the fishing vessel "KIMTOO", which had grounded southwest of ANNA MARIA KEY, Florida, in the GULF of MEXICO.

Proceeding to the scene, Lieutenant Commander GRAHAM succeeded in locating the vessel by effectively using the helicopter landing lights. Due to heavy seas and violent winds, it was necessary that the survivors be rescued without delay. In spite of the fact that guy lines and rigging of the vessel could not be removed, Lieutenant Commander GRAHAM, by his indomitable courage and determination in the face of unfavorable conditions of wind, sea, turbulence, and darkness, successfully hovered and maneuvered his helicopter so that the rescue basket could be lowered into the maze of rigging on the deck of the stricken vessel and a survivor hoisted into the helicopter. This dangerous procedure was then twice repeated as the survivors were expertly evacuated from their positions of extreme peril. Lieutenant Commander GRAHAM'S expert airmanship, dauntless valor, sound judgment, and unwavering devotion to duty reflect the highest credit upon himself and the United States Coast Guard."

For the President,
Secretary of the Treasury

Some HU-1 History

by Douglas Froling

HU-1 and HU-2 were formed by decommissioning VX-3 and assigning its personnel and helicopters to the new squadrons. This occurred at NAS Lakehurst, NJ on April 01, 1948. CDR M. M. Peters became CO of HU-1. HU-1 was commissioned with 16 helicopters (HO3S-1s), 17 officers and 186 men. (See Newark Evening News, Friday April 02, 1948).

Missions flown in the early days of HU-1 include a detachment aboard the icebreaker *Burton Island* re-supplying Arctic bases; support of ADM Byrd's last Antarctic Expedition; and support of Atomic weapons tests at Eniwetok Island designated "Operation Sandstone". LT L. W. Tracy was on *Burton Island*, CDR W. H. Sessums was on the Byrd mission and LT Ed Kubicki was on "Operation Sandstone".

A number of flight demonstrations were performed around San Diego area showing the capabilities of the Bell and the Sikorsky models, including delivering Santa Claus to the 1948 and 1949 Christmas parties at Lane Field.

A number of rescues performed by HU-1 personnel were reported in undated news clippings, as follows:

- LCDR G. W. Bolt rescued ENS D. D. Knight when he was forced to ditch his aircraft near Hungnam.
- LT G. A. Rullo and Chief M. D. Kembro flew an HO3S-1 from Seattle, WA to Alameda, CA, a distance of 715 miles in 10 hours and 17 minutes. The aircraft was returning to San Diego from a search mission for a missing NAS Whidbey Island patrol aircraft.
- On another mission, LT Rullo, LTjg W. Leary and CWO A. D. Night flew 350 miles into Baja California, escorted by a U. S. Coast Guard PBM, to assist on an evacuation mission of an American private aircraft that crashed on the East Coast of Baja.

From August 1950 through September 1951, this writer was assigned to Commander, Fleet Air Japan

as a Tech. Rep. on HO3S-1 helicopters. During this period HU-1 helicopter detachments were deployed aboard the *USS Philippine Sea*, *USS St. Paul*, *USS Boxer*, *HMS Thesis* (British Carrier), *USS Manchester*, *USS Missouri*, *USS New Jersey* and two Japanese manned LST's, designated Q009 and Q013. These Dets. provided plane guard and miscellaneous services to the carriers. The cruisers and LST's stood by to rescue "Down" pilots during air ops over Korea. On or about April 18, 1951 several of the ships deployed off of Hungnam, N. Korea, to provide "Down Pilot" recovery during a day-long air attack by CTF 77 aircraft. At least 3 pilots were picked up under fire after crash landing in N. Korea.

HU-1 Det ONE established a maintenance base at Sasebo, Japan to provide field level support to the deployed detachments. In March HU-1 relocated to Oppama near the Yokosuka Naval Base.

Personnel serving with these detachments (in the order they come to mind) include:

- LT W. J. Cox, LT B. Samuels, H. Cardoza, AP1c, John Crassi, AP1c, Chief Camp, LT G. A. Rullo, LT G. J. Reeves, LT Gill, LT Bergsma, LCDR V. W. Collins, LCDR H. Sebach, Watkins, AD1c, LT Al E. Monahan, Raymond Welch, AN, J. B. Bennett, AN1, LT Ray Earle (HU-2), LT John Cole (HU-2), and LT C. C. Jones.

* * * *

SAR on Mt. Baker at 9,500

by AT2 (NAC) Bryan (Cowboy) McKinnon

(This story is of the most recent rescue by Whidbey Island SAR. ADC Frank J. Leets, USN (AW/NAC) forwarded this article to the editor. This recollection is uncut and honest from a SAR warrior. Whooo Yaaa !!!!! NAVY SAR.)

We got the call of a climber hurt at 9500 feet on MT Baker. Originally there were four climbers. Two were relatively uninjured, one slightly, and one critical. They had fallen from almost the summit to 9500 feet, a total of around 400 feet! I repeat they fell 400 feet!

My crew that day was as follows: LCDR Rollins (Badass stick), Lt. Payne (up and coming Badass stick), myself (Crewchief of mediocre credentials), HM2 Hubbard (Mother), and AD3 Pearson (XFL, also has lost a lot of weight). I had the crew reduce gross weight prior to take off by the usual means of tossing all the over water stuff out. After take off, we went over to pick up "spider" of Bellingham Mountain Rescue (Harry Patz, BMRC) at his house. From there we went to Bellingham airport to pick up two more BMRC guys. After everyone was aboard, I told them what my plan was; pretty much to go to the scene, do power checks, dump fuel, effect the rescue, and go home. We all know it's not that simple.

The weather that day was real warm down low, but when you get up to 10,000 feet it got cold as hell. Upon arrival, we did power required/available checks. Obviously we were too heavy. So... we dumped about 700 lbs. of JP. Still too heavy. The BMRC guys wanted me to drop them off low to effect the rescue. I said hell no. The guy on the mountain was already critical. If it

took them another eight hours to get to him, he would be dead.

My next plan (which I had all ready worked out with LCDR Rollins) was to drop more gear and BMRC guys at the Lodge down at 5,000 ft. We dropped everything; I mean everything but the level B, the O2, and the litter. I kept Mother on board, but I had to drop Pearson off (He's a big boy). I also kept Spider, cause of his expertise. Any way, we went back up dumped more fuel, hovered over this steep ass glacier, and lowered Mother down with the litter. It was so steep, he had to sink his ice axe in to keep from sliding down the mountain. I told him before he went out, that he had twenty minutes on station to effect the rescue, at twenty-one minutes we were leaving. Mother packaged that guy up and called us in at 19 min.!

As you can imagine, in the back, by myself, holding this hover at 9500 ft., your rotor is 10 ft. from the glacier, it's so steep you have to get that close cause you run out of cable, your tail rotor is also 10-15 ft. from a rock over hang, and you have no fuel to play with. Amazingly, I was completely calm during the whole thing. Can't really explain it. Good training I guess.

**Don't forget to check
out the NHHS
website at
www.nhhs.org**

(continued from page 3)

R. Gordinier; Donald C. Goodrow; Stewart "Stew" R. Graham; Aaron Granderson; Andrew A. Granuzzo; Donald G. "Don" Gregory; Rodger F. Griessel; Daniel W. Hall; Daniel L. Hansen; Christopher Hayes; Donald J. Hayes; Margaret E. Hayes*; Ryan C. Hayes; Thomas Hayes; Donald C. Henry; Brian W. Hickman; John J. Higginson; Edward H. Howard; Henry O. Johnson; Raymond L. (Ray) Johnson; Charles C. Jones; Donald S. Jones; Robert E. Jones; Jim Jowers; Hardy Kircher; L.S. Kollmorgan, Jr.; Richard G. Krueger; Edward Kubicki; Mrs. Edward Kubicki; Terry C. Lackey; B.C. Lamberth; William R. Lang; Thomas C. Lawson, III; John P. Leach; Walter B. Lester; Dan Libertino; (in memory of) Lewis Patrick Liles*; Leland K. Littleton; Bill Lloyd; James L. Lovejoy; Kenneth W. Lowe; In memory of George H. Lyter, Jr.*; Gary L. Maaske; Jim MacArthur; Donald R. Manuel; Douglas D. "David" Maresh; Ken Marion; Michael J. Marriott; William H. Marten, III; Kenneth A. Maxwell; David J. McCracken; Steven W. McDermaid; Harrison R. McDonald; Joe McKeller; Anne M. McLinden; Hugh F. McLinden, Jr.*; James A. McLinden; Willie McNeal; Roger P. McTighe; Steve Millikin; Alfred E. Monahan; J. Maxwell Moore; Paul Moore; Bill "Red Dog" Moss; Eugene H. Moyer; Roger Murray; Harold Nachlin; Phillip W. Nicholas; Eric Oxendorf; Wade M. Page; Anne H. Parthemer; Lloyd L. Parthemer; Gene Pellerin; H. Vernon Pepper; William S. Personius; Carl M. Petersen, II; Duane Phillips; Tom Pocklington; W.D. "Bud" Pocklington; Matthew John Pohl; Phil Poisson; David L. Punzelt; Joseph M. Purtell; William F. Quarg*; 'Jig Dog' Ramage; Calvin B. Ranoa; P.M. "Mike" Reber; Robert L. Redman; M.L. "Bud" Reynolds; Roger Rich; John E. Ries; Robert Ritzman; Douglas R. Roulstone; Matthias J. "Matt" Russ, II; Bernard L. Samuels; Robert E. Schock*; Ken A. Schroeder Jr.; Edward John Sheldon; John H. Shidle; Theodore G. (Ted) Sholl; Joe Skrzypek; Charles B. Smiley; George E. Smith; Maribeth "Smitty" Smith; John E. Soto; Walter M. "Smokey" Staight*; Walter E. Stephens; LaRon (Ron) Stoker; Elizabeth A. Stuyvesant; Frank M. Suzan; David A. Swan; William E. Terry; John W. Thornton; Thomas N. Tibbatts; Steven J. Tomaszeski; Alan K. Uke; Mark T. Vanderberg; Ginny J. Vermilya; Robert S. Vermilya*; Todd R. Vorenkamp; James Ray Walker; J.S. "Scott" Walker; James D.

Waring; Michael V. White*; Howard M. Whitfield; Paul F. Whitten, Sr.; John A. Willett; Eddie F. Williamson; Robert W. "Bob" Womble*; William E. Zidbeck; and Harry J. Zinser

***SIGNAL "CHARLEY"**

We are all in 'Starboard Delta' waiting to be cleared aboard 'after the turn'. The following shipmates have received a 'green deck' and now waiting in a safe haven for the rest of the flight:

Robert "Moose" Camp; Lloyd L. Duncan; Alvin F. Emig; Margaret E. Hayes; George H. Lyter, Jr.; Elizabeth A. McLinden; Hugh F. McLinden Jr.; Robert Alan Shields; Byron Kenneth Sirois; Walter M. "Smokey" Staight; Robert S. "Bob" Vermilya; Michael V. White; Robert W. "Bob" Womble; Dick Bruning; Bob Schock; Bill Quarg; John St. Marie; Duane Thorin; Len De Vries;

Lt. Duane Thorin, Born Oct. 26, 1919, Died Oct. 24, 2002 in Nebraska. Duane was a highly decorated HU-1 pilot in the Korean War, was a POW in '52 - '53, and a prolific writer. His recent work is unpublished, and only portions of it are available. His friend Earl Lanning has obtained some material which now appears in a story on the USS Rochester website, www.ussrochester.org.

NHHS Membership Revision (cont.)

now have 67 members and 213 plank owners who have formed the nucleus of the organization and are its heart and soul. In about one year when the USS Midway arrives in San Diego, the Plank Owner program will be closed and only the membership program will continue.

As we mature as an organization, it is only natural to review policies and procedures. To that end, we are announcing some changes in the membership structure and renewal requirements. These changes have come about largely as a result of the realization that to grow the organization, we must actively seek renewal of membership as well as attract new members. Presently, we have an adequate amount of funding in the coffers to support our activities, but it is becoming increasingly apparent that we'll need consistent and ongoing funding to meet commitments, grow the organization and continue to fulfill our mission.

Presently, we have a membership structure that contains eleven levels of membership ranging from \$25 to \$25,000. It might not surprise you to learn that we haven't had many takers at the upper levels. That doesn't mean it isn't valuable to have those options. We are announcing a new membership structure that will be simplified, still provide for all levels of donation, and will hopefully inspire consistent renewal by our membership and attract new members. Below is our current membership structure followed by our new regular membership structure and our new benevolent giving scheme.

Current Membership Structure

Council of Ministers:	\$25,000 +
Chairman's Round-table:	\$15,000 +
Centurion:	\$10,000 +
President's council:	\$5,000 +
Life Member:	\$2,000 +
Sustaining (3 year) Membership:	
Benefactor	\$1,000 +
Patron	\$500 +
Partner	\$250 +
Annual Membership:	
Friend	\$100 +
Individual	\$50 +
Student/Military	\$25 +

New Membership Structure

Benevolent Giving:

Council of Ministers	\$25,000 +
Chairman's Round-table	\$15,000 +
Centurion	\$10,000 +
President's council	\$5,000 +

Regular Memberships:

Life member	\$500
Three Year Member	\$125
Regular	\$50
Student/Active Duty	\$25

Please remember that NHHS (The Society) is a charitable organization pursuant to Internal Revenue Code Section 501 (c) (3). Your donation to the Society is tax deductible since you do not receive any goods or services for your contribution. Additionally, it is important to remember that by your membership in NHHS you will be playing a vital role in amassing the ongoing legacy of Naval Helicopter Aviation for the benefit of the public as well as preserving this major historical segment in aviation for posterity.

In addition to the changes in membership structure, we will also be revising renewal policies and procedures. As I've already mentioned, to grow the organization we require some consistent level of funding. To do that, we need consistent membership renewals. To that end and in a manner similar to other organizations, in the future we will be sending reminders to our members to actively solicit renewal. Ideally, we would like to accomplish this task via our user-friendly Internet site, <http://www.nhhs.org>. This obviously saves us

(continued on page 9)

(continued from page 8)

postage and processing fees and would save the organization considerably. However, if we do not receive your renewal via the Internet, or you do not use the Internet, we will send you a reminder letter at the appropriate time. Please help us to ensure that The Society is an active and invigorated organization that can fulfill its mission by renewing your membership on a consistent basis. If you are unsure of your membership renewal date or believe it has lapsed, you can either send in an application to start a new baseline date, or contact Lloyd Parthemer or myself to find out your original membership date.

To our plankowners, we are delighted that some of you have shown a continuing interest and desire to support The Society by taking the important step of becoming members. As a reminder, plankowner certificates are still available for a one-time donation of \$100 or more and will remain available until the USS Midway arrives in San Diego during the summer of 2003. Tell your friends!

As I've previously stated, The Society continues to evolve into a vital and vigorous organization but can only continue its important work through your generous and consistent donations and renewals. Another thing you can give, which is probably your most precious commodity, is time. We are always looking for new blood to participate in any number of ways. Please consider contacting me or any other board member to become involved. It's vitally important, sometimes nostalgic, and always fun.

A Tribute to LT Duane Thorin, USN (Ret)

October 26, 1919—October 24, 2002

LT Duane Thorin enlisted in the Navy as an Apprentice Seaman in 1939, aiming to earn his wings. Pilot training was available to a limited number of enlisted men with Aviation Ratings.

As test pilot in Carrier Aircraft Service Unit ONE, 1944-45, he flew all carrier aircraft in service at that time. After post-war duty in China flying R4D's, came two years as flight instructor in the N2S biplane and SNJ's at Correy Field.

Designated Helicopter Pilot #216 in December, 1949, he made more than 130 rescues and evacuations from enemy territory in North Korea flying HO3S. Thorin reported aboard the USS Rochester, 23 November, 1951, at Yokosuka, Japan. During one rescue attempt, he fell captive on 8 February 1952. He escaped from a POW camp in July, 1952, but was recaptured. Repatriated in September, 1953, he was tasked by COMNAVAIRPAC to produce classified analysis of communist purposes and techniques in their treatment of POW's and develop a training program for survival, escape and evasion, and resistance in event of capture.

Commissioned an Ensign in 1955, he served as analyst in the National Security Agency, developed materials for Naval leadership training, and reviewed training practices relating to the Code of Conduct for the Department of Defense. His novelized account of experiences while a POW, "A Ride to Panmunjom", published by Henry Regnery Co. of Chicago, 1956, was used by the DoD in that regard.

After retirement in 1961, he provided studies and testimonies to the Senate Armed Forces Subcommittee and Judiciary Subcommittee on Internal Security. He has studied, lectured, and written extensively on military affairs; especially regarding misconduct in Vietnam. Architectural design, engineering and construction are also among his activities. Lt. Duane Thorin, born October 26, 1919, died on October 24, 2002 in his home state of Nebraska.

NHHS MEMBERSHIP

NAME _____
FIRST MI LAST

STREET ADDRESS _____

CITY _____ STATE _____ ZIP _____

Telephone _____ FAX _____ E-mail _____

Membership Level _____ Amount Enclosed _____

CREDIT CARD

MC _____ Visa _____ Card Number _____ Exp. Date _____
(Check One)

SIGNATURE _____

*We gladly accept MC and VISA. Please mail and make checks payable to NHHS, P.O. BOX 974, BONITA, CA 91908-0974 or FAX 619-472-0315.

NHHS "PLANK OWNER" APPLICATION

In addition to memberships, original personalized **Plank Owner Certificates** (suitable for framing) are available for a limited time only with an additional donation of \$100 or more. If interested, please complete this application and send to: NHHS, P. O. BOX 974, BONITA, CA 91908-0974

Name _____
Please print, as you would like it to appear on the certificate

Address _____ Apt # _____

City _____ State _____ Zip _____

Tel # _____ Email _____ FAX _____

Enclosed is my check in the amount of \$100.00 (or more) payable to NHHS or bill my bankcard:

CREDIT CARD

MC _____ Visa _____ Card Number _____ Exp. Date _____
(Check One)

SIGNATURE _____

*We gladly accept MC and VISA. Please mail and make checks payable to NHHS, P.O. BOX 974, BONITA, CA 91908-0974 or FAX 619-472-0315.

NAVAL HELICOPTER HISTORICAL SOCIETY

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Bonita, CA 91908-0974

Phone: 619-435-7795
Fax: 619-589-7442
Email: nhhscurator@cts.com



*"GATHER, PRESERVE and DISPLAY the
LEGACY of NAVAL HELICOPTER
AVIATION"*

We're on the Web:
<http://www.nhhs.org>

LOCATOR SERVICE

1. "ZIP" at ANA (703-960-2490) - looking for any information on the HS-9 Reunion in 2003.
2. "Jasmine" at the HC Wing is inquiring about Fred Booth who perished in a helo accident while serving aboard either Yorktown or Princeton in the 1952-53 time frame. She can be reached at 619-545-5272.

Job Opportunities

Job opportunities are available for everyone. We take great pride in our ability to match your skills to a rewarding service within the NHHS volunteer force. If you have the time, we have the position just right for you. Some of the most urgent areas for volunteer positions include:

- **Fundraising**
- **Public Affairs**
- **Registrar** (Collections Manager)
- **Computer Data Entry**
- **Newsletter Editor**
- **Historian**
- **Aircraft Restoration**
- **Warfare Area Specialist**
 - o **ASW**
 - o **Minesweeping**
 - o **CSAR**
 - o **Attack**
 - o **Troop Support**
 - o **Utility**
 - o **Space Program**

For additional information, please contact NHHS through any of the sources listed on the second page of this newsletter.