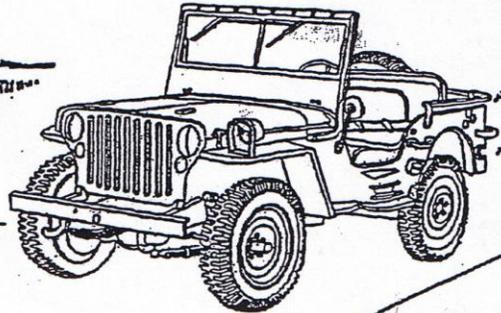


# ALASKA TERRITORIAL CAVALRY (MOTORIZED)



# TRUCK TRACKS



5910 DeBarr Rd.  
Anchorage, AK 99504

An Affiliated Chapter of the Military Vehicle Preservation Association

Monthly Newsletter

**Volume 9, Issue 4**

**April 2013**

## Minutes of the Meeting

The March 2013 meeting of the Alaska Territorial Cavalry (Motorized) took place on Wednesday, March 20<sup>th</sup>, at Peggy's Café on 5th Avenue. Those who attended and signed in were Mark & Sue Strumsky, Dennis & Diane Allen, Clem and Pat Boucher, Doc' Porter, Betty Larson, Jeanne Ostnes, Ralph Centoni, Jerry & Nan Peters, John Fisher, Fred Scharper, John C. Goodman, David Hewko, Don Kitchen, Richard Napoleon, BC Ingalls, and Gideon Garcia. The service at the restaurant was a little bit slow this month, so the meeting didn't start until 7:18pm. Many people were still eating dinner, including myself, the club secretary, and I was unable to eat and take notes at the same time. So, the club president, Richard Napoleon, finally called the meeting to order and noted that we did have a quorum. He then asked for any new correspondence, which included some junk mail handed in by Fred Scharper. Richard then noted that the newsletter had been sent out on time and that the members had received it. He then introduced a new club member named Gideon Garcia. Gideon is working on creating the new

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## Editor's Spot

Well the snow is finally melting and summer seems just around the corner. The club has already received some requests and reminders for upcoming events this season. Be sure to check the last page of the newsletter for upcoming events. For most of these events we do not have the details yet, so they are just a heads up. We will need to decide at the next monthly meeting, what events we want to participate in get some members to volunteer to be the contact people. Our next upcoming event involves the arrival of the USS Anchorage at the end of this month. It is coming to Anchorage for its official christening, and will be in town from April 26<sup>th</sup> through May 6<sup>th</sup>. Several organizations have combined their efforts and are having a BBQ for the crew on Sunday, April 28<sup>th</sup>, at AMVETS Post #2, next to the University Center on the Old Seward Highway. It will be from 4pm to 8pm, and they have asked the ATCM to bring some vehicles. They have also requested that we bring the club half track. Since AMVET's Post #2 donated \$1500 to the half track fund last month, we will try to bring it. The ATCM also donated \$100 towards the food at the BBQ. There will probably be room for about five of our vehicles to display there. There will be plenty to eat and drink available too. There has also been a call to host a crew member and take them to dinner or to other events. If you are willing, then contact Jeanne Ostnes at 301-6553 or [jeanne050@alaska.net](mailto:jeanne050@alaska.net).

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ATC (M) club web site and doing a great job. You can view our new web site at [www.akmvp.com](http://www.akmvp.com). Betty Larson, the club treasure, then asked for any new bills. There were none. She said that the printer charged us \$174 this month, which is about \$20 less than last month. So, using email to send newsletters is saving us a little money, but we also saw an increase in the charge for using the USPS. Richard Napoleon then gave a short report for the membership committee. He said that we now have 140 life members and a total of about 200 members. We then heard from the half track committee. John Goodman said that we need to find a way for the club to insure the half track. He's been carrying the insurance on his own policy, but we need to change that. John went by DMV and was unable to register the club half track, so we'll also need to find a way to register it. Apparently the state of Alaska will not register tracked vehicles to drive on the road. It was also suggested that we look at the DMV websites for other states to see how they get around that problem. Fred Scharper then told us that AMVETS Post #2 would be hosting a BBQ for the crew and Marines stationed on the USS Anchorage during their visit. They would like to have some of our vehicles come to the BBQ to be on display. The date and times are April 28th from 4pm to 8pm. We also discussed the possibility of bringing the club half track to the BBQ. We then heard from the gaming committee. Fred Scharper said that Tammy, at Rippee World, may be willing to play our games. Fred also said that South Anchorage Bingo will not be playing our games. Betty Larson then passed out the treasurer's report for review. She noted that we made \$326 from the food sales at the Military Truck Show and that Larry Wilkinson had covered the cost of buying the food and drink himself and had not asked to be reimbursed. Way to go Larry! Fred Scharper then told us that AMVETS Post #2 had voted to donate \$1500 to the club for us to buy a .50 caliber replica machine gun for the club half track. In all, we have received about \$5000 in donations for the club half track fund. The half track will need a new engine and/or a transmission rebuild or replacement, so we may not buy .30 caliber machine guns for a while. Per a request from Fred Scharper, the club will also donate \$99 to the AMVETS Post #2 BBQ for the crew of the USS Anchorage. The USS Anchorage will be in town for its commissioning from April 26<sup>th</sup> through May 6<sup>th</sup>. Someone then mentioned that the Alaska Veteran's Museum may be moving into

Kendall Ford on 5<sup>th</sup> Avenue. I contacted Suellyn Novak after the meeting, and apparently that is not going to happen. They're still exploring some other options though. Diane Allen then mentioned the Alaska Museum of Transportation and Industry, in Wasilla, will be having their annual spring cleanup on May 5<sup>th</sup>, from 10-4. They will have free food available for those participating. Diane also mentioned that the "Friend's of Summit Nike Site" will once again be having several open house events this summer. The tour dates will be June 21<sup>st</sup>, July 21<sup>st</sup>, and August 17<sup>th</sup>. They may also have a tour in September on the 7<sup>th</sup> or 8<sup>th</sup>, but that has not been confirmed yet. If you wish to attend one of the tours, contact the Allen's at 344-6355. It was then discussed and decided that we should have a board meeting on Wednesday, April 3<sup>rd</sup>, at 6pm. It will be at Dave Hewko's place of work which is at 1500 West 33<sup>rd</sup> at Minnesota Drive. Richard then mentioned that the next club meeting would be on Wednesday, April 17th, again at Peggy's Cafe. The meeting was called to a close. The Split the Pot total for this month was \$68, and \$34 was won by Diane Allen.

## Helicopter Losses in the Vietnam War.

In the February newsletter I wrote a short article about the US fixed-wing aircraft losses during the Vietnam War. It proved to be a very popular, so with no club events to report on this month, I chose to write an article about the US helicopter losses in Vietnam. Fixed wing aircraft losses in Vietnam were quite high, totaling 3322 aircraft and an equal number of pilots and air crew. Not surprisingly, helicopter losses were almost twice that number, at 5066, or about two helicopters every day during the war. Over 12,000 helicopters served in Vietnam, so those losses equate to 45% of all the helicopters that served. When I refer to the loss or destruction of a helicopter it may be due to enemy fire, pilot error, mechanical failure, or even enemy attacks on airfields. Just over 40,000 helicopter pilots served in Vietnam. The total number of helicopter pilots killed during the War was 2,202. The total number of non-pilot crew members killed was 2704, or about one pilot and one crewmember for every three helicopters lost, a much smaller ratio than for the fixed-wing crews, but a large number of crew members and passengers were seriously injured.

There were also 532 passengers killed in helicopter crashes, which is far fewer than I envisioned. That number does not include South Vietnamese Soldiers, and even more of them were killed in crashes than US military passengers. The majority of helicopters that served in Vietnam were Hueys. They also made up about 65% of all the losses. Bell Helicopter built 10,005 Hueys during the Vietnam War, and 7,013 Hueys served in the Vietnam. Almost all of them were Army versions, and UH-1's flight hours totaled 7,531,955 between October 1966 and 1975. The Bell Cobra (AH-1G) flew 1,038,969 flight hours in Vietnam, and combined with the Huey, they had more combat flight time than any other aircraft in the history of warfare.



As the war progressed, the earlier model Hueys such as the UH-1B, C, and D models, which had smaller fuselage, were converted to gunships or used for medevac.



The Huey variants UH-1E, F, H, and M were most often used in the air assault role because of their larger fuselage. The civilian model was known as the Bell 205.

All of the US Army's Vietnam era helicopters had Indian names except for the Cobra. The UH-1 was officially designated the Iroquois. It was the first turbine power aircraft purchased by The Army and was the largest number of any helicopter produced.

It started out as the civilian model 204 and was designated XH-40. The first of these was flown on 22 October 1956. The Bell 204 is easily identified by the smaller fuselage and could carry eight to ten passengers. When ordered into production, the H40 was re designated HU-1A in the Army category for utility helicopters. The HU designation gave rise to the name nickname "Huey". In 1962 there was a new tri-service designation system which changed the HU lettering to the UH-1A, UH-1B, and UH-1C. Bell later developed a newer model called the 205 in civilian service. The Bell 205 had a larger fuselage, a more powerful engine, and could carry twelve passengers. The US Army designation for the Bell 205 was the UH-1D, H, and M. In practice, both the 204 and 205 tended to carry fewer troops in combat, as they were often already overloaded with weapons, ammunition, and equipment. As the UH-1D, H, and M became more available, the UH-1A, B, and C's began to be used more often a medivac helicopters, or as a gunships, and carried a variety of weapon such as machine guns, mini guns, grenade launchers, and unguided rockets. This relegated the air assault role to the larger D, H, and M versions.



The UH-1E, F, L, N, and P were designations used for Air Force, Navy, and Marine Corp models. There were even twin engine versions called the Bell 212 in civilian service. By the end of the war, Bell had tripled the gross weight of the Huey without increasing the size of the fuselage.

The Huey was a remarkable and versatile helicopter that was used in a variety of roles. There was even an incident where a Huey shot down a Russian made An-2 "Colt" which had just bombed a US manned signal intelligence base. The An-2 was a very large single engine bi-plane that could carry up to fifteen men. The Huey took off after the attack and easily caught up with the "Colt". A crew member then ironically used a captured AK-47 to shoot it down.

Below is a list of all the Huey models that served and were lost in Vietnam.

	Served	Destroyed	
UH-1	80	80	Army
UH-1A	8	1	Army
UH-1B	729	376	Army
UH-1C	696	415	Army
UH-1D	1926	224	Army
UH-1E	156	100	USMC
UH-1F	31	18	USAF
UH-1H	3375	1285	Army
UH-1L	2	---	USN
UH-1M	5	---	Army
UH-1N	2	2	USN
UH-1P	3	---	USAF
Totals	7013	3305	

After the Huey, the second largest number for a type of helicopter destroyed in Vietnam was the Hughes OH-6A. The civilian version was known as the Hughes 500. The Army called them "Cayuse". They were easily identifiable by their egg shaped fuselage. They were a very light, multi-role utility helicopter used for reconnaissance and close air support. They could carry a variety of machine guns, mini-guns, grenade launchers, and rockets. They had one or two pilots and could carry up to four passengers. They were fast, agile and quite popular with Air Cavalry units. Because of the types of missions they flew, they tended to be in the thick of things and 842 of them were destroyed.



The AH-1G and J variants of the Huey Cobra were first used during the Vietnam War and were very effective. The USMC and the military forces in several other nations still use modern versions such as the UH-1W, Y, and Z.

The Army also lost 271 Bell AH-1G Huey Cobras in Vietnam, the third largest number for a specific type of helicopter. The Cobra was the premier gunship in Vietnam and the first purpose built attack helicopter used by the US Army. It was derived from the Huey and used the same engine, transmission, and blades, but had a new streamlined fuselage which gave it increased speed and made it a smaller target. It had a crew of two which included a gunner in the front seat and pilot in the rear seat. They came with a nose mounted turret carrying a mini gun and grenade launcher. It could also carry extra guns, rockets, and even TOW missiles.



The Hughes OH-23 Raven and the Bell 47 were both light helicopters that were widely used during the early years of the War. They filled the roles of utility, reconnaissance, medivac, and even gunship until better models came along.



The UH-34D Seahorse was used by all four services. The Huey was not available in significant numbers until the mid 1960's and until that time the Seahorse was a major player.

## Total Helicopter Losses During the Vietnam War

271	AH-1G/J Huey Cobra attack helicopter.
151	Bell 47/OH-13 (The MASH helicopter)
14	CH-21C "Shawnee" (The Flying Banana)
2	CH-34 "Choctaw"
4	CH-37 A/B/C "Mojave"
22	CH-3 C/E "Sea King"
152	CH-46 A/D "Sea Knight"
132	CH-47 A/B/C "Chinook"
23	CH-53 A/C/D "Sea Stallion"
9	CH-54 "Sky Crane"
21	HH-3E "Jolly Green Giant"
13	HH-43 B/F Kaman "Huskies"
9	HH-53B/C "Super Jolly Green Giant"
93	OH-23 Hughes "Raven" two seat utility.
45	OH-58 Bell "Kiowa" or Jet Ranger 206.
842	OH-6A Hughes "Cayuse" or Hughes 500.
3	SH-34-G "Sea bat"
12	UH-2 A/B "Sea sprite"
176	UH-34D "Seahorse"
3305	Bell Huey's of all types.

5066 Total helicopter losses

Although the Huey was the most commonly used helicopter in Vietnam, and synonymous with the Vietnam War, it should be apparent from the list above that many other types also served. In fact over twenty different types of helicopters in at least forty three different variants were used in Vietnam. The CH-46 Seaknight was the most commonly used helicopter by The US Navy and USMC in Vietnam, and 152 of them were destroyed. It was their main workhorse and did everything from troop transportation, hauling cargo, and even vertical replenishment aboard ships. Although the other services used Huey's, they were not as common as they were with Army units. It should also be noted that the figures above do not reflect the helicopters lost by the South Vietnamese forces or our other allies. The South Vietnamese used hundreds of helicopters that the US transferred to them, and used almost every model that the US Army did. Many of these helicopters were captured after the fall of South Vietnam and fell into the hands of the North.

By Mark Strumsky



The CH-21C Shawnee, or The flying Banana, was widely used during the early years of The Vietnam War. One of these is on display at the Muldoon gate to JBER next to the Veteran's Center. Check it out some time.



A very small number of CH-37 Mojave's were also used in Vietnam. They were used by both the Army and USMC to recover downed aircraft and helicopter. They're definitely one of the ugliest helicopters ever produced, but there was a lot of competition for that distinction.



The main role of the Kaman HH-43 Huskies was rescue. They were usually restricted to working on airfields. It would use its rotor wash, and a foam spraying unit hanging on a sling, to hold back the flames while the firefighters tried to rescue crew from burning aircraft.



The HH-53 was known as the Jolly Green Giant. Their most important role was the rescue of downed airmen, an extremely hazardous job. They were equipped for air refueling, which gave them the range needed to fly deep into North Vietnam.



The CH-47 Chinook was used in a variety of roles. They could carry troops, cargo, and even small vehicles inside. They could also use a sling to carry cargo, vehicles, artillery pieces and to recover downed helicopters and aircraft.



The CH-54 Sky Crane, heavy lift helicopter, was indispensable in Vietnam; as it was the only helicopter that could recover a Chinook helicopter. This one is carrying a M551 Sheridan. There is a CH-54 Sky Crane still sitting on the ramp at Bryant Army Air Field on Fort Richardson. Its fate is unknown.

## Schedule of Events

The Alaska Territorial Cavalry (ATCM) meets on the 3rd Wednesday of every month at Peggy's Restaurant on 5th Ave. Dining starts at 6pm, and the meeting starts at 7pm.

**April 28<sup>th</sup>: A BBQ for the crew of the USS Anchorage.** It will be from 4pm-8pm at the AMVETS Post #2 near the University Center.

**May 5<sup>th</sup>: Museum of Alaska Transportation and Industry:** Annual spring clean-up and picnic from 10:00 a.m. till we finish. No food is necessary, as they will furnish it. Contact Dennis or Diane Allen at 345-6355.

**May 18<sup>th</sup>: National Defense Transportation Association (North Pole Chapter) Annual BBQ:** at Russian Jack Park.

**May 27<sup>th</sup>: Memorial Day Car Show:** at the Northway Mall.

**June 15<sup>th</sup>: Military Appreciation Day Car Show:** On Fort Richardson at the Warrior's Zone parking lot next to the fire station.

**Friend's of Summit Nike Site:** Tour dates are June 21<sup>st</sup>, July 21<sup>st</sup>, and August 17<sup>th</sup>. Contact Dennis or Diane Allen at 345-6355.

## ADVERTISING

**For Sale:** Ahkio- brand new military cargo sled with 200# capacity; \$250. Call David Hewko at 694-9261.

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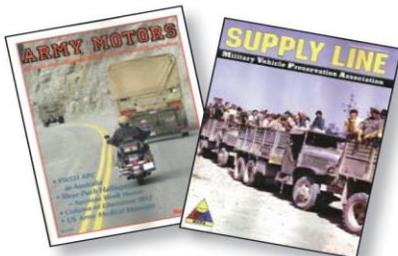
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IN THE MILITARY HISTORY OF ALASKA  
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ALASKA TERRITORIAL CAVALRY (MOTORIZED)**

The Alaska Territorial Cavalry (Motorized) is a group of Alaskans organized "to support activities and legislation helpful to the acquisition, collection, possession, display, exhibition, preservation, and use of military vehicles and accessories by responsible collectors, owners, mechanics, and other interested persons". The ATC(M) meets regularly and has a newsletter in which members can exchange information relative to the collection and use of military vehicles. Vehicle shows, and other events are scheduled from time to time. Members are willing to share their experiences with others in restoring military vehicles and sharing common interest in military vehicles and Military Memorabilia.

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