



The Straphanger Gazette



Volume 13 No 4

Find us on the web at <http://www.araassociation.com>

April-June, 2021

Facebook <https://www.facebook.com/AerialRocketArtilleryAssociation>



“Aerial Rocket Artillery”....when called on by those who were in danger, our units were there laying it on the line.

We were proud of our Aerial Rocket Artillery Team then and still proud of it now.

The Straphanger Gazette is a quarterly publication of the Aerial Rocket Artillery Association. Issues will be published on or about the 1st of January, April, July and October. Members who have e-mail will receive a copy as an pdf attachment

LET’S HOPE THE LIGHT AT THE END OF THE TUNNEL ISN’T ANOTHER TRAIN



President’s Corner

Dear Members, Family Members, Readers and Guests,

First, I pray that everyone is safe and healthy!!!

I’m very happy that 2021 is here!!!

I don’t have much of an update other than looking forward to a safe Reunion this year. I spoke with Jerry Hipp to discuss the tourist and accommodation situation in Savannah. He reports that things are near normal.

The original plans are still in place with the exception of the Welcome Dinner venue as Mrs. Wilkes is not open for business yet. Jerry is on the lookout for a suitable facility for this event. Our Reunion hotel is back operating at near normal capacity. Our Farewell venue is operational and committed to accommodate us.

The Board will meet the middle of April to discuss revised plans for our 2021 Savannah Reunion. Meantime, please email me your thoughts, concerns, whether you plan to attend, and the expected number in your party. This will give us an idea of membership sentiment and the numbers to expect. Before making a final decision regarding the Reunion we will collect all available current information and make the best decision concerning the safety of having the Reunion.

At this stage in our lives; staying healthy is my top priority concerning us meeting. We will have to assess the state of safety of travel as well as the state of our individual health.

Remember to send copies of your books, notes, journals, mission briefings, personal accounts of missions; and audio recordings to the Morris Swett Library to be archived to document ARA’s history. Send to:

Morris Swett Library, 730 SCHIMMELPFENNIG ROAD, FORT SILL, OK 73503

Blessings to you All. **STAY SAFE, WELL, HEALTHY, AND PROTECTED!!!**

All the Best,

Clovis Jones, Jr.

ARA 6

Email: clovisjones@me.com

2018-2021 ARA ASSOCIATION BOARD OF DIRECTORS

PRESIDENT

Clovis Jones
25555 N. Windy Walk Drive
Skye Top 50
Scottsdale, AZ 85255
480-585-0505 (H)
480 -650-9698 (C)
clovisjones@me.com

IMMEDIATE PAST PRESIDENT

David C. Borgeson
760 Ocampo Dr.
Pacific Palisades, CA 90272
310-454-5095 (H)
3 10-773-1295 (C)
dborgeson41@gmail.com

VICE PRESIDENT

Jim Castillo
127 Spring Valley Dr
Raeford, NC 28376
678-296-5189 (C)

bluemax35_2000@yahoo

SECRETARY

Rodger McAlister
2412 Tradition Circle
Louisville KY 40245
502-245-7282 (H)
502-819-2977 (C)
colrodger@att.net

CHAPLAIN

William "Bruce" Wilder
1308 Blue Sky Lane
Kingsport, TN 37664
423-245-6116(H)
423-276-6626 (C)
wbwilder@yahoo.com

TREASURER

Herb Hirst
P.O. Box 220
North Plains, OR 97133
503-647-4600(H)
503-314-3710
hirst@q.com

EDITOR/PUBLISHER

Asa R. Talbot
611 4th Street
Elkton, VA 22827
540-298-7546 (H)
540-430-1849 (C)
asartalbot@gmail.com

COMMANDER OF THE DATA BASE

Jesse Hobby
145 Oakdale Rd.
Cairo, GA 39828
229-328-2281 (H)
229-378-0661 (C)
jese_hobby@hotmail.com

THIS IS YOUR FRIENDLY FLIGHT SURGEON - ON DOWNWIND LEG: PREPARE FOR FINAL APPROACH

While the nation continues to wander in the clouds of doubt and confusion, we must trust our instruments and set a course for Savannah and the Reunion.

All forecasts are pointing toward acceptable weather and an end to the winds of chaos. Of course, we all know how unpredictable weather can be, but with sufficient data and a modicum of faith we can follow our instincts. It appears that with the current emphasis on getting EVERYONE inoculated, the entrance of a third vaccine, little advertised efforts to stay ahead of the power curve and develop vaccines for the variants and mutation strains, we can have a national herd immunity (in spite of the vaccination naysayers) and be able to have our gathering without fear.

Our hosts have continued the march and it is imperative that they have the head count and funds to seal our venues (which have not changed). Following is the application form. Please make your choices and ensure your reservation at the Savannah Holiday Inn Express on Bay Street (1-912 231 9000 or 1- 888 978 6498) . The dates are August 30 through September 3, 2021.

See you there.

Red Baron 16





ARA - SAVANNAH - REUNION

23rd ARA REUNION, SAVANNAH, GA, AUGUST 30, - SEPTEMBER 3, 2021

Reunion Registration Form

Send form and check(s) made payable to **ARA ASSOCIATION** to:

ARA ASSOCIATION

c/o Herbert L. Hirst

P.O. Box 220

North Plains, OR 97133-0220

| | |
|---|--|
| Information | |
| Name/Membership # | |
| Wife/Guest name(s) | |
| Additional Guest(s) | |
| Street Address | |
| City, State, Zip Code | |
| Telephone Number | |
| Email Address | |
| Any special assistance/ needs required | |

| | |
|---|-------------------|
| Please list name(s) as you would like for them to appear on NAME TAG (S) | Where From |
| Member | |
| Spouse/Guest | |
| ARA Units(s) | |
| Dates | |

| REGISTRATION/EVENT FEES | Details | Price | # In Party | Total |
|---|------------------------------|----------------|-------------------|--------------|
| Registration Fee | Per member in party over 18 | \$40.00 | | |
| Annual Membership Dues (N/A for Life Member) | If not already paid for 2020 | \$25.00 | | |
| Monday – Dinner & Bus | Per member in party | \$36.00 | | |
| Tuesday - Historic District Trolley Tour | Per member in party | \$28.00 | | |
| Wednesday – Lunch & Bus to Hunter AAF | Per member in party | \$25.00 | | |
| Thursday – Farewell Banquet | Per member in party | \$45.50 | | |
| Total for Reunion | | | | |

Please complete and return by July 31, 2021 so that we may finalize all plans and secure set prices for events. Registration forms will be numbered upon receipt in order to secure seats on bus.

Please send confirmation of attendance e-mail to host for head counts. E-mail address for host is ithipp@aol.com: Telephone # 912-598-8785

Fourth (and final) in series of:

MURPHY'S LAW OF FLIGHT

OR

Signs That You Are About To Have A Really Bad Day

(Or "clues" for the clueless Flight Crew)

Which appeared in the last three issues of the "Straphanger."

ARRIVAL AT BASE

The infantry guys dismount on their hotspot, looking and pointing at you, shaking their heads and kissing the earth you would be standing on if you had dismounted; you assume heroic figures are rare in their unit.

Their "6" dismounts the C&C bird and runs toward your cockpit shouting and shaking his fist, doubtless full of medals for the crew. But the copilot somehow misunderstands the Crew Chief and Gunner's piteous pleas of "NO, NO" and pulls pitch for home depriving you of that which the CO was rushing over to deliver.

On landing at your unit note the Operations Officer, the Commander and the First Sergeant all have tears in their eyes.

The Maintenance Officer's and the Maintenance Test Pilot's open sobbing warms your heart.

You wonder if the Mess has put together a special supper for you, maybe steak, as the First Sergeant is sharpening his K-Bar.

To enjoy the full context you must re-read the last three issues of the newsletter.

Shamelessly copied from another aviation publication by:

Jesse Hobby

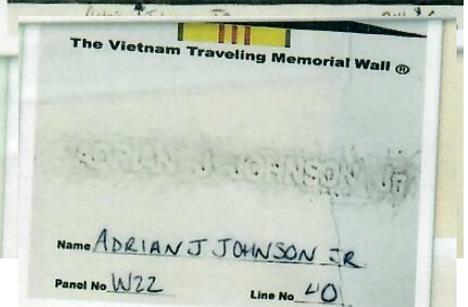
Armed Falcon 29 Fox 1

The history and Resurrection of Cobra 826

Contributed by Clovis Jones (and unintentionally "the Rotor Hub", February 2021)

67-15826 was a 1967 contract year AH-1G Cobra that was built, accepted, and sent straight to Vietnam where her first unit was A Battery, 4th Battalion, 77th Aerial Rocket Artillery, 101st Airborne Division at Camp Evans South Vietnam. She immediately went to work providing the normal support for the Ground Troops. Landing zone preparation, interdictions, counter-battery fires, aerial escort, etc. After 6 months in country, she was shot down by ground fire which took out the tail rotor on the aircraft, killing one of her pilots, Adrian J. Johnson, Jr., and wounding the other. In the back of 826's logbook are pictures of her deployments and pencil etching of the pilots name from the Vietnam Wall.

826 was recovered, repaired, and returned to action and continued the fight in Vietnam up to 1971 when she was shot down again without injury to her crew. She was recovered and returned to Corpus Christi Army Depot in Texas where she was rebuilt and returned to service where she flew at Ft. Hood, Texas and Ft. Knox, Kentucky until 1980 when she was returned to Bell Helicopter and upgraded into an F model. After modification, she returned to her old division, the 101st Airborne, at Ft. Campbell, Kentucky where she was assigned to B Company, 229th Attack Helicopter Battalion. She served there from 1980 to 1990 when she went back to war during Operation Desert Storm with the 101st making her a two-time combat veteran serving with the same Division she has served with decades before in Vietnam. She stayed with the 101st until April of 1997 when the Army phased the Cobra out of front-line service. Not done yet, she was transferred to the 1st Squadron, 230th Cavalry Regiment of the Tennessee National Guard where she continued to serve until 2001. At that point she was placed into storage.



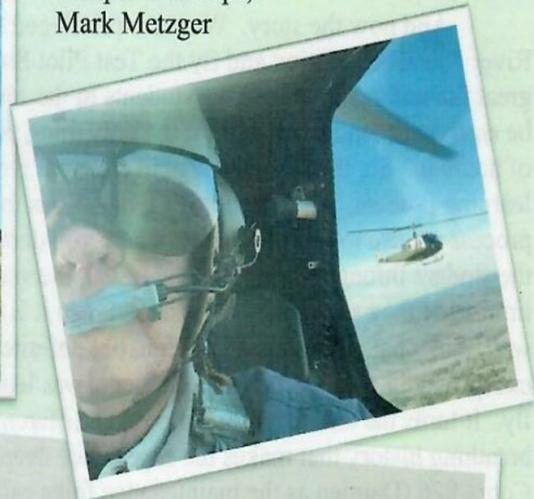


SOUTHWEST CHAPTER: *Infamous 826... Continued from page 3*

In 2005 she was acquired by the Army Aviation Heritage Foundation, de-militarized, restored, completed FAA certification and began serving once again as one of the Army's Cobra Demonstration Team aircraft. She continues to serve today, recently helping the Naval Test Pilots School train their students, but normally helping to tell the tale of Army Aviation's history through demonstration and living history flights.

Nicely done 826, and the thousands of men and women who maintained you, flew you, loved you, cursed you, and cared about you. For 54 years you have served all who knew you and many who didn't, and you're not done yet. Nicely done indeed.

Semper Deinceps,
Mark Metzger



Helicopter AH-1G 67-15826

Information on U.S. Army helicopter AH-1G tail number 67-15826
 The Army purchased this helicopter 1168
 Total flight hours at this point: 00000221
 Date: 06/13/69
 Incident number: 69061377.KIA
 Unit: A/4/77 ARA 101 ABN
 This was a Combat incident. This helicopter was REPAIRED IN THEATER
 This was an Unknown mission
 While in Target Area this helicopter was Attacking at UNK feet and UNK
 knots.
 South Vietnam
 Count of hits was not possible because the helicopter burned or exploded.
 Small Arms/Automatic Weapons; Gun launched non-explosive ballistic
 projectiles less than 20 mm in size. (7.62MM)
 Systems damaged were: TAIL ROTOR, GEAR BOX, PERSONNEL
 Casualties = 01 DOI . . .
 The helicopter Continued Flight. Aircraft is later recovered by any
 means other than its own power.
 Both mission and flight capability were terminated.
 Original source(s) and document(s) from which the incident was created
 or updated: Survivability/Vulnerability Information Analysis Center
 Helicopter database. Also: LNOF, 90305, CASRP, TWIX, Op LAMAR PLAIN
 (Lindenmuth Old Format Data Base. Casualty Report.)
 Summary: Crashed from tail

Crew Members:
 P CPT JOHNSON ADRIAN JOSEPH JR KIA

I FLEW

When the last checklist is run and the bagdrag is over

I will reminisce of the days I once knew,

I will not remember the 3 AM alerts

But only that I flew!

I will not remember the crew rest in tents

Nor recall how cold arctic winds blew,

And I'll try not to remember the times I got sick.

But only that I flew!

I will never forget when nature became angry

And challenged my intrepid crew,

And I'll always remember the fear I felt

And the pride in knowing I flew!

I will remember the sights my mortal eyes have seen

Colored by multitudes of hues,

Those beautiful lights on cold winter nights

Seen only by those who flew.

God was extremely good to me

And let me touch his face,

He saw my crew through war and peace

And blessed us with his grace.

So when I stand at Saint Peter's Gate

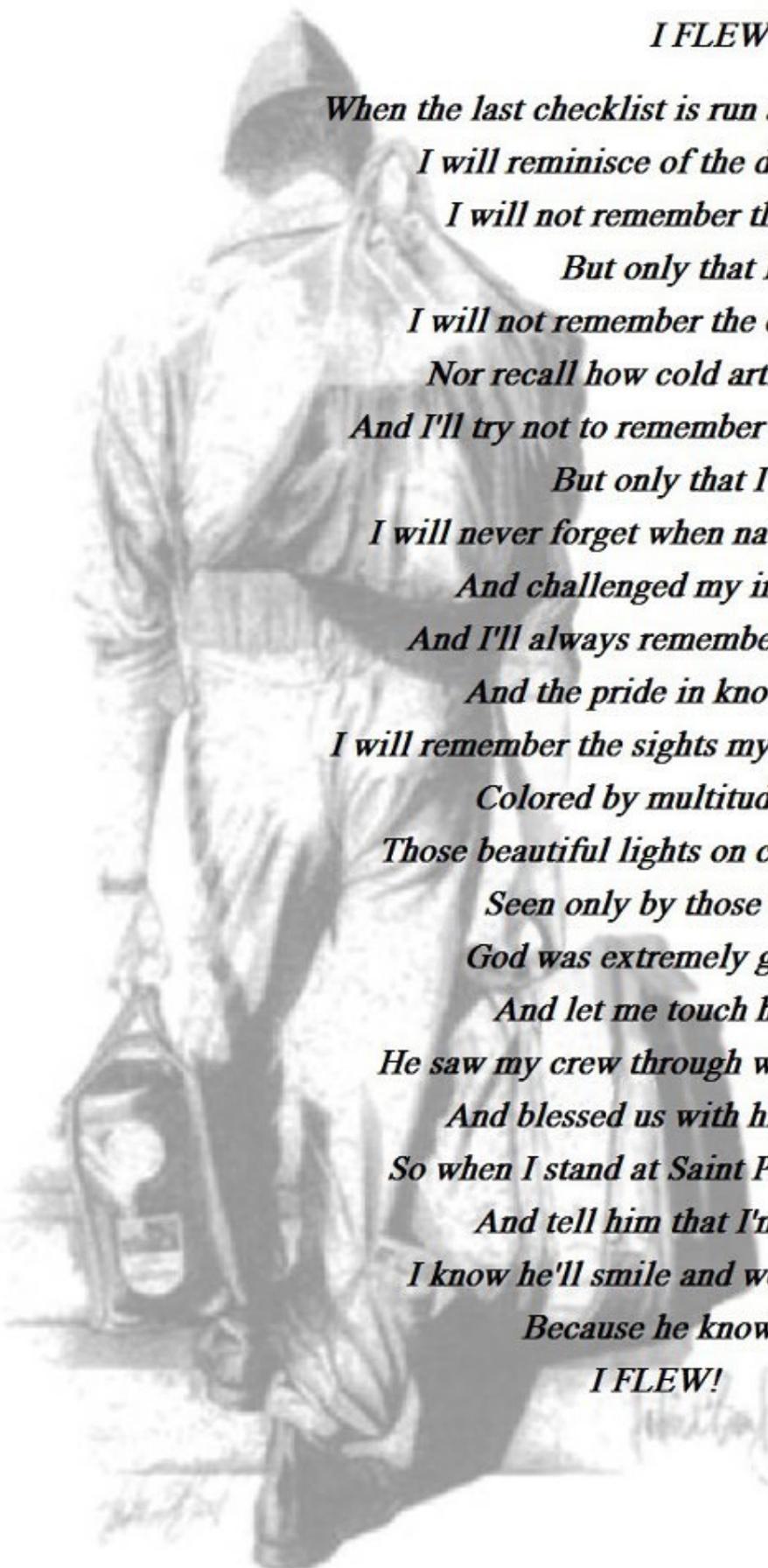
And tell him that I'm new

I know he'll smile and welcome me,

Because he knows

I FLEW!

Brad Baker



Ladies of the Association

Once again, at the requests of our Association President and Esteemed Editor, I am submitting input for the Ladies of the Association. This, however, is something that would perhaps benefit us all, especially after the past year of Covid 19, lockdowns, unemployment, riots, presidential elections, and other stress producers (just to name a few). This was in an email from one of my daughters and I thought it was worth sharing.

WHY YOU SHOULD BE KIND INSTEAD OF NICE

It has felt, particularly over the past year, like people aren't being especially nice to each other. These times have been trying, and it's hard to muster up enough social grace to wave hello to that neighbor who peppered their lawn with political signs of a figure you disdain. But it might be time to reevaluate the values of niceness anyway – because kindness is more important and they are not the same thing.

I came across this tweet last week, and as someone who has lived on both sides of the country, it amused me.

Jordan Green @xxxxx

“When I describe East Coast vs West Coast culture to my friends I often say – The East Coast is kind but not nice, the West Coast is nice but not kind, and the East Coasters immediately get it. The West Coasters get mad.”

But once I was done being amused (having mentally pictured a stereotypical gruff guy from Philly who would curse you for shivering when you're out in the cold without a coat like a dumbass, even as he's giving you the coat off his own back), the point stuck with me. You can be kind without being nice, and you can be nice without being kind. Kindness, as they point out, addresses the need, regardless of the tone.

Someone in replying to Jordan Green tweeted:

Niceness is saying “I'm sorry you're cold,” While kindness may be “Ugh, you've said that five times, here's a sweater.” Kindness is addressing the need regardless of tone.

Another person tweeted:

As a both-coaster, I think you nailed it. Once when I was crossing a street in NYC, a bike messenger clipped me. A woman next to me grabbed my arm, yelled “F—K You” at the guy and then turned to me and said, in almost the same tone, “You OK?” Perfect example of NY kindness. Obviously, using both kindness and niceness in tandem is ideal. One could hand over one's coat without being rude about it, after all. But if the current state of things has worn us down so that we need to rebuild one skill at a time, start with kindness.

And yet, another person tweets:

Do you want nice or do you want honest?

Do you want nice or do you want kind?

Do you want nice or do you want ethical?

Do you want nice or do you want to be effective?

Think of kindness as the act that accompanies (or replaces) your words. It's silently helping a struggling mom of three kids load her groceries into her trunk, rather than smiling and saying “You're doing a great job, mama,” as you breeze past. It's bringing a pot of soup to your sick friend, rather than sighing sympathetically and saying you hope they feel better soon. You're kind if you shovel your neighbor's car out from under a pile of snow, stop to help a stranger change a tire, or pause to give an obviously lost person some directions – even if you're not the type of person to bother saying “Bless you” when someone sneezes.

You may not want to exchange pleasantries with that neighbor who finally took the ridiculous political banner down; but if the wind blows their garbage cans down the street, it would be kind to drag them back over.

Gloria Hobby

Email addresses for the ladies

Baird, Marlene - flytiger@cablone.net; Borgeson, Pat - pborgeson@laliq.com or pborg12@yahoo.com; Brown, Linda -- linkawbrown@juno.com; Cooper, Roberta - rangerover53@yahoo.com; Dauley, Donna - dnurdgd@comcast.net; Doty, Maureen - DotyMaureen@yahoo.com; Fleming, Gloria - gwhz@hotmail.com; Giles, Rose - r.c.giles41@gmail.com; Gomez., Milly - chcogomez@aol.com; Grice, Kathy- Kalgrice@gmail.com; Hengeveld, Peggy - awings72@verizon.net; Hirst, Cindy -- hirst@q.com; Hobby, Gloria - gloriahobby@yahoo.com; Jones, Diane—dianethomas40@yahoo.com; - Klinker, Kay - kayklinker@gmail.com; Mahoney, Melba - skyqueen1@sw.rr.com; McAlister, Marilyn - 5starmcalister@att.net; O'Dell, Kathy - i_am_kathy@hotmail.com; O'Keefe, Maryetta ---maryetta4@cox.net; Padilla, Mary Jane - mary_jane_padilla@hotmail.com; Pullano, Arlene - joseph.pullano@att.net; Quesada, Isabel—isamubra@hotmail.com or sapriisa44@hotmail.com; Retterath, Carol - rranch@westriv.com; Roberson, Linda - so_shinede@aol.com; Sanchez, Susie - sksdesigns1@verizon.net; Szabo, Joan -- sailboatjs1@verizon.net; Talbot, Jean -- asartalbot@gmail.com; Toepel, Mildred - mbtoepel@msn.com; Tokar, Barbara - BarbTokar@SBC.Golbal.net; Voeltz, Jean - cav2_20th@hotmail.com; Wilder, Patti - pattenmom05@yahoo.com; Williams, Dale - barbierule@aol.com; Wilson, Ellie - geneandellie@comcast.net

Final Flight:

The following are courtesy of the VHPA and our Chaplain, Brother Bruce:

Jeffery L. Brown, Flight Class 69-39, Vietnam 1970-71, B 4/77 ARA 101 ABN DIV. Call sign: Toto 92D No obituary available.

CW% Dean R. Coder, A 477 Vietnam 1970-71, Call sign Dragon 91; died on November 1, 2019 of multiple Agent Orange related caners.

CW4 James P. Oatfield,, Vietnam 1969, A 4/77 101 ABN, Call sign: Dragon 21, died August 21, 2017 following emergency surgery and a long battle with the effects of Type 2 diabetes. He si survived by his wife Hilary, three children, and a brother.



Chaplain's Corner

“Not Worth a Tinker’s Dam”

While I was pastor of St. Andrew Lutheran Church in St Pete, Florida my primary doctor asked how I was doing and I replied. “Not worth a Tinker’s Dam!” It is important to know that a Tinker is a person who travels the “hills and hollers” repairing pots and pans. For my grandmother it was a copper kettle used to make apple butter. An early definition of “*tinker’s dam*,” recorded in the year 1877, stated that a tinker’s dam was a piece of clay like material that tinkers would use to hold a small amount of melted metal on the inside to fill a hole when repairing it. “Not worth a “Tinker’s Dam” meant that the hole in the pot was so large the amount of clay (the dam) could not hold the metal required to fix the pot. That was Granny Wilder’s definition!



My doctor excused himself and came back with a brochure on the Landmark Education Program. He asked if I would like to live a life of freedom, joy, and happiness through my potential and possibilities in the present and not through the past. Without hesitation I said yes! The Landmark Forum is specifically designed to bring about positive and permanent changes in the quality of your life. He said it was not a self-help program, but a personal exercise in getting in touch with your past and stop living through past mistakes, trauma, and bad relationships, which define who you are today.

What I found out after going through the seminars was nothing more than the rebirth of the 1971 Werner Erhard Training Seminars; marketed as “est,” a noun used to describe a system for self-improvement aimed at developing a person's potential through intensive group awareness and training sessions.

I reflected on my calling to ministry and God’s call to us into continual renewal, growth, and abundant life; and I spoke to the leader about our Christian walk which is so much more than self-help. A self-help and personal growth model makes our Christian journey of faith into something of our doing. The success, growth, and spiritual formation depend on our abilities. When our “personal journey” gets a little off-track, we can step away. He said that the Forum had nothing to do with religion. I responded that God has another journey that gives us freedom, joy, and happiness!

That faith journey with God is rich in mercy and brings us life, inspiring within us abundance, wholeness, and a Christ like spirit. Yes, we have to do our part and respond to the unmerited grace we are given, but we must remember that grace came from God’s own love for us and not by the work of our own hands. The grace of God is what allows us to examine ourselves and stay on track!

By the grace of God we are worth more than a “Tinker’s Dam!”

Peace and health,

Chaplain Bruce Wilder

Prayer: Lord, help us exam ourselves, and keep us in your grace. Amen.

Editors Note: Since we are behind in getting to the next reunion, our hosts for 2022, are giving a preview look at our next objective.

National US ARMY Museum - At Last

(only to temporarily be closed again by COVID-19)

By Jule and Joan Szabo

The American Legion supported National Museum of the United States Army officially opened Nov 11th 2020 at Fort Belvoir, VA. And is our primary objective for the ARA Reunion of 2022.

The 84-acre museum campus honors the service and sacrifices of more than 30 million men and women who have worn the Army uniform since 1775. The American Legion has supported the museum since 2005. The \$200 million venue, which contains artifacts, documents, equipment, art and weapons never been seen before by the public. – was both privately and public funded. The Museum, less than 30 minutes south of Washington, DC, and just ten minutes from George Washington's Mount Vernon, is constructed on 84 acres with generous amounts of parking.

I visited the new US Army museum on 16th November 2020 and was impressed by the sheer volume of displays and artifacts. The National Museum of the United States Army celebrates over 245 years of Army history and honors our nation's Soldiers—past, present and future—the regular Army, the Army Reserve and the Army National Guard.

The main building is approximately 185,000 square feet, displays selections from the United States Army Center of Military History. The museum is broken down into 9 areas. You enter into a large open area that displays ribbons hanging from the ceiling, a very large inlaid Army seal on the floor and Soldiers Story's pylons, which highlight actual soldiers from our history, off to the right. The first section is the Army Society that displays materials representing all of the Army's past and present duties and their related equipment. The Second is "Founding the Nation" (1607-1835 Revolutionary War, War 1812, Indian Wars) and it displays US Army uniforms, weapons and major events of time period. The Third is "Preserving Nation" (1846-1891 – Mexican War, Civil War, Indian Wars) displays uniforms, weapons and major battles and period soldiers, The Fifth is "Nation Overseas" (1898-1918 – War with Spain, China Relief Expedition, Philippine Insurrection, Mexican Expedition, World War I) displaying both our forces and the enemy's uniforms, weapons, ammunitions, major battles and soldiers and their facsimiles, The Sixth area, "Global War" (1919-1945 – World War II American Theater, Asiatic-Pacific Theater, European-African-middle Eastern Theater) displays both our forces' and the enemy's uniforms, weapons, ammunition major battles, the soldiers who fought them, and displays a Sherman tank. The Seventh area displays deal with the Cold War (1947-1991 Korean War, Vietnam War, Armed Force expeditions) presents uniforms, patches, weapons, ammunition, major battles, soldiers and nurses, MASH unit camp, Medevac, and a Hughes Assault helicopter). Area Eight, "Changing World" (1980 to Present – Armed Forces, Southwest Asia, Kosovo, Global War on Terrorism, Afghanistan, IRAQ, Inherent Resolve) guides us through uniforms, patches, weapons, ammunition, major battles, soldiers and nurses, the Bradley Fighting vehicle, the Black Hawk engine from "Black Hawk Down" helicopter and engagements of today's world. The Ninth and final area is "The Army and Society" – (Shaping America Together) and examines the relationship between the Army and the nation, emphasizing how the Army has shaped national character and emerging technologies; demonstrated by a showing a 1918 Standard B Liberty truck, the AN/FPN-40 Radar and solar Panels used in space.

On the upper floor there are Army art displays and a Medal of Honor area that defines its meaning, the names of those who have earned it and looks out onto the parade grounds. There is also an Army theater, cafeteria and store to buy souvenirs.

Outside this facility is a park with gardens and a parade ground. Space is included to accommodate ceremonies, reenactments, lectures, educational programs, and reunions. Lastly is a walk along the parade grounds edge are the many bricks purchased to honor army personnel, groups, units and our ARA association brick (See photo). The link to the National US Army museum is <https://www.themus.org/>.

I have posted a more complete set of the US Army museum pictures on our ARA Picture web site "[FLICKR.COM](https://www.flickr.com/photos/arareunionphotos/)"

Go to the Flickr web page, "Sign in" center white box title "Choose an account"; click on "Use another Account" (<https://identity.flickr.com/account-picker>), Enter login, click next

Login: arareunionphotos@gmail.com

Enter Password, then click "sign in" (click off remember email address if do not want it to remember)

Password: **Rocket2020#\$**

A page will appear, go to top and click on the word "You" and then scroll down to "Photostream"

That will take you to the photos for 2019 ARA reunion

For More photos: Scroll down to the bottom, then click on the numbers for additional pictures

To logout, go the top of the page, far right symbols, click and scroll down to logout

Hope this fills the gap of not seeing the museum in person till our ARA reunion in Virginia.



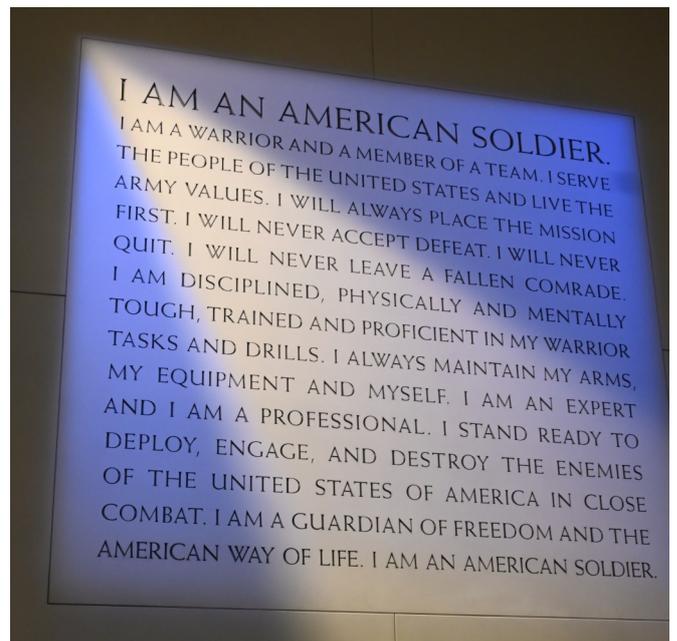
First view on approach from the parade ground



The entry hall, the black wall showing all the battles the Army has engaged since the Revolutionary War to date. On the floor is the seal of the U S Army and the ceiling is lined with metal flags



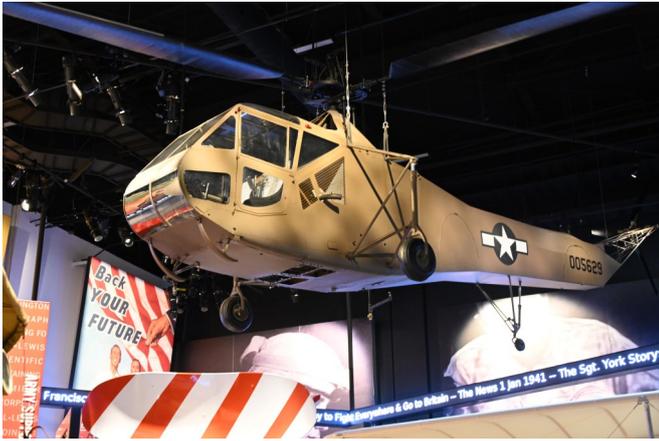
The Soldiers Story Gallery tells of individual soldiers and their contributions to our nation.



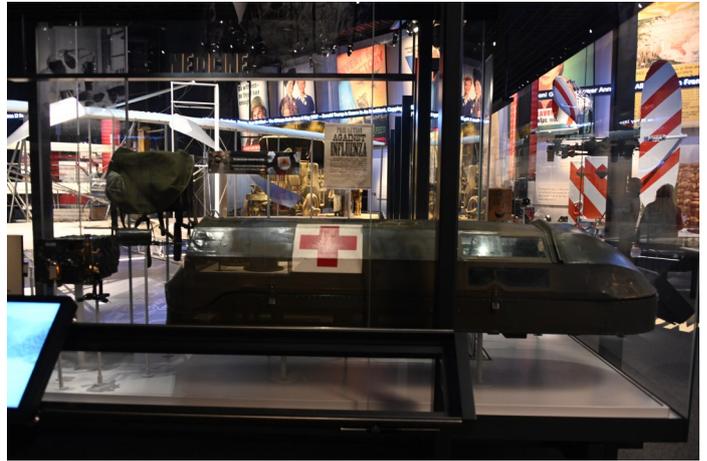
Who we are and what we value



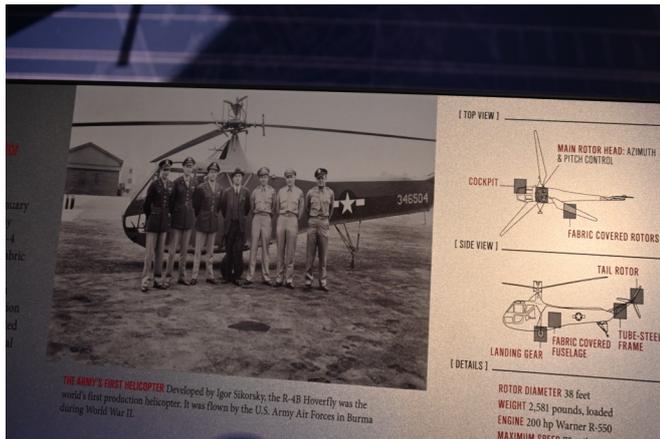
A section of the photo wall within the Army and Society Gallery showing the period time frames, the history events and the Army families.



The beginnings of helicopter design.



Some of the equipment used in the Korean War for the evacuation of wounded to MASH hospitals. You have seen these "iron coffins" on UH-13's in the TV "MASH"



The Sikorsky R-4B Hoverfly that was the first production helicopter and was used during WW II in Burma.



This diorama shows the revolutionary soldiers moving large cannon for an upcoming battle during a winter snow storm.



This private in a Revolutionary War uniform from North Carolina is holding a French infantry musket Model 1763. His equipment includes a haversack for rations and personal items, bayonet, metal canteen and a cartridge box for ammunition.



A civil war artillery unit in action.



A Stone of Our Own

Old Pilot Flying Quotations

Contributed by Jerry Barnes

God does not subtract from man's allotted time the hours spent while flying, but He exacts harsh penalties for those who do not learn to land properly.

The difference between fear and terror: fear is when your calculations show you may not have enough fuel to make it to your destination. Terror is when you realize you were right.

I wore my mask while pulling 9 Gs, checking six, pumping out flares, telling #2 to "BREAK LEFT!", selecting auto guns, locking up a bandit, selecting the AIM-9, keeping visual while gaining a tally, getting a 1500 MHz tone, watching my altitude, planning an egress, shooting the bandit, telling #2 to "bugout south", reforming into tactical formation, pushing it up, taking it down, short range radar, and resetting the CAP....and all you gotta' do is pick up a gallon of milk.

Mommy, I want to grow up and be a pilot. Honey, you can't do both.

When you see a tree in the clouds, it's not good news.

Heaven is crowded with civilian pilots who did not get their Instrument Rating.

Aviation's greatest invention was the relief tube.

My junior high school teacher told me no one would pay me to look out the window. Now I'm an airline captain.

The older I get, the better pilot I was.

I'm at the age when I realize the best thing about flying fighters was free oxygen.

Takeoffs are optional, landings are mandatory.

Never fly the "A" model of anything.

Because I'm the Captain, that's why!

Pilots - looking down on people since 1903.

There are three simple rules for making a smooth landing. Unfortunately, no pilot knows exactly what they are.

The average fighter pilot despite a swaggering personality and confident exterior is capable of feelings such as love, affection, humility, caring and intimacy. They just don't involve others.

When everything else is going against you, remember an aircraft still takes off into the wind.

Friday Pilots Pat Halloran and Tom Keck in their SR-71s, "Yeah, though I fly through the valley of the shadow of death, I fear no evil, for I am at 80,000 Ft. and climbing.

An idiot can get an airplane off the ground, It takes a pilot to get it back in one piece.

Pilot dictum: remember, in the end, gravity always wins.

You can only tie the record for flying low.

Black boxes may be replacing pilots, but pilots can be maintained easily and produced by unskilled labor.

Many young, inexperienced pilots have delusions of adequacy.

Flying is the art of learning to throw yourself at the ground and miss.

Richard Reid forced us to remove our shoes in the TSA line. Thank goodness he wasn't the "underwear bomber."

Elderly lady to airline captain, "Are you sure you are safe to fly?" Answer, "Lady, how do you think I got this old?"

Optimists invented the airplane. Pessimists invented the parachute.

Scientific fact: the rings of Saturn are composed of lost airline luggage.

Newton's Law: What goes up must come down. Squadron Commander's Law: What comes down better be able to go up again

I was 14 when I wanted to be a pilot. I'm now 80 and still want to be a pilot, but I'd rather be 14 again.

Ladies and gentlemen, this is the Captain speaking. This was the First Officer's leg and he made that landing you just experienced. I have asked him to stand at the door and receive your comments.

Passenger to Flight Attendant: "John Wayne didn't use a seatbelt." Flight Attendant: "John Wayne isn't going to New York with us and neither are you unless you buckle up"

Icarus could have flown if he picked a cloudy day.

As George Carlin said, "If black boxes survive crashes, why don't they make the whole airplane out of that stuff?"

Soldier to a pilot: "Why didn't you join the Army?" Pilot's answer, "I found out that good food and clean sheets were readily available on nearby Air Force bases."

Roger" - a term used by pilots when they can't figure out what else to say.

“Cone of Confusion” - all radio terminology on JFK ground control.

“Balls to-the-wall” - FULL THROTTLE, or an EXTREMELY bad landing.

Kennedy Ground Control to female pilot. “I told you to turn on Alpha!” Female pilot, “Don’t be angry, I didn’t understand you!” Controller, “Are you my ex-wife?”

Beer was invented to make pilot stories more interesting.

Pilots have to be brave as not to get scared when they can’t see at night, or inside of clouds, or when a motor or wing falls off.

You have never lived until you have almost died. Life has a special flavor the protected will never know.

Helicopter pilots are different from airplane pilots. Airplane pilots are open, clear-eyed, buoyant extroverts.

Helicopter pilots are brooders, introspective anticipators of trouble. They know if something bad has not happened, it will.

Death is God’s way of telling pilots to watch their airspeed on final.

You can’t fly unless you can land, but you can’t land unless you can fly. So, which is it?

What is the worst thing that can happen when you are flying? - running out of airspeed, altitude and ideas all at the same time.

All engine sounds are magnified over the ocean.

What do you do when you are in trouble flying? Call for help. What if no help is available? Then no sense calling.

What do you do if you don’t like your boss? Go flying. What if he won’t let you go flying? Go anyway, he won’t be your boss for long.

We are reaching the age where “life sentence” is less of a threat.

FAA motto for pilots: “We’re not happy unless you’re not happy.”

- 1. When one door closes and another door opens, you are probably in prison.**
- 2. To me, "drink responsibly" means don't spill it.**
- 3. Age 60 might be the new 40, but 9:00 pm is the new midnight.**
- 4. It's the start of a brand new day, and I'm off like a herd of turtles.**
- 5. The older I get, the earlier it gets late.**
- 6. When I say, "The other day," I could be referring to any time between yesterday and 15 years ago.**
- 7. I remember being able to get up without making sound effects.**
- 8. I had my patience tested. I'm negative.**
- 9. Remember, if you lose a sock in the dryer, it comes back as a Tupperware lid that doesn't fit any of your containers.**
- 10. If you're sitting in public and a stranger takes the seat next to you, just stare straight ahead and say, "Did you bring the money?"**
- 11. When you ask me what I am doing today, and I say "nothing," it does not mean I am free. It means I am doing nothing.**
- 12. I finally got eight hours of sleep. It took me three days, but whatever.**
- 13. I run like the winded.**
- 14. I hate when a couple argues in public, and I missed the beginning and don't know whose side I'm on.**
- 15. When someone asks what I did over the weekend, I squint and ask, "Why, what did you hear?"**
- 16. When you do squats, are your knees supposed to sound like a goat chewing on an aluminum can stuffed with celery?**
- 17. I don't mean to interrupt people. I just randomly remember things and get really excited.**
- 18. When I ask for directions, please don't use words like "east."**
- 19. Don't bother walking a mile in my shoes. That would be boring. Spend 30 seconds in my head. That'll freak you right out.**
- 20. Sometimes, someone unexpected comes into your life out of nowhere, makes your heart race, and changes you forever. We call those people cops.**
- 21. My luck is like a bald guy who just won a comb. Which one is YOUR favorite?**



ORDER FORM FOR APPAREL, CAPS, PATCHES, STICK-ONS

Name: _____

Address: _____

CAPS, Men's, come in one size (has adjustable headband) and will have the ARA Logo embroidered on the front and can have your name on the right side and call sign on the left side, if desired. Cost will be \$10.00

Print name as you want it to appear: _____

Print call sign as you want it to appear: _____

CAPS, Women's, come in one size and in two (2) styles – Short brim and low profile or as a Headband (both have adjustable headband) and will have the ARA Logo embroidered on the front and can have your name on the right side, if desired. If you would like to give yourself a call sign such as DRAGON LADY, LADY TORO, GRIFFIN MISTRESS, BLUE MAX MISTRESS, FALCONESS that can be put on the left sign. Cost will be \$10.00

Print name as you want it to appear: _____

Print call sign as you want it to appear: _____

Shirts for men and women are available in sizes Small, Medium, Large, 2XL, 3XL, 4XL, and 5XL and will have the ARA Logo embroidered on the left side.

Men's Polo Shirt(s) - _____ X \$20.00 = _____ Size _____
ordered

Women's Polo Shirt(s) - _____ X \$20.00 = _____ Size _____
ordered

Women's Long or 3/4 Sleeve Button Shirt(s) - _____ X \$25.00 = _____ Size _____
ordered

Patches, Cloth - _____ X \$5.00 = _____
Specify Unit

Bumper Stickers - _____ X \$2.00 = _____
Specify Unit

Patches, Stickers - _____ X \$1.00 = _____
Specify Unit

Please add 7% GA ST and \$14.35 shipping charge to your order:

TOTAL = _____

Send form and check(s) made payable to **ARA ASSOCIATION to:**

ARA ASSOCIATION

c/o Herbert L. Hirst

P.O. Box 220

North Plains, OR 97133-0220



AERIAL ROCKET ARTILLERY ASSOCIATION

Membership Application/Renewal Form

This form may be used for Applying for New Membership or for Renewing Existing Membership. Please circle that which is appropriate.

Name _____ Wife's Name _____

Rank _____ Membership Number _____

(At time of service in ARA)

(If known)

Retired Rank (if applicable) _____ Service Number _____

List all ARA Units that you served in.

| <u>Battery/Battalion</u> | <u>Dates of Service</u> | <u>Call Sign</u> |
|--------------------------|-------------------------|------------------|
| _____ | From mo/yr to mo/yr | _____ |
| _____ | From mo/yr to mo/yr | _____ |

Current Address: _____

Street or PO Box

| | | |
|------|-------|----------|
| City | State | Zip Code |
|------|-------|----------|

Phone: _____

Home

Work (if okay)

Cell

E-Mail Address: _____

Association membership is on an annual basis (unless member opts for life membership) running from January 1 to December 31 and is past due on January 31.

Annual dues are **\$25.00** regardless of when submitting.

Life membership (if paid in full) is **\$250.00**. Life membership may also be paid in **\$50.00** installments on a quarterly basis until paid in full.

Total amount enclosed _____ (Please indicate in remarks section of check whether this is Initial Membership, Membership Renewal, Life Membership in full, Life Membership payment #.

Mail completed application to: Aerial Rocket Artillery Association

C/O Herbert L. Hirst

For Office Use Only

P.O. Box 220

North Plains, OR 97133-0220

Check # _____

Check Date _____

Amount _____

Date Rcvd _____

Web address – www.araassociation.com