



RIPCORD REPORT



For Friends and Survivors of the Battle of Fire Support Base Ripcord
Republic of Vietnam 12 March - 23 July, 1970

Issue # 111

August 2017

New design on our Ripcord website

Our Ripcord Association website has a new design and I hope you all go to it for information about Fire Base Ripcord and the men that fought in that battle. The website address will be the same, www.ripcordassociation.com. **If you have changed your address or other information or you are not on our membership roster, Please go to our website and update your membership to keep getting important information about our Ripcord Association.**

Please make note of the e-mail address for me frankmarshall@ripcordassociation.com The email address frank@ripcordassociation.com has too much spam and junk mail and I am **no longer using frank@ripcordassociation.com**.

CINC Army Aviation North Atlantic

by Major General Ben Harrison, Retired



(continued from our last Ripcord Report #110)....

Not wanting to go back to a staff desk job, I asked the Infantry Branch what might be in store for me. They said my record was very good, but that I probably had no chance for the Command and General Staff College until I completed a short/undesirable tour overseas. I said "Fine, send me." They said there were no requirements at that time. Not satisfied, I took a space-available flight to Washington to visit the Infantry Branch.

The major in charge of Infantry aviator captain overseas assignments confirmed that there were no short or undesirable requirements outstanding. I said that surely there was a requirement somewhere in the world. He replied that the only one for a captain, infantry aviator was in Iceland and that he had three files on his desk of captains who had returned from long tours much, much earlier than I. I asked if any of them were volunteers. He said, "For Iceland? No!!" I said, "OK, I volunteer, sir." He asked if I was serious and if I knew what I was asking for. I said that I was serious and I had no idea what's in Iceland. He started preparing the paperwork and said, "Wait . . . you are not helicopter rated." I said "Fine, send me to chopper school enroute." The deal was done.

Carolyn and I went to Ft. Wolters and after the course, drove to her brother's home in west Tennessee which was to be the interim home for her and our two young children. I arrived at Keflavik in August. The temperature was in the forties, and sometimes, fifties with twenty-four hours of daylight. The temperature does little to explain the weather. The sky is almost always low overcast. The winds blow normally about thirty-five knots with frequently stronger winds up to 100-knots. It either rains horizontally, snows horizontally or the air is filled with lava dust blowing horizontally. It rains or snows an average of 350 days each year. The generally poor weather of Western Europe is attributed to the Icelandic Low Pressure Areas which drift east and settle over the continent.

Captain Pigeon maintained an outstanding safety record: no accidents, no incidents and no infractions. The Army aircraft occupied a corner area in a huge Air Force hanger designed to shelter B-52s and rarely left the hanger. Each of the three aircraft had less than 100 hours. The thirteen-man Army aviation section had never pulled a 100-hour periodic maintenance check. Maintenance was done by the calendar. The other

(continued on page 8)

Donations *the life blood of our Association*

The following have given donations to the Ripcord Association since the last newsletter. These donations help keep the website and newsletters published to keep all our Ripcord members up to date.

Leigh Freeman C 2/506
Don Holthausen C 2/506
Ron Hudson 1/39 FA
James Fairhill A 1/502
Walt Lyssy HHC 2/506
Frank Delfino HHC 1/506
Mike Leiviska B/101 Avn Kingsmen
Uwe Meyer B 2/506
John Fowler C 2/506
Ken Gainer A 2/506
Fred Shuttleworth E 2/506
Bill Hand B 2/506
Charles Schilero D 2/506
Chuck Hawkins C & A 2/506

Checks payable to "Ripcord Association".

Mail to:

**Lee Widjeskog,
493 Stillman Ave.
Bridgeton, NJ 08302**

REUNION DATES:

2017 LAUGHLIN, NEVADA

Monday **2 Oct** to Thursday **5 Oct**

Leave Friday **6 oct.**

2018 MYRTLE BEACH, SC

Wednesday Oct. **31** to Saturday Nov. **3**

Leave Sunday Nov. **4**

Opinions expressed in submitted material are not necessarily those of the editorial staff. We reserve the right to reject any material deemed to be inappropriate. We also reserve the right to edit all submissions, but we will make every effort to maintain the writer's concept and meaning. Please be brief and concise.



Join us on Facebook group
Ripcord Association

**Visit our website at
www.ripcordassociation.com**

Please continue to send your letters and send your comments or articles to:
frankmarshall@ripcordassociation.com

or postal mail to:
**Frank Marshall
567 Circle Drive
Surfside Beach, SC 29575**

Everyone would love to hear from you.

RIPCORD REPORT

Ripcord Report is a publication of the **Ripcord Association**, and is the authoritative voice of history for the Battle of Fire Support Base Ripcord.

Ripcord Report

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FROM THE EDITOR

Frank Marshall A/2-506



A lot has been happening within the Ripcord Association lately. What a great group of people we have with us.

Anthony Critchlow has been working on a trip back to Vietnam for some Ripcord veterans thru the Greatest Generation Foundation. He is putting a lot of time into this and it will be a great experience.

Lee Widjeskog and Fred Spaulding are getting the 2017 Ripcord Association in Laughlin NV ready and that should be a great time. A big thank you to all the members that assist Lee and his wife Kathy at the reunion. They help make the reunions great. Please note the days of the week for this year's reunion

There is another project in the works for a Ripcord Story. It is to be produced for an Audio Book. Some Ripcord veterans have been contacted already and hoping to interview a lot more. It may be a long process getting this project together, so please be patient. I will keep you informed. **The Ripcord Association Membership.** It is very Important that you update your information on our website. **We may have to contact you for interviews.**

Due to a change that our website host is making, the software program to do our Ripcord website has become obsolete and I had to change over to using "wordpress" to build our website. "Ihost Networks" is our host and server and they have been helping me a lot. So if anyone is familiar with "**wordpress Twenty Seventeen**" and would like to offer me some suggestions or pointers, I will be very happy to hear from you. The new website design is now ready. The website address will be the same, www.ripcordassociation.com.

Also due to too much spam and junk mail and I am **no longer using frank@ripcordassociation.com**. Please make note of the e-mail address for me **frankmarshall@ripcordassociation.com**

The 2018 Ripcord reunion will be in Myrtle Beach, SC. Start planning for this reunion. It will be another great reunion. *Please check the dates for this reunion.*

The 2019 and 2020 reunions will be in Indianapolis, IN. The 2020 reunion will mark the 50th Anniversary of Ripcord. *Please check the dates for this reunion.*

Lee is working on a memorial yearbook of all the KIA involved with Firebase Ripcord.

JERSEY RAMBLINGS

by Lee Widjeskog A/2-506



For Kathy and I, this has been a busy summer without any very long trips. A year ago we drove out to the West coast to visit friends and see new sights. This year was spent having a large porch added to the front of our house and entertaining relatives from Finland. With the porch completion it was necessary to create and plant a bed of flowers in front of the porch and find a porch swing suitable to the porch and my wife. As with any home we find other things that need doing such as painting, sanding, putting up new hand rails and changing the appearance of the second floor stairs. As a result there has been little time to travel.

To remember 22 July 1970, I met with some fellows from Charlie and Delta Companies at Dennis Stortz's house for a bar-b-que. The food was excellent and abundant. The comradery excellent and I think we all had a good time.

Finally in the end of July we were able to take a week and visit Kathy's sister and her husband in wild and wonderful West Virginia. We arrived there just in time to enjoy some mild weather and limited rain. Where they live in western West Virginia there are no cell phone signals available without driving a while. The hills are wooded and the steepness reminds me of the land around FSB Ripcord. Luckily the odors are different and there are no surprise ambushes awaiting those who walk the area. As a result I enjoy walking the hills and ridges with my brother-in-law.

While visiting, Kathy and her sister work on quilts and place mats. I helped my brother-in-law build a work bench in the shed we put up two years ago. The rest of the time was spent reading books and watching an occasional movie. Since they do not have television reception, I did not have to hear what the media and the president were saying. It was a pleasant time.

We are now home once more and preparing for the upcoming Ripcord reunion. As of early August we have 108 people signed up. I expect another 30 or 40 over the next month so if you haven't sent in your registration get to it and let me know you're coming. Do not forget registration at the hotel cuts off on September 17. So get your room reserved.

Oh yes! Raymond Susi's picture still evades us and we could use a better picture of Gus Allen who was killed on the last day of Ripcord when the colonel and major were hit. See you in Nevada!!

Anna Britt Nolan Trust

by Mary Murphy



Hi, Everyone,

It's good to drop a line again and give you a brief update regarding the trust fund.

Anna Britt will be starting her senior year of high school. Ulla Nolan tells me Anna Britt has matured into a fine young woman. She has maintained a 4.0 grade average and is an excellent student. She is interested in journalism and computer graphics and is talking about applying to Oregon State for college. She is very thankful that the trust fund will help her achieve her college goals.

Now is a good time to start thinking about items to donate for the Trust Fund Raffle. The Nolan family appreciates all the contributions the Ripcord Association continues to make to this worthy cause in memory of Keith Nolan.

I think of all you often and am so thankful I have so many great pictures of George from all the reunions we attended. I am probably not going to make this year's reunion because I am making a road trip to Florida with my sister. However, I will be thinking of all of you and looking forward to hearing how this year's reunion went. I will certainly miss everyone and I hope you enjoy your time in Laughlin.

Best Wishes,
Mary C. Murphy

The address where donations may be sent
for the trust fund is:

Anna Britt Nolan Trust
c/o First Bank
6211 Mid Rivers Mall Drive
Saint Charles, MO 63304-1102

Ripcord on Facebook

by Anthony Chritchlow



<https://www.facebook.com/groups/ripcordassociation/>

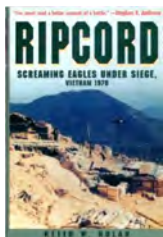
Summer is all most over. Just like our winter this summer has be very hot, but thankfully not to many forest fires. The wife and I are looking forward to this year's reunion. We will stretch out our time in Nevada by staying in Vegas for a few days after.

We are now up to 671 members on our Face book page.

I contacted the greatest generation foundation a while back. They have told me they would like to take some of us back to Vietnam. I posted this on our Face book page and now have collected 12 names of people that would like to go back. I am in the process of collecting the required information. The way I understand it we will go sometime after the first of the year. We will stay in Hue. From there we will take day trips to sites in the areas of our operations. I do not believe we will get to Ripcord. That still needs a helicopter to get there. I'm guessing I'm the big kink in this plan. I have never had a passport. Its coming now if this pans out I will see what is needed to get a few more trips of our veterans' back. I think we could fill up a few more trips there. By this reunion I hope to have all the info on the trip. Wish us good luck and safe travels .

(Editor's note: Great job Anthony. A big thanks for all the hard work your doing to make this work.)

Books about Fire Base Ripcord



Visit our website at
www.ripcordassociation.com

Read the **Ripcord Report** on line
Daily updates ● History
and much more

Ripcord Association Membership

803 members in our Ripcord Association
 648 are Ripcord Veterans
 155 are Associate Members
 202 receive newsletter via Postal Mail
 599 receive the newsletter via e-mail
 671 on Facebook "Ripcord Association Group"

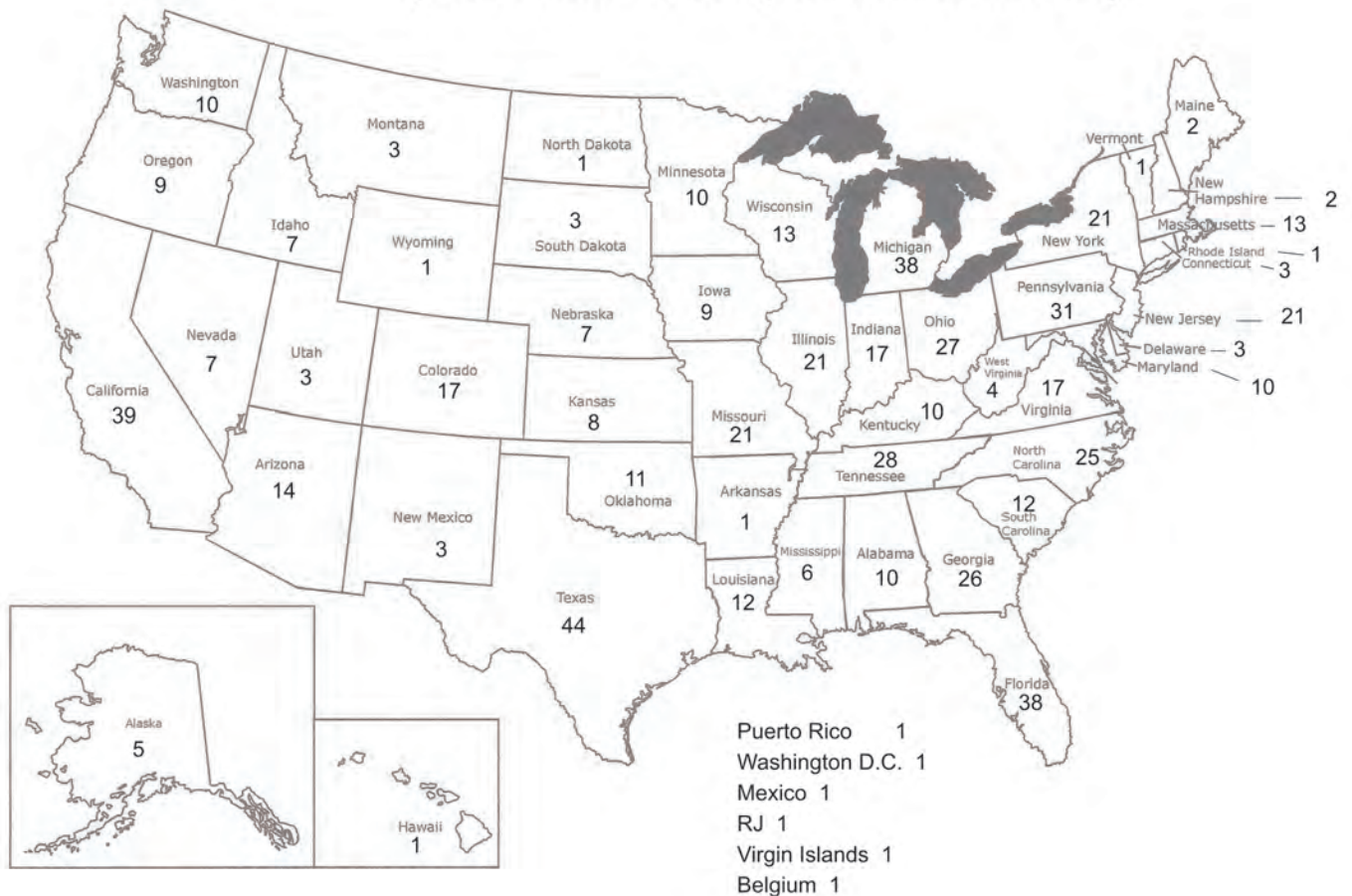
Please go to our website and update your membership to keep getting important information about our Ripcord Association

Ripcord Association Newest Members

Cano	Gumecindo	D/2-506
Fairhall	Jim	Associate Member
Fitzgerald	Jim	426th S&S
Shepard Jr	Vail	1/502
Conley	Roger	Associate Member
Rogers	Joe	D/158 AVN
Bohan	Daniel	Associate Member
Vietnam Center & Archive		
Special Collections Library		Associate Member

Ripcord Veterans by State (that are in The Ripcord Association)

Updated 8/12/17



INCOMING MAIL



I was not on Ripcord. We were all over it at the DTOC. Maj Tanner went up from Div and was KIA with LTC Lucas the morning of 23 Jul. He was LTC Lucas's new S3.

Craig Day

G-3 operations, 101st Abn Div, HHC...TOC



I was in the D Co. 1/501 we were attached to 2/501 during that operation, but we were never mentioned! We served as your reaction force! When you guys were in trouble we came to bail you out! We set up Fire base Henderson in early May then we got pulled out! Replaced with a cherry reconnaissance Company (2/501) that had no field experience (because they had been wiped out)! We were pulled out and placed around Ripcord, then went back to rescue those at Henderson when they were overrun and took 90 % casualties. Don't you think its about time to mention the D Co. 1/501!

Hank West

D Co. 1/501



My father Jack Beck who served at Firebase Ripcord passed away. He was 82. My sister Karen was at his bedside, and he passed very peacefully. Please let his buddies know that if they need any details they can contact me at *stmb@me.com*

Steven Beck

stmb@me.com



I was the squad leader on the Quad 50 on Ripcord until the last day with a three man crew. The last day is kind of a blank for me. I do remember getting off under heavy shelling. I remember Col Lucas and Major Tanner getting hit. I have read the book by Nolan and they have my quad on the front cover and is talked about a few times in the book. I do remember having contact one night on a hill next to us and I was providing fire for him and his squad and I remember him saying bring them down, the tires are flying. I remember the meeting on the night before we got off where Col Lucas laid

out the evacuation for the next day. I know I hooked the quad the next morning and things must have gotten pretty bad after that. I remember helping drag a pretty big GI into the bunker that had a lot of his chin missing. According the ripcord book, they make mention of a man that sounded a lot like him and found that he survived. I have a lot of nasty dreams of that day and not sure if my mind is playing tricks on me. Maybe I can get in contact with someone that was there that last day.

Allan Feltmann

redbarnaf@msn.com



I am attempting to find out if any of you have any contact info for a member of the Currahee Association that might know one of our fallen from Vietnam, a 1LT Frank Litchfield. According to his nephew (currently a S3 in one of our CAV SQDNS), he served with 2-506th in Vietnam and was killed on August 5, 1969, in Thua Thien Province. Believe he was in either C Co or D Co. His nephew is trying to find out some information to assist in updating the uncle's records.

Please let me know if you can assist. Thank you for your time and consideration.

AIR ASSAULT!

SCOTT W. KIRKPATRICK

LTC, IG

101st AIRBORNE DIVISION (AIR ASSAULT)

scott.w.kirkpatrick.mil@mail.mil



I read with interest the account of the fight on Firebase Ripcord. You asked readers to add any units that participated that were not listed. I was Platoon Leader for 3d Platoon of B/326th Engineer Bn in 68 & 69. I was in the AO commanding another unit on a second tour when Ripcord occurred but I recall learning that one of my 3d platoon troopers was killed in that battle. I wish I could recall his name. He was a newly arrived replacement when I left the platoon in June '69. I believe that another 3d platoon trooper may have been wounded at Ripcord, but my memory is not clear on that.

My platoon supported the infantry battalions of 3d brigade (especially 3/187) primarily with demolitions teams so I was very saddened to hear of my soldier's

INCOMING MAIL



death, but not surprised. Please add 3/B/326th Engineer Bn to your list of participants.

Incidentally, 3/B/326 earned the VUA with 3/187 for Dong Ap Bia (HH) in May '69. I was shocked to learn that the decision not to pile on at Ripcord was a political one. I hope that never happens again!

God Bless the USA!

Max Toch

LTC US Army (Ret)

(Reply)

Max,

Thanks for your interest in the Ripcord Association!

In our records we recorded two members of B/326 engineers being killed on Ripcord. They were Gene Calhoun and Dennis Fisher. Both died on 20 July 1970 on of the really bad days on the hill. We have a couple of guys from the 326 who attend our reunions and are members.

Lee Widjeskog

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For those that gave some and those that gave all! I remember you each and every day. You are not forgotten.

Joe Rodgers

D Company 158th AVN 101st Airmobile

.....

I just discovered the site while surfing. Well done! I served w/ the 329th trans.co. (heavy boat) in eye corp, class of '68. We supplied the eagles w/ most everything they needed at the Hue ramp on the Perfume river. I'd love to see a well detailed map of the eagles fsb's.

Cheers.

Dave Faulkner

E-mail=dafturbo@gmail.com

.....

I have recently bought a Vietnam veteran items lot on ebay. His zippo named Lynn A. CLINE / 70-71 medals (bronze star with V, purple heart...) CIB and Mortar expert Badges and Currahee unit pins. There was also photos of FSB Ripcord / Rakkasan / Hué / Eagle

Beach....

Could you give me more information?

Perhaps you could help me?

Best regards

Fabrice

JOUANNET Fabrice

jouann18@free.fr



CINC (continued from page 1)

the hanger. Each of the three aircraft had less than 100 hours. The thirteen-man Army aviation section had never pulled a 100-hour periodic maintenance check. Maintenance was done by the calendar. The other three Army aviators arrived in Iceland about the same time I did. There was my deputy, 1st Lt. Don Bliss, Infantry, CWO Johnny Johnson and WO Oren Tolbert. All great guys and, of course, far more experienced helicopter pilots than I.

We enthusiastically began extensive flying every day, in routinely lousy weather. What else to do? We knew it was not going to get any better. We were soon each flying almost 100 hours per month. We generally flew solo without crew chiefs. Lots of night-time flying. In the winter, we could easily get three hours of night-time in the morning before lunch. Want to fly? Just check the aircraft log—if the bird is flyable, get in and call Keflavik Ground Control for taxi-takeoff instructions. It was fantastic

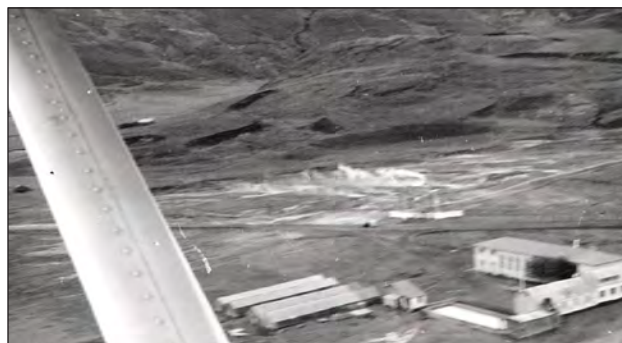
My boss was the 2nd BCT S-3. A fine officer, but he had very little knowledge and experience with aviation. The 2nd BCT commander was Lt. Col. Eugene I. Peterson, also a very fine officer, but a stranger to aviation. Having just come from the Aviation Center at Ft. Rucker and my work with the experimental unit of aerial scouts, armed helicopters and airmobile troop carriers, I was eager to try some of this new stuff with the infantry.

The opportunity for unit training was excellent. All units were at full TOE strength and there were zero troops off on special duty, details or TDY. The very limited terrain for maneuver curtailed normal infantry training as most of the soil was lava rock. Top quality officers and non-commissioned officers were assigned to the 2nd BCT. The company commanders all were experienced professionals. I remember especially Captain Jim Evrard, CO of Charlie Company, a real pro. Jim's troops won most of the competitions. The S-3 and Battalion CO essentially gave the unit commanders and me a free hand to do what training we wished to emphasize.

Our Aviation Section trained at least one soldier in every infantry platoon how to perform some of the duties of a Pathfinder—how to load and unload the troops and how to hook-up sling loads. Because of the cold weather, we could easily carry eight troops in the H-19. The battalion scout platoon was taught how to repel from a hovering helicopter and became

an airmobile search and rescue team. We experimented with airmobile tactics four-years before the 11th Air Assault Division tests and under highly unfavorable weather conditions.

And best of all for troop morale, every single soldier in the 2nd BCT got a ride in a helicopter to escape the confines of the Agreed Area. We conducted airmobile exercises from Keflavik to our security camp at Qhaledarfjordur, a distance of about sixty-miles, north of Reykjavik. This fjord was featured in Tom Clancy's *Hunt For Red October*. A large whaling station stood very near the security camp, hence the name of the fjord as Qhaledarfjordur. Frequently we took side trips over Geysir, northeast of Reykjavik. Geysir frothed with geysers, one of only three places in the world where they are found: Yellowstone National Park and New Zealand being the other two.



Steam Coming From Geysers at Geysir, Iceland

Flying to Qhaledarfjordur frequently presented a real challenge. In addition to the normal low ceilings, rain and or snow and strong winds, the steep sides of the fjord sometimes caused great gusts to roll down on us. On one occasion while flying with WO Oren Talbot, a powerful gust seized our helicopter and flipped it completely over. I was flying and managed to get it righted before we smashed the ground in a hard landing. Don Bliss flew our top aviation technician to the site to inspect our helicopter. The rollover popped the bonding straps on top of the rotarhead, but he thought we could fly it back safely and we did. After that incident, Mr. Talbot never passed that high point along the fjord on the way to our security camp. He aborted every mission because of weather. Probably all good decisions.

I sent this paper to Colonel (Ret.) Jim Evrard for comments and corrections. He sent back the following: "You probably don't remember but I was in the back of the H-19 that was blown upside down on the way back from the Qhaledarfjordur security camp. I have not forgotten that I was VERY impressed with your

skill at ‘catching’ the bird when it finally turned over on its stomach. My stomach took a little longer. GREAT piece of flying. I have told that story to a few friends who have suggested, in their own gentle way, that that story is pure B.S. Upside-down helicopters cannot fly or survive. I guess I must be dead, hey?”



Whale Blubber About To Be Rendered

When not working with the troops, Don Bliss, Johnny Johnson and Oren Talbot and I challenged each other to competition in precision autorotations—straight-ahead, 90-degree side and 180-degree autorotations to a full stop on the ground. Each of us did hundreds of these autorotations to the ground without accident or incident. With blowing snow, rain and fog, we had plenty of opportunities to keep our instrument flying skills keenly honed.

We built a goose hunting camp on a lake about 40-miles east of Keflavik. When the geese became aware of our blinds, we used one of the H-19’s and shot from the cargo door. This worked great, but required special skill to hover over the water and retrieve the downed geese. Getting a goose into our small oven too was a challenge, but it was well worth the effort.

I especially enjoyed the opportunity to fish in the many streams and lakes of Iceland. I took an H-19, sometimes solo, sometimes with a friend or two, landed by a lake and tried a few casts (spinning reels had just been invented). If no strikes, fly to the next lake. We had spectacular luck with Artic Char and large brown trout—great eating. The Navy Component Commander was Captain (06) Joe Eastman. He heard about my fishing in the mountains and asked if he could go along sometime. We had some terrific fishing. He really worked at trying to do me favors so I would take him fishing. Many times just the two of us went fishing for hours. Captain “Joe” arranged for me to fly the Navy P2V “Neptune”

patrol bomber across the Artic Circle and all around Iceland which was much faster than my solo trip in our “Beaver.” He also put me on his crew for a trip to Germany and Scotland.

One of our more interesting “flying” challenges came as a result of the poker playing skills of Jim Evrard. But first, how we got into this business.

Shortly after arriving in Iceland, I learned that a small number of Army and Air Force NCOs and officers brought their families to Keflavik, just outside the Agreed Area. There were some family quarters on the base, but if we accepted these we also agreed to a two-year tour. If we wanted to bring our family and live off base, that was our option.

There was a small commissary on base and a PX but the Icelandic government, according the Status of Forces Agreement, did not allow the removal of any food or drink off base. Exceptions were made for one-day before Thanksgiving and one-day before Christmas. The Icelandic police manned the gates and thoroughly, very thoroughly, searched each car as it left the base. If anything was found, the person was presumed guilty of smuggling and the Icelandic court levied fines based on their assumed value of the item(s). One of our sergeants in the aviation section lived off base. The police found an old, stale candy bar under his driver’s seat. He was arrested and eventually fined \$35!

I found a two-room apartment in Keflavik. Carolyn sold our car in Tennessee. Carolyn and Ben III, age six, and Laura, age two, flew on a tourist visa via Icelandic Air with forty-pounds of luggage. In one room of the apartment GI metal bunk beds graced the room while in the other room a sofa-bed welcomed us. The kids slept on the bunks and Carolyn and I slept on the sofa bed. The tiny kitchen had a three-burner stove, one of which worked, a sink and a small table—no counter space. The bathroom had a tub about two-feet by three-feet with kind of a seat in it. We always ran out of hot water before the water level reached the top of the seat. We had a tiny refrigerator with one ice tray and about two-by-three-by-eight inches of freezer compartment. Most folks kept their perishables on the windowsill if they wanted them cold. If they wanted them frozen, they leaned them against the glass.

I shipped an old Jeep station wagon to Iceland with the idea of selling it for a nice profit when I rotated home. It came in very handy for Carolyn and the children getting around and the high winds and poor visibility always a challenge. On one occasion the wind

blew the hood up while she was driving. She managed to get the hood back down, but had trouble with the high wind getting the door open to get back in the car. I often took the Air Force duty bus to work.

Shortly thereafter, Jim Evrard brought Jane and their daughter, Peggy, to Keflavik. Don Bliss, brought Liz and their two boys, Rusty and Gary, to Iceland, but that was about the extent of our off-base community. Carolyn had a series of parties that included every officer and his family (if the family was in Iceland) to our tiny home for dinner.

Bringing the family to Iceland was the best thing that ever happened to our marriage and my Army career. We learned how little it took to get along and be happy with each other and the children. This was my first assignment as an aviator working with combat arms troops and I found how easy it was to blend the training of infantry and aviation. Every set of quarters and every assignment after that was just fine.

Back to our interesting “flying” challenge. Don Bliss and I schemed how we might be able to get some things off base. We scouted a place where we could land the H-19 about ten miles east of Keflavik just off the main highway and near a dirt/lava rock road (there was only one paved road in Iceland, that was the Keflavik to Reykjavik road).

Don and I started flying about one night every week or two—we obviously did not need the night-time, but we had a plan. We would leave about 2000, take off, go to our practice area well away from the tower and shoot a few approaches. We told the tower that we would be on the ground for a while. We turned off our position lights and rotating beacon. We then picked up to a hover and at very, very low NOE (there are no trees in Iceland) flew to the spot we had reconnoitered and landed. On return to the practice area and landing, we then turned back on our normal lighting, called the tower and advised that we were returning to our ramp.

In muffled, low key and hush-hush conversations we advised some of our fellow off-base residents that we might be able to carry some things out of the Agreed Area and advised them to bring them to our operations office and leave them. We intentionally made no schedule. We told them they would be advised when they could retrieve the stuff at one of our apartments. Don and I took turns as to who flew solo and who drove the car. Things went exceptionally well and we enjoyed the delights of commissary food and PX supplies.

The big challenge arrived when Jim Evrard told us

that he had won a large console Telefunken stereo in a poker game and wanted to know if we could take it off base. With extra care in loading and Jim Evrard’s help on the pick-up end, we made the delivery.

To our most delightful surprise, we learned that the Army had gained NATO approval to withdraw the 2nd BCT from Iceland in the Spring of 1960.

I requested aviation technical support to help prepare and inspect our aircraft for sea shipment back to CONUS. First U.S. Army in New York replied by sending a team of specialists to Iceland. I received an urgent call from the NCO who I sent to meet the team at the USAF MAC Terminal. He said that the Icelandic Police had taken the senior tech inspector into custody because he was an Afro-American. A call came from Lt. Col. Peterson saying the Army Component Commander wanted to see me. The colonel asked me if we could return the black NCO back to the ZI and continue to prepare the aircraft for retrograde shipment. I told him no, that we had to have a technical inspector and if we requested a replacement we might miss the shipping schedule. He asked if I could keep the technical inspector under close control. I responded that we could.

I assigned two NCOs to accompany him everywhere. To my terrible surprise and disappointment, everywhere they took him, white soldiers, airmen and sailors confronted him and sometimes blows were exchanged. Recall that this was two years before the race riots in Detroit, Chicago and at the University of Mississippi. My guys did a great job of protecting him and his team accomplished the inspections in record time.

We all happily went back to the States early. The Harrison family went to Ft. Leavenworth and young Benjamin entered his third school to complete the first-grade.

As the CINC Army Aviation North Atlantic, I gained extensive and valuable helicopter flying experience that served me well during the Air Assault Tests 1963-65 and in my two years in Vietnam. We flew as part of a combined arms team of infantry, artillery, engineers and aviation. And we were part of a joint team of Army, Navy and Air Force. In spite of the lousy weather, foreboding terrain and inhospitable natives, this was a most rewarding training opportunity with full strength units and highly professional officers, NCOs and soldiers.

But since we all left at the same time, there was no profit in selling my Jeep station wagon: it fetched \$600 . . . the same price I paid for it.

Ripcord 2017 Reunion Attendees

updated August 12, 2017

Robert & Michele Barrowcliff A 159 AVN
Lin & Pinkey Bashford D 2/506
David & Carol Bohan Pathfinder
Bill Boles D 2/506
Bruce Brady & Karolyn Kruger A 2/506
Paul Buhr A 2/506
Dale and Sue Cooper C 2/506
Tommy Counts D 2/506
Anthony & Dennise Critchlow HHC 2/506
Merle & Ruth DeLagrange D 1/506
Michael & Christine Dicken B 2/506
Richard Doyle D 1/506
Richard & Pat Drury D 1/506
Rex Flansburg & Tom Wenman D 2/506
Rudy & Linda Forsman D 2/506
John & Debbie Fowler C 2/506
Kenneth & Saralyn Gainer A 2/506
Martin Glennon A 2/506
Robin Graham HHC 2/506
Bill & Lynn Hand B 2/506
Chuck Hawkins C&A 2/506
Bill & Linda Heath A & HHC 2/506
Raymond Hines 2/319 FA LNO
Chuck & Jean Holman A 159 AVN
John Johnson A 4/77 ARA
Bob & Red Judd B 2/506
Dave & Sophia Kenyon 326 ENG
Donald Kiefer A 2/506
Greg & Kristi Kiekintveld 326 ENG
John & Annett Kuennen C 2/506
John Koozer & Johnna Schmidt A 2/506
Robert & Mabel Lemon C 2/506
Walter & Kathie Lyssy HHC 2/506
Gary & Kathy Madsen D 1/506
Murphy & Phyllis Majoria Assoc. Mem.
Gene & Star Marshall B 2/319 FA
Bruce & Carolyn McCorkle D 2/506
Jim & Michelle McCoy D 1/506
Ron & Linda McCrory E 2/506
Pete & Christi Meloro C 2/506
Uwe & Diane Meyer B 2/506
Tom & Annette Militello A 2/11 FA
David Mitchell D 2/501
Bob Pagano & Rachel Springer B 2/506
Tom & Barbara Peacock D 2/506
Doug & Iris Puffer D 2/506
Sam & Luree Rawlinson Assoc. Mem.
John Rich Guest 2/319
Kent Rowland C&D 2/506
Charles Schilero D 2/506
Larry & Annabelle Sena A 2/506
Fred Shuttleworth & Victoria Rayle E 2/506
Everett Slaughter, Jr. B 2/506
Dennis & Jane Stortz D 2/506
Bob Tarbuck & Paige Corkhill C 2/506
Dale & Janet Tauer D 1/506
Bob & Jackie Wallace C 2/506
Raulend Whiteis B 2/506
Lee & Kathy Widjeskog A 2/506
Mike & Liz Womack C 2/506
David & Linda Yonts A 2/506
David & Wendy Yonts Guests

Check our website for current Attendees www.ripcordassociation.com/latest-news-and-updates/

RIPCORD REUNION 2017 LAUGHLIN, NEVADA

Yes, I'll be there!

I have not attended a Reunion since 1997 and have not received a Ripcord Coin.

NAME _____ PHONE _____

ADDRESS _____ UNIT IN 'NAM _____

CITY _____ STATE _____ ZIP _____

Will a family member(s) be attending? If yes what are their names? (For name tag purposes only).

Arrival Date _____ Departure Date _____

Registration fee of \$ _____ is enclosed for # _____ Adults and # _____ children under 18.
\$35 for children under 18. For adults see discounts below !

DISCOUNTS FOR EARLY REGISTRATION:

Before June 30, 2015, \$75 per adult

July 1 through 31, 2015 \$80 per adult,

August 1 through September 6, 2015 \$85 per adult.

After September 6, 2015 \$90 per adult.

Your registration fee covers the cost of the snacks, beverages, hot hors d'oeuvres on Wednesday night and dinner on Thursday.

Registration due no later than SEPTEMBER 25, 2017.

Make your check payable to "RIPCORD ASSOCIATION"

Mail your check with this form to:

Lee Widjeskog, 493 Stillman Ave., Bridgeton, NJ 08302.

Questions? Call Lee at 856-451-1108 before 26 SEPT. 2015. (After call 609-774-6951)

- Monday, October 2:** Hospitality suite opens at 1200 hours. (Self guided tours and shopping)
- Tuesday, October 3:** Hospitality suite opens at 1200 hours. (Golf in the AM) (Self guided tours)
- Wednesday, October 4:** Hospitality 1200 Hours. Ladies raffle 1800 hours (6PM)
- Thursday, October 5 :** Business meeting for association business in Hospitality room.
Dinner with cash bar in Pavillion starting at 1700 hours done by 2200 hours.
- Friday, October 6:** Homeward bound

Tuesday golf outing (a separate fee). Check if you will play [].

HOTEL RESERVATIONS MUST BE MADE SEPERATELY

BY September 17, 2017

CALL 1-800-343-4533

MENTION GROUP CODE: **RIPCORD**

(Price is \$33.99 per night plus tax (Sun-Thur.) breakfast is included.)