



"In Service To Veterans, Their Families and Community"

September 2025

Sick Call/Prayer List

Kieran Pavlick, Sid Orr, Bill Craig, John Overcash, John Dudley, Blackjack Ollis, Mike Gresham, Tom Foster, Walt Molyneaux, Dave and Gail Hambrick, Gene and Gail Tatum, Patrick Ultsch's Wife

If you have suggestions for future Speakers or pictures to show, please pass that info along to Bill McRae, 770-843-3973 or wmcrae@mindspring.com

Upcoming Events

September 27. Chapter Picnic, Bartow Carver Park, 3900 Bartow Carver Road SE Acworth, GA

October 21 We Care Cobb Civic Center

December 10 – Christmas Party

December 12 –Vet Connect Newnan High School Gym. 8:00AM – 3:00PM

Membership

2025 DUES, \$30.00, ASSOCIATE AND ANNUAL MEMBERS.

Charles Langston

charleslangston46@gmail.com

Director – Membership

Welcome New Members

John Gary Barton

Jim McCartney

Email CHANGE

We are using Constant Contact for all email blasts. Watch for messages from:

gvvalsitrep@gmail.com

Still looking for a new editor.

The Editor

September Guest Speaker Johnny Higdon

**National Montford Point Marine Association, Inc
Atlanta Chapter 5
Chapter President**

Johnny Higdon is the President of the Atlanta Chapter of the National Montford Point Marine Association. Johnny is a proud Veteran originally from Thomasville, Georgia where he left to serve his country as a U.S. Marine in November of 1989. Sergeant Major Higdon gained global experiences leading Marines in a variety of environments including the mountains in Japan, the jungles of the Philippines, the deserts of Iraq and the snow-covered fields of Norway. Through these global travels, he learned the power of team building and inspired people to find common ground in order to accomplish the mission. Sergeant Major Johnny Higdon retired from the Marines after 30 years of dedicated service as the Installation Sergeant Major of the Marine Corps Logistics Base in Albany Georgia in November of 2019.

After retiring from the Marines, Johnny continued his service as the President of Atlanta Chapter 5 of the National Montford Point Marine Association. Johnny's presidency of the Atlanta Chapter since 2021 has been marked by significant achievements. Under his leadership, the Chapter celebrated its first ever local Montford Point Marine Day and participated in important events like the Memorial Day wreath-laying at Heritage Park and the Lake Oconee Memorial Day

Program. The Chapter's visibility was further enhanced through participation in events such as the Juneteenth Parade, Veterans Day Parade, and the Taste of Mableton Parade.

A highlight of his tenure is the discovery of over 12 Original Montford Point Marines in one year, leading to the posthumous awarding of 11 Congressional Gold Medals and one to a living Montford Pointer. He also orchestrated talks at local schools from elementary to high school levels educating young generations about the Montford Point Marines. The Chapter was voted Chapter of the Year in 2024 at the 59th National Convention and again at the 60th Convention this year, a testament to Johnny's vision and leadership in elevating the Chapter to new heights. Johnny continues to be an inspiring figure, committed to ensuring that the contributions of the Montford Point Marines are forever remembered and celebrated.

Johnny completed his Bachelor of Science degree in Computer Information System Management, a masters degree in Computer and Information Security, and has certifications in Disaster Recovery, Lean Six Sigma Green Belt, and Leadership Team Awareness.

GVVA LOG ON SHIRT

Bring your shirt to John Drew. First Logo embroidered for free. Each additional \$10.

Vietnam's Forgotten Gunship: The ACH-47A Chinook

By [Friedrich Seiltgen](#)

In 1964, the U.S. Army sought an armed helicopter for use in Vietnam. The Boeing-Vertol company proposed a heavily armed [CH-47 Chinook helicopter](#), which the U.S. Army quickly accepted. The original agreement called for 11 gunships, but only four were built, as the Chinook was needed for transport duties.

In late 1965, Boeing-Vertol completed four CH-47A Chinook Gunships. The prototype, #64-13145 (Co\$t of Living), went to Edwards Air Force Base for flight testing. The other three ships, 64-13149 (Easy Money), 64-13151 (Stump Jumper), and 64-13154 (Birth Control), were assigned to the 10th Aviation Group, Field Evaluation Detachment (Special) (CH-47) (Provisional) at Fort Benning, Georgia.



The ACH-47A Chinook gunship was a heavily armed variant of the standard CH-47, designed for combat in Vietnam. It carried cannons, rocket launchers and multiple machine guns. Image: U.S. Army On January 18, 1966, Lt. Col. William Tedesco took command of the Detachment, and the unit conducted training at Ft. Benning, Redstone Arsenal, and Eglin AFB. Legend has it that its commander, Lt. Col. Tedesco created the detachment nickname. According to a crew member, one day after testing was done they were eating at a club featuring go-go dancers when Tedesco told them he would pay \$25 to the first man to come up with a name for the gunships. One of the crew suggested "Go-Go Girls." Tedesco thought about it momentarily and said, "We should call them "Guns-A-Go-Go." CH-47A Chinook Gunships Dispatched to Vietnam On April 19th, the unit was redesignated the 53rd Aviation Detachment Field Evaluation (Provisional), nicknamed Guns-A-Go-Go, and ordered to Vietnam for temporary duty at Vung Tau Air Base for three months and An Khe, aka

Camp Radcliff, aka The Golf Course, for three months.

Vung Tau Air Base was a Republic of Vietnam Air Force (RVNAF) facility located near the city of Vũng Tàu in southern Vietnam. The base was initially constructed in 1940 and known as Cap St Jacques Airfield. Following the partition of Vietnam in 1954, the French Air Force conducted Grumman F8F Bearcat transition training for the RVNAF at the airfield before leaving for good. In 1961, the U.S. Army began upgrading the base for U.S. forces and the main base for Royal Australian Army and Air Force units serving in Vietnam.



A soldier inspects the armor plating installed on the ACH-47A gunship. These plates were designed to protect vital components and crew positions from enemy fire.

Image: U.S. Army

Camp Radcliff was established in late August 1965 by the 70th Engineer Battalion as the base camp for the 1st Cavalry Division. The camp was named after 1/9 Cavalry Maj. Donald Radcliff, the 1st Cavalry's first combat death, who was killed in August 1965 during Operation Starlite.

To reduce the rotor-blown dust on the landing zone, the advance party was ordered to cut back foliage to ground level by hand, giving the base its nickname of the "Golf Course." Camp Radcliff was the largest helicopter base in the world at the time, capable of accommodating the division's 400 helicopters.

ACH-47A Armament

The gunship's armament was extensive. On the nose was an M5 40mm automatic grenade launcher.

The M5 consists of a single M75 grenade launcher mounted in a nose turret, with a hand-controlled sight linked to the turret. It had an ammunition capacity of 150 or 302 rounds, depending on the configuration.

Weapons sponsons were mounted on either side of the ship, each fitted with an M24A1 20mm Hispano-Suiza HS.404 gas-operated autocannon and an XM159 19 tube 2.75-inch folding-fin aerial rocket launcher or an M18 gun pod containing an M134 Minigun with a cyclic rate of 2,000 or 4,000 rounds per minute fed from a 1,500-round drum.



On the ACH-47A's right pylon, the standard rocket launcher has been replaced with an M18E1 gun pod. Inside is the M134 Minigun, a 7.62mm six-barrel rotary machine gun. Image: U.S. Army

The ACH-47A carried five [7.62×51mm M60D machine guns](#) or [.50-caliber M2HB "Ma Deuce" heavy machine guns](#), two on each side and one mounted on the rear loading ramp. The gunship carried over two tons of expendable munitions to feed all that firepower.

To improve its survivability, Boeing fitted the gunship with armor plating near the front to protect components, and it added plating into the newly designed crew seats, which wrapped around the torso of the pilot and co-pilot.

Stump Jumper

On July 4th, 1966, gunship #64-13151 lost its #2 engine on a gun run and was forced to land in an open field filled with tree stumps. The Chinook suffered significant damage to the underbelly. This

forced landing earned it the nickname "Stump Jumper."

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A month later, Stump Jumper was involved in a ground taxi accident with another Chinook at Vung Tau Airfield, and the gunship was destroyed, literally breaking in two. With the destruction of the Stump Jumper, the testing of #64-13145, Co\$t of Living at Edwards AFB was stopped, and it was shipped off to Vietnam.

Co\$t of Living

On May 5, 1967, Co\$t of Living suffered a tragic system failure. While making a gun run in the vicinity of Bong Son, the retaining pins on one of its 20mm cannons came loose, allowing the gun to swing upwards and fire into the aircraft's front rotor, destroying the front rotor blades and causing the aircraft to spin to the ground and crash. All eight crew members would perish.

Birth Control

On February 22nd, 1968, Birth Control was in the battle to recapture Hue during the Tet Offensive. While pulling out of a gun run, birth Control came under heavy fire, which caused loss of aft transmission pressure and made an emergency landing in a rice paddy about 600 meters NW of the Citadel walls of the ancient city.



The ACH-47A's rear-mounted gun was typically an M60D or .50 caliber M2 machine gun. It gave the helicopter all-around defensive coverage in the field. Image: U.S. Army
The crew removed the guns from the ship and took a defensive position. Easy Money came to the rescue and positioned herself between the ship and incoming enemy fire. The crew of Birth Control boarded Easy Money and, while attempting to get airborne with the extra weight, started taking hits, which wounded some of the crew.

Easy Money made its way back to nearby Camp Evans. As plans were being made to recover Birth Control, Intelligence reported that NVA mortar crews had destroyed the ship.

Easy Money

With only one gunship remaining and the need for heavy-lift helicopters for the war, the U.S. Army canceled the program. Easy Money finished out the war at Vung Tau as a Chinook maintenance trainer with the Boeing field unit.



The restored ACH-47A "Easy Money" is displayed at Fort Rucker.

Image: Program Executive Office for Army Aviation/U.S. Army

Of the four original gunships, Easy Money was the lone survivor. After the Vietnam War, Easy Money eventually ended up at Fort Eustis, Virginia, where it served as a trainer for the Transportation School Sheet Metal Course. In the late 1990s, it was recognized for its historical significance and rebuilt for a museum display at the Fort.

In May 2000, Easy Money was permanently displayed at the United States Army Aviation and Missile Command/CH-47 Program Executive Office, Redstone Arsenal, Alabama.

Program Successes

Ultimately, the Guns-a-Go-Go program was a success. The troops loved the gunship's support, and the enemy feared it. During their evaluation period, the gunships destroyed every target they engaged.



An Australian soldier inspects the ACH-47A "Birth Control" on the ground in Vietnam. Birth Control was one of only four ACH-47A "Guns-

A-Go-Go" helicopters built.

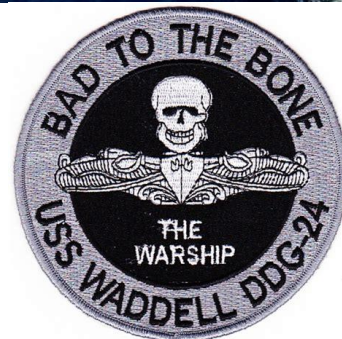
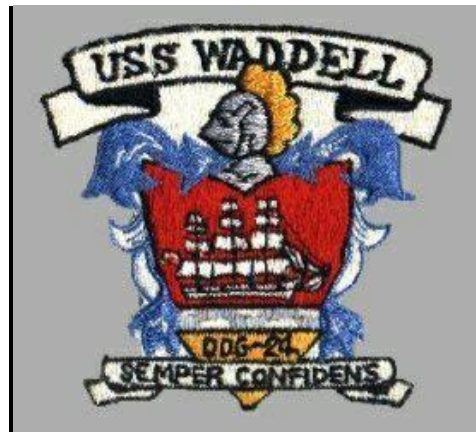
Image: AWM

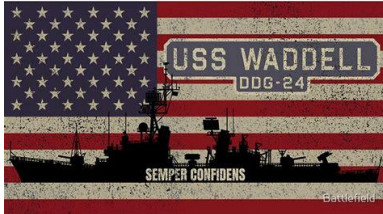
In the words of the Guns-A-Go-Go Commander in Vietnam, Maj. Gen.

Tolson:

"Though anything but graceful, it had a tremendous effect on the friendly troops, which constantly asked for its support. From an infantryman's viewpoint, when the Go-Go Bird came, the enemy disappeared."

NAVY EXPERIENCES AND MEMORIES OF PAINTER DICKSON LESTER





Tonkin Gulf Yacht club

From the VIETNAM GUNLINE YANKEE STATION to parading on the PALACE grounds and meeting ETHIOPIA'S last living Monarch KING HAILE SALASSIE in Massawa, Ethiopia.

The NAVAL VESSEL I served on for 3 ½ years 1971 through 1974 was named USS WADDELL DDG- 24 -an Adams Class Guided Missile Destroyer war ship. It was named after the infamous James Iredell Waddell, born on 13 July 1824 in Pittsboro, N.C. he was the only Confederate Captain of a battle ship patrolling the West Coast Pacific during the CIVIL WAR. Read more~

https://www.navysite.de/dd/ddg24.htm#google_vignette

Just before deploying for my first tour of duty in Vietnam we underwent an extended period of refresher training and competition through the summer of 1971, operating off Seal Beach, San Diego, and San Clemente Island, Calif., until she got underway on 12 November for Danang, South Vietnam. Because of our superior battle efficiency and preparedness for 5 straight years we earned the coveted GOLD "E" which was painted

on both sides of our forward smoke stack.

USS WADDELL returned, on 12 December 1971, to the Quantri Provence, on Yankee Station, the "gun line "on the DMZ to resume gunfire support operations in the southern half of the zone. We also performed interdiction and night harassment duties blowing up known Vietcong ammo and supply staging areas as well as their temporary bridge crossings they did for a couple of weeks. On 30 December 1971 we returned to Danang Harbor on for maintenance upgrades on our 5' 54 caliber Belgium cannons, as well as, other vital equipment. We returned to the GUNLINE and supported the US ARMY and US MARINE detachments sweeping the areas of known Vietcong infiltration and their supply lines

WADDELL was ordered to return to Subic Bay on 15 January 1972. Two days later, 17 Jan we were informed our ship was selected by President Richard Nixon to represent the United States in the Imperial Ethiopian Naval Graduation Day celebration in Massawa, Ethiopia. We were told we would be participating in competitions against all of the world's Navy's in target shooting, Tactical, Strategic maneuvers and Seamanship.

After hasty preparations, WADDELL stood out of Subic Bay Philippine waters and entered the Indian Ocean. The entire crew was informed by our Captain Commander Herberger of our prestigious mission and what our international responsibilities would be while competing against all other Navy's. A request was made for volunteers to be on a Drill Team to compete against all the worlds Naval Drill teams and to make a parade performance in front of the last living monarch **King Haile Selassie** in the family palace parade grounds. I volunteered without hesitation. We had a LTJG fresh from the US NAVAL ACADEMY to train us during the 2 week steaming across the Indian Ocean. I volunteered and we trained under

LTJG Colucci a fresh Graduate from the US NAVAL Academy who had won competitions in their drill team. He taught us the great maneuvers with our M-1 rifles' entire 2 weeks travel time across the Indian Ocean to Ethiopia. After losing a couple of our M-1 rifles spinning them overboard they brought in wooden training ones.



Halfway we had to make a refueling stop on the island off India in a port city of Colombo, Ceylon {now known as Shri Lanka}. Since our relations with them were strained politically we had negotiate with them to be allowed to enter their harbor to get fuel since we had no refueling ships in the Indian Ocean. As we approached the harbor one of our ASROC MISSILE Launcher {Anti Submarine Rocket} Technicians almost caused us not to be able to receive the much needed fuel to make it to Ethiopia.



The ASROC missile was a solid-fuel, rocket-propelled, ballistic missile, which could be assembled with a payload of either an antisubmarine acoustic-homing torpedo or a nuclear depth charge, as well as, surface to surface

launches to protect our ship and/or destroy enemies.

The Technician was performing routine maintenance in manual mode on the swiveling box like launcher. We had a Navy Pickup truck sitting right beside the ASROC missile launcher which was the negotiated way to pay for the fuel. It was the only method of payment CEYLON would accept to pay for the fuel since they did not recognize the US DOLLAR at that time. When the Technician finished his maintenance in manual mode he erroneously flipped the switch back on but forgot it was the one for automatic mode causing the missile launcher to spin 360 degrees around to the standard launching position. This caused the launcher to wipe the truck cab, destroying ½ of the cab, glass and metal roof. Our Captain Herberger had to call Vice Admiral Sylvester R. Foley Jr. residing on the Enterprise to inform him of the disaster. Then the harbor master of Ceylon. A meeting of all parties was arranged for them to come aboard and inspect the truck to see if CEYLON would still accept the truck for payment with USA to pay for repairs to the cab, or would we have to wait for another truck to be sent from Philippines or negotiate another form of payment. After the Ceylon Officials inspected the truck they said we had actually helped them because they were going to remove the metal roof to replace it with wood because the metal roofs were too hot. We were finally allowed to enter the harbor and receive the refueling.

While there for a couple of days some of us had leave time and we were given a trip to Kandy Ceylon (pronounced "Con-dee") up in the Mountains to tour a 16th Century BUDDIST TEMPLE plus the mile long pool the Buddhist Monks had built with huge chiseled stones. We were on a tour bus similar to our school buses in USA. As we drove around the huge pool tree limbs were hanging down and before we could prepare to protect ourselves

monkeys jumped through the windows and began stealing anything they could get off of us I almost lost my camera.

After the spectacular tour Our Captain took 25 crew members to eat in a famous tourist hotel. We were told by the tour guide the food was very spicy because they cook with lots of curry. As we walked up to the front porch of the hotel we saw lots of ducks hanging all around the edge of the wide porch. Their specialty for tourists was "duck curry" so we all ordered it. Just like the guide said it was very hot but we ate it anyway. The drive back down the mountain was a couple hours because the bus had to go so slow due to questionable brakes and very curvy roads. By the time we got back to the ship we were all becoming very sick because we found out from our ship's Dr the curry spice, in that part of the world, was used to cover the rancid smell and taste of the unrefrigerated ducks. We were sick for a couple of days vomiting and lose bowels.

We finally got back underway for Ethiopia on 14 January 1972; WADDELL arrived in Massawa, Ethiopia port on 4 February and fired the prescribed 21-gun salute while our crew smartly manned the rail. We were the last ship to enter the Harbor after the Russians, Sudanese, Italians, British, French and other Navy vessels had pulled in. Once in the Harbor, Ethiopian Tug Boats assisted each in parking the ships against the pier. When it was our turn they came along side of us to assist as they had done for all the other ships. However, our Captain Herberger told the Harbor Pilot he did not need their assistance, waved them off and proceeded to Parallel Park our 440 foot Destroyer at the pier in front of the British Destroyer which was in front of the Russian Frigate. We only had 3 to 4 feet clearance forward and aft for the captain to park the bow at the pier in front and the bow close to the British ship. Many people from the town

started climbing to the tops of the buildings to watch. The Captain began giving his orders which were relayed to the engine and boiler rooms to do forward and reverse maneuvers of the ship. After 30 minutes of going forward and backwards we made a perfect landing beside the narrow space left for us at the pier. Many folks on the pier and the roofs of the buildings started clapping and cheering for us, especially the British crew watching from the bow of their Destroyer.

During the visit, WADDELL's athletic teams in Tennis, Soccer, boxing, Track, weight lifting, wrestling, Archery and marksmanship competed with others from Russian, French, British, Sudanese, Italians etc. and Ethiopian ships. We also took our ships out to compete in target practice shooting stationary targets on barges and targets pulled by Tug Boats. We won the target shooting practice hands down and the Russians almost sank the TUG Boat pulling the targets.

One high point of the brief 4 day stay was a visit by Emperor Haile Selassie to our ship the day before the big competition. Our volunteer drill team was on the fantail of the ship ready for inspection by the King. We were decked out in our dress white uniforms, chrome helmets and belt buckles chrome plated M-1 Rifles and spats on our high glossy polished boots. I was the third one down the first row. As the King approached we were given the command to Present Arms which meant we were to spin our rifles and stop having opened our breach for inspection all in one slick move. I had a set of medals on above my left breast pocket. As I started to spin my rifle the King leaned forward to look at my service medals and my rifle knocked his hat to the side and almost off his head. In that moment the King jerked back catching his hat as his 2 huge body guards started to step in but he put his hands out and stopped them. As I continued to look straight forward at attention

he told his body guards it was his mistake then leaned in again to inspect my rifle, looked at my medals and smiled as he moved in front of the next drill team member. The Rear Admiral of the Pacific Fleet came in front of me next and whispered as he smiled, Lester we said present arms not knock the King over. Another highlight of my visit was the formal graduation exercise where all of the Drill teams of the countries represented were asked to march in a parade from our ships in the early morning hour before sunrise through town and into the Kings Palace parade grounds. Then with lots of fanfare the Emperor requested all of the Drill Teams to parade in front of his Palace grandstand which all the graduates of their NAVAL ACADEMY had seated for graduation. As we waited on the assembly area of the grounds we were placed next to the Russians towards the rear of all the others. It was at least 120 F and the Russians kept bring their men to attention, and each time they did we went to attention also but our LTJG COLUCCI spoke to us and told us not to lock our knees which would help prevent us from fainting. When the Russians said parade rest LTJG Colucci told us to stay at attention. We noticed after and few moments several of the Russian Drill team members started passing out from the heat and carried off the parade grounds. This was definitely embarrassing for them. Finally, the Parade got underway and we all marched around to perform in front of the KING and other world dignitaries as we passed by. Colucci had taught us how to spin our rifles and throw the first row rifles all the way to the back row guys as we moved the rifles from the back to the front clicking the guns on the ground then spinning them again. After all the Drill Teams got back to their positions on the Parade grounds **King Haile Selassie** requested our team to do an encore performance of WADDELL's precision drill team - which had been first formed and trained while en route to Massawa!.

When we finished we were told to march over beside the grandstands where there were several silk linen covered tables with gold pocket watches on them. After a few minutes the KING came over and was preparing to present each of us with one for winning the competition but the US Officials stepped in and told the Emperor we were not allowed to accept gifts from foreign Governments so they accepted them on our behalf and they are now in the Smithsonian Archives.



Painter Dickson Lester 4th one down first row; parade review for KING HAILI SALASSIE in his palace

WADDELL's respite from the war was a short one, for she returned to the "gun line" on 1 April. Although her tour was scheduled to end on the 14th, stepped-up communist ground activities resulted in her remaining into May.

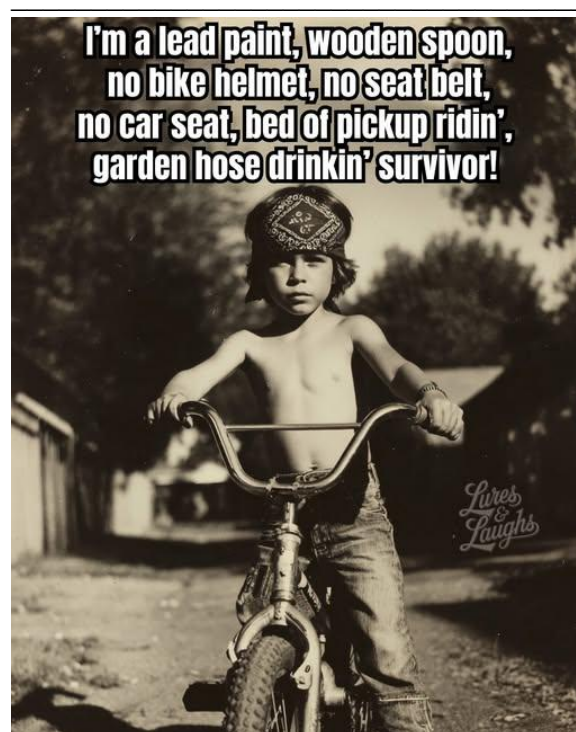
From 3 to 9 April, WADDELL encountered daily counterbattery fire from communist guns ashore. The ship's gunfire, in turn, was credited with knocking out several counter battery sites. Most missions during this period fell in the area of the Cua Viet naval base and in Quan Tri province north of the Cua Viet River. At times, the range was so short that WADDELL could observe her own fall of shot.

Late on the afternoon of 8 April, WADDELL took a "high priority" target under fire, and received heavy counterbattery fire in return. A secondary explosion ashore attested to the fact that WADDELL's shells had hit something - but the enemy stubbornly kept up

the fire, landing a shell very close to the destroyer's bow. A surface burst damaged the ship's ASROC launcher and shrapnel littered the destroyer's deck.

On 9 and 10 April, the ship fired so many missions that she needed two underway replenishments of her ammunition. From the 11th through the 21st, the pace continued to be rapid. On one occasion, WADDELL destroyed several sampans detected ferrying Viet Cong and North Vietnamese troops across the Ben Hai River. In addition, the ship's guns blasted antiaircraft sites and coastal gun emplacements.

After renewing her guns at Subic Bay - they had been so worn by combat operations during April, WADDELL returned to Vietnamese waters to join TU 77.1.2 in Operation "Linebacker." For two weeks, WADDELL made continuous gunnery strikes at night and sometimes encountered the fiercest return fire she had thus far experienced. She silenced some enemy batteries while picking up some shrapnel in return from near misses by the communist guns - before she shifted to waters off the DMZ, where she supported ARVN operations until 26 June. Her final two weeks of this WestPac deployment were spent on "Yankee Station" plane guarding for USS [CORAL SEA](#).



**I wonder where they found this
old picture of me ???**

The Vietnam War

A 50th Anniversary Veterans Panel

Guest panelists:

Carl "Skip" Bell, U. S. Army Armored Calvary,
Colonel

Robert Pahl, U.S. Air Force, Colonel

Donna C. Rowe, U. S. Army Nurse Corps

Edward A. Woods, Jr., U.S. Navy Seabees, Petty
Officer 2nd Class

Saturday, October 18 | 2:00 PM

The Community Room
at Switzer Library



<p>President: Painter Dickson Lester 678-836-4391 pd1721@bellsouth.net Vice President and Morale & Entertainment Ronnie Futral rlf4@bellsouth.net Secretary: Ken Buechel Treasurer: Patrick Ultsch Board of Directors Membership: Charles Langston charleslangston46@gmail.com Operations: Bill McRae 770-843-3973 Communications: John Saari 770-713-4984 sitrep@saarihome.com Webmaster: Paul Quillen Stores: David Thomas davidjthomas01@yahoo.com Fundraising: Ken Buechel kenbchl@gmail.com 404-510-8324 Chaplain: Roy Lantz RoylantzE5@gmail.com Historian: Andy Zimmerman 678-709-4041</p> <p style="text-align: center;">At Large</p> <p>John Bevich tjmb6484@yahoo.com 678-849-3062 Gus Vasquez GJV@ENGINEER.COM Donna Rowe Home: 678-401-4424 Cell: 404-285-3357 Tom Foster 404-906-5266</p> <p style="text-align: center;">Past Presidents</p> <table><tr><td>Dr. Tom Johnson</td><td>Rich Sale</td></tr><tr><td>Bob Humphries</td><td>Chuck Davis</td></tr><tr><td>Woody McFarlin</td><td>Terry Cash</td></tr><tr><td>John McDougal</td><td>Al Rowe</td></tr><tr><td>Jim Baskin</td><td>Robert Ledee</td></tr><tr><td>Bill Kalish</td><td>Walt Molyneaux</td></tr><tr><td>Dave Hambrick</td><td>Al Heflin</td></tr></table> <p style="text-align: center;">Past Vice President</p> <p>Harold Holingshed haroldshed@att.net 770-926-5603 Standing Committee Chairs</p> <p>Chapter Store: Newsletter: John Saari Nominating: Al Heflin Programs: Bill McRae</p>	Dr. Tom Johnson	Rich Sale	Bob Humphries	Chuck Davis	Woody McFarlin	Terry Cash	John McDougal	Al Rowe	Jim Baskin	Robert Ledee	Bill Kalish	Walt Molyneaux	Dave Hambrick	Al Heflin	<p style="text-align: center;">Mission Statement</p> <p>The mission of Chapter 1, GVVA is to provide quality services and support, based upon the concepts of self-esteem and self-improvement, to advocate patriotism, to promote the ideals of American freedom and democracy, and to recognize those who served, and honor those who gave their lives in the Vietnam War, and to promote the positive image of the Vietnam Veteran, their dependents and the widows and orphans of deceased Vietnam Veterans throughout the State of Georgia in order to enhance and enrich their lives and the lives of their families. And further, to provide the same service and support to all veterans of all wars and to our communities' first responders</p> <p style="text-align: center;">General Purpose</p> <p>Chapter 1, GVVA will be a community based service organization. It will identify, initiate and expand programs within the limits of manpower and finances. Chapter 1, GVVA will aggressively perform fund raising activities for veterans, their families and community. These services will include, but not limited, transition and homeless assistance, employment services, PTSD and substance abuse, leadership and scholar-ship program and other essential needs of human existence. And further, to provide the same service and support to all veterans of all wars and to our communities' first responders.</p>	<p style="text-align: center;">GVVA Chapter One Website https://www.GVVA1.org Georgia Dept. of Veterans Sevices Suite 350, 1150 Powder Springs St. Marietta, GA 30064 770-528-3254 http://veterans.ga.gov/marietta. Hours: 8 a.m. to 4:30 p.m. Monday through Friday VA National Cemetery, Canton, Georgia - arrangements for veterans burial : 1-800-535-1117 VA Assistance & Benefits Info: -800-1MyVA411 (1-800-698-2411) https://www.AmericanDisabledVeterans.com</p> <p>VA Regional Office (claims) 1-800-827-1000 VA Hospital 404-321-6111 VA Center Counseling 404-347-7264 Military Honors Survivor Assistance: Air Force – Dobbins ARB Military Honor Guard 678-655-5272 Casualty Assistance 678-655-6092 Navy / Marines Military Honors 678-655-5092 Casualty Assistance 678-655-5092</p>
Dr. Tom Johnson	Rich Sale															
Bob Humphries	Chuck Davis															
Woody McFarlin	Terry Cash															
John McDougal	Al Rowe															
Jim Baskin	Robert Ledee															
Bill Kalish	Walt Molyneaux															
Dave Hambrick	Al Heflin															

MEMBERSHIP APPLICATION

New Member: ___ New Life Member ___ Renewal: ___

Membership in the GVVA is open to all veterans and organizations whose members served in the U.S. Armed Forces during a period of conflict. Associate memberships are available to families of veterans and to the public at large.

Full Name _____ Date ____ / ____ /20 ____

Address _____

City _____ State ____ Zip _____

Daytime Phone _____ Evening Phone _____

E-mail Address (to receive the newsletter): _____

Branch of Service _____ (A Copy of your DD-214 is Required)

Combat Tours _____

Unit(s) _____ Other Veteran's Organization _____

Annual Dues \$30, Associate Members \$30, New Members \$30 Life Membership 0-39 yrs. old- \$260, 40-49 yrs. old-\$220, 50-59 yrs. old-\$180, 60-69 yrs. old-\$140, 70+ yrs. old- \$100

Return to: Georgia Vietnam Veterans Alliance, Chapter One, PO Box 414, Kennesaw, GA 30156

Georgia Vietnam Veterans Alliance
Chapter One
PO Box 414
Kennesaw, GA 30156

“A lot of who we are is where we’ve been”

