



HawkTalk

7th Armored Squadron 1st Air Cavalry
BlackHawks

1st Quarter 2006



This is the official Publication of the 7th Armored Squadron 1st Air Cavalry Association. Whose purpose is to honor the memory of our fallen Brothers and Sisters and to perpetuate the camaraderie and friendship of our fellow BlackHawks from the Vietnam era.

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More.....



Courageous and Faithful

FROM THE DESK OF THE DIRECTOR:

I hope everyone had an enjoyable Christmas and New Year celebration. Another year has come and gone, and we are not getting any younger; therefore, we need to get more involved with the "Blackhawk" organization. I received a few comments about the "Mid-West chapter" of our organization that was mentioned in the last "Hawk Talk". Let me set the record straight on that point, there is no mid west chapter of the 7th of the 1st Air Cav organization. Some members of our organization that live in the Mid-West area got together, much like others from Florida, California and other parts of the country have done. The newsletter should not have referred to the gathering as a "chapter".

It is time to give serious thought to the election of your new officers. Under the new Constitution, the Deputy director will step up to be the Director and we will elect all other officers. The nominations are supposed to be posted in the newsletter prior to the reunion. This means that you need to make some phone calls, talk to people that would be interested in becoming an officer, and get the nominations in. You can send them to Lou, Richie, me, or one of the board members.

Another point of interest and concern by some members is "Does our organization have to be led by those men who were Officers while in the Army". The answer is NO! Anyone who wants to be the director or any other Board member should feel free to throw his hat in the ring. Nominations are open to any member. Please take the time to give this matter some serious thought. The 2006 Reunion at Ft. Rucker is shaping up to be one that you don't want to miss. It will also be very affordable. Hope to see you there.

Edward W. Thomas
National Director

MESSAGE FROM THE TREASURER:

First of all, I would like to wish everyone a very Happy and Healthy New Year. As Treasurer, I would like to explain how the money is handled and where it is going. As of January 5th we have only 162 members who are up to date with their dues and 77

Life memberships. Life members are paid up so it is important to find new members and get those members on the roster to stay current with their dues. The address label on the Newsletter has a date above your name that is the date your dues have expired and are due. Those dues keep the Association going, please stay current.

The \$25.00 dues pays for the printing and postage for each Newsletter and the Printing of the rosters, which are sent to members when their dues are paid. The Dues also pay for the searches for new members. Another expense we have is when we have people who have moved and not given us a current address change, we pay for the Newsletter to be returned to us and then again to resend it if a forwarding address was given from the Post Office. We had approximately 50 returns from this last Newsletter. We have many people on the roster who have been receiving Newsletters but still have not contacted us. We would very much appreciate any people who are still receiving our mailings that do not want them to please have the courtesy to let us know so we can take you off our mailing list. The price of printing the Newsletters has gone up drastically and anything we can do to save the Association money is gratefully appreciated.

Richard Kloepfer
Treasurer

TAPS

- Phillip Sheaffer
- Charles Edward DeClue
- Audley Marshall Tate
- Ronald O. Nygent
- John B. Orebough
- Robert Crall
- Hal Nolan
- Roland Mitchell
- Kenneth Marentette
- Darwin Larson
- Winston Abercrombie
- James Popplewell
- George Shallcross
- Raymond Caione
- Eugene Davis
- Michael T. Antonelli
- Joseph Barker
- Ralph Ostheller

Financial Report

By Richard Kloepfer, Treasurer

This financial report covers the period from 11/08/04 to 8/16/05

Balance as of Nov. 8, 2004		26,129.89
Deposits:		
Membership Dues	5825.00	
Merchandise	2497.00	
Reunion	11,072.00	
Bank Charge	5.00	
Refund	169.31	
Total Deposits	19,568.31	<u>19,568.31</u>
		45,698.20
Expenditures:		
Merchandise	4706.12	
Postage for Merch.	229.87	
Newsletter & Postage	5593.92	
Searches	170.00	
Reunion Expenses	10578.58	
Printing(roster & postage)	277.63	
Refunds	718.00	
1 st Class mailing	793.25	
Misc. Fees	89.00	
Total	23,156.37	<u>23,156.37</u>

Balance as of 8/19/05 : 22,541.83

Message From The Treasurer

Another reunion has come and gone and it looked like all that attended enjoyed themselves. We had some first time attendees and new members that we would like to acknowledge. They are Larry & Donna Brown A71-72, Richard Carter C67-69, Jeff Cox A67-68, David Horton B67-69, "Lucky" Meadows C/HHT67-68, LJ Pridgen D67-68, Roy Sudeck & Gayle Long B69, Alberto & Maria-Elena Taylor D68-69 and Bill & Lee Waugh HHT69-70.

The following people won our raffle prizes:
 Roy Sudeck...pr. of Blackhawk Coffee Mugs
 Hugh Robinson... Army Scrapbook
 Sue Breisch...pr. of paintings
 Roland Leeds...pr. of Blackhawk Coffee Mugs
 Addie Sanders...etched beer glasses
 Dave Lemieux...Devil Ray baseball cap

Ken Collins....Pr. of etched beer glasses and also an autographed baseball from Tampa Devil Rays pitcher Hendrickson
 Joy Beaver...Blackhawk baseball cap
 Kenny Price...Devil Ray baseball cap
 Gene Suggs.... \$100.00 cash
 Mike Deremian...pr. of Coffee Mugs and pr. of etched beer glasses
 Ed Thomas.... Blackhawk Blk. & Grey Polo
 Gayle Johnson...Devil Ray baseball cap
 Dave Schutt....\$100.00 cash
 Richie Kloepfer...Blackhawk baseball cap
 LJ Pridgen....Grey Blackhawk Polo
 Dean Johnson...Blackhawk T-Shirt
 Jeff Cox... Sabre letter opener
 Jerry Trotter... Sabre letter opener
 Last but not least our BIG winner, "Lucky" Meadows: Sabre, Devil Ray baseball cap, \$100.00 cash, pr. of coffee mugs, 2 Blackhawk T-Shirts. "Lucky" was also high bidder on our auction for a beautiful Eagle oil painting which went for \$205.00. ("Lucky" purchased a healthy amount of tickets which greatly increased his odds)

We want to acknowledge the people who donated many of the items for the raffle and the auction:
 Army Scrapbook -by John Malowney
 Pr. of paintings – by Roz Glowner
 Etched beer glasses (3 pair) – by Mike Peterson
 Autographed baseball- by Clarissa Kloepfer
 Sabre- by Ed & Joan Thomas
 Eagle Oil painting – by Bill Beaver

Reunion Report

Deposits

Registration fee, Lunch Cruise,	
Banquet-----	13,048.00
Donations-----	79.00
Raffle & Auction-----	<u>1123.00</u>
	14,250.00

Expenditures

Banquet & Hospitality Room-----	8982.86
Banquet D.J.-----	430.00
Lunch Cruise-----	3466.80
Raffle Merchandise -----	179.00
Sabre Letter Openers -----	350.00
Cancellation Refunds (prior to 8/15) –	<u>718.00</u>
	13,776.66

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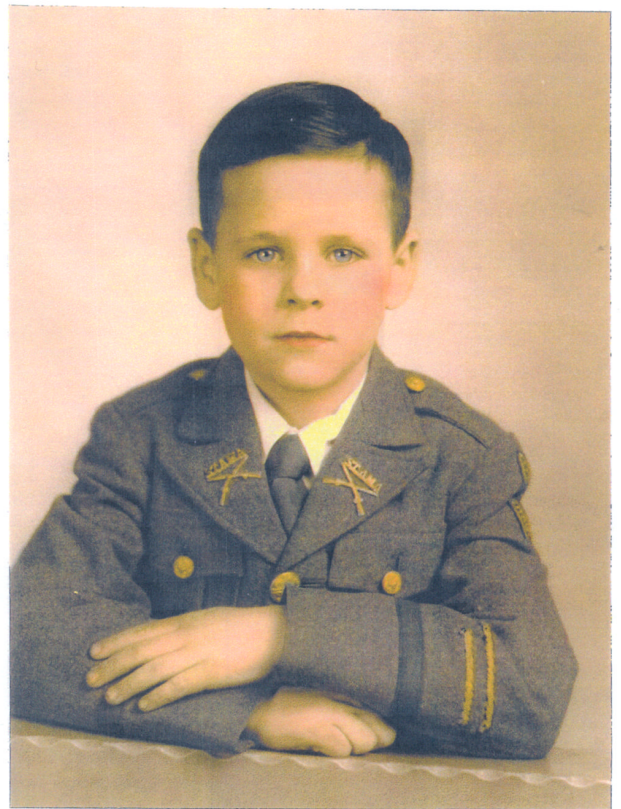


HawkTalk

Special Series

We are pleased to present part IV of our first continuing series. A group of stories written by John Malowney, B Troop 1967-68

Nobody Goes To War



Saint Aloysius Military Academy
Class of 1952

The Life and Times of a "NOBODY"

One without fame or influence

Part IV
"Wanted Adventurous young men for the
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By
John Malowney

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**THE
7TH OF THE 1ST AIR CAVALRY
"ADVENTURE"**

When you are 18 years old and consider yourself invincible and indestructible, the opportunity for high adventure, unforeseen challenges, and real world experiences are very appealing. No other organization offers young men experiences they will remember for a lifetime than the Armed Forces. In 1963 you could become a member of the U. S. Army by volunteering or getting drafted. Either way you were embarking on one of life's most memorable experiences. So memorable are these adventures that years later reunions will be held to remember those exciting days of yesteryear.

Nothing seems to compare to wartime camaraderie. Not even high school and family reunions, or sports events can compare. Nothing comes close to the test of war. The danger, the courage, the stupidity, the confusion, the success of a well executed operation stay with you forever. Isn't this what real war stories are all about? You don't get there in a haphazard fashion. You must follow an almost ritualistic, historical, well traversed path that includes taking an oath, getting a " boot camp haircut", donning a complete new all green wardrobe, always moving at a high speed pace, accepting orders from strangers without challenges, and settling in with an attitude of a team member of a much larger organization. The procedure required members to follow an established system of rules and training courses persisting at all levels until you evolved into an AIR CAVALRYMAN— READY FOR BATTLE. The process takes several years and many tests must be passed before you can be assigned one of the most glamorous, daring MOS (Military Occupational Specialty) in the U.S. Army: that of the air cavalryman. No other unit in the army has the danger, high drama, and recklessness of youth than members of the air cavalry.

"THE SUMMER OF 1967" The 7th of the 1st Adventure for me began in late May 1967 when I picked up a message from my student mail box near the end of Flight School at Ft. Rucker, Alabama. The message was short but it did have a major impact on my life. The message simply said your orders are changed from 192nd AHC (Assault Helicopter Company), at Ft. Carson, Colorado to 7th of the 1st Air Cav, Ft. Knox, Kentucky. Report upon graduation from flight training school. I didn't know it at the time but the Army's manpower pipeline had been turned into a brand new 7th of the 1st Air Cavalry Squadron. This Air Cavalry business was in a category by itself. Nothing in civilian or military helicopter flying is quite like the colorful, dashing, bravado that an Air Cavalry unit displays. This wasn't a typical ash & trash outfit flying single helicopter missions, or a lift company that would only see action during early morning insertions and late afternoon extractions. In the summer of 1967, the Air Cavalry was plentiful at Fort Knox.

There were three squadrons: 3/17th, 7/17th and the most recent start up, 7/1st. Air Cav Squadron. Ft. Knox went from almost no helicopter activity to several hundred helicopters. There were helicopters everywhere. It was an awesome sight. We were about to learn that flying a helicopter was only one component to being an air cavalryman. Much more talent and skill was needed to successfully complete an air cav mission. You needed skills like reading maps at a glance, handling as many as three radio frequencies (FM, UHF, VHF), coordinating ground and air operations to include air strikes and artillery fire. The troop had to work at every level as a trusted team because the lives of your fellow soldiers were in the balance.

The 7th of 1st air cav was not a typical army unit. In some ways it was a confusing mix of people, attitudes, and missions. It took time to train, coordinate, and mold this fighting concept unit into a manageable organization. In the start up phase a lot of patience was necessary. The CO was the key to our successful training. Our squadron commander was a short energetic and rather charismatic Air Cavalry man named Charles Canedy. This is the memorable story of what I have termed Charlie Canedy's finest moment.

CHARLIE CANEDY'S "FINEST MOMENT"

A lot has been written about leadership. The military above all other organizations rises and falls on leadership. Hollywood over the years has given us many colorful examples of leaders. The movie "Patton" probably is the best example of leadership at the highest rank.

Patton's remarks in the opening scenes are riveting:

"Americans traditionally love to fight."

"All real Americans love the sting of battle"

"Americans love a winner and will not tolerate a loser."

"Americans play to win all the time."

"The Army is a team. It lives, eats, sleeps, and fights as a team."

Some of the characteristics of a leader are leading by example, overall knowledge, courage, and conviction. Also, a leader should inspire his troops, care for their welfare, and above all instill confidence. Often it is difficult to measure all these qualities. Life sometimes hands you a magical moment and with that a true leader can push his luck.

As an early arrival to the 7th Squadron, 1st Air Cavalry at Fort Knox in June 1967, I got to watch the squadron commander, Blackhawk 6, LTC. Canedy, bring this exiting, youthful Air Cav concept to life. It was Hollywood all the way. Cavalry riding into battle in helicopters — What a trip! Sometimes the most adventurous experiences in our lives happen so early on we hardly realize they will be the stories we enjoy telling many years later. Patton had it right when he remarked in closing about the historical significance of combat when he said, "Thirty years from now when you have your grandson on your knee and he wants to know what you did in the Great War. You won't have to say; 'Well, I shoveled shit in Louisiana.'" This Air Cav adventure was going to insure none of those Army duties would be mentioned years later.

Combat is the greatest, fastest moving gamble in life. Especially when your life is in the hands of others that call the critical shots. Often that decision maker is well out of harms way. It is refreshing when the leader giving the orders is on the front line with you and his life is also at risk. There is a fine line between courage and stupidity. Success is courage; failure is stupidity. Hindsight is 20/20. A leader is continually involved in rolling the dice and gambling on the outcome. The stakes are the highest we will ever face since our lives are literally in the equation. Strengthening that equation comes through training, experience, and guts. Colonel Canedy clearly understood these requirements. He patiently developed our training, encouraged all of us all the while never raising an angry voice. He often underwrote the honest mistakes of his subordinates. Embarrassing situations were turned into teaching points. He never interfered with initiative — he loved that spark — he wanted subordinates that could act without direction.

My personal experience with this leadership principle happened during a training exercise at Fort Knox. Blackhawk Squadron was moving out one Monday morning from Godman Army Air Field in a takeoff sequence as directed by the control tower. As B Troop "Dutchmaster" started lifting off, the tower for whatever reason failed to release my platoon of ten Charlie model (UH1-C) gunships. Because the radio traffic was continuous, I gave the weapons platoon the word, "Let's go". Meaning we weren't waiting for the tower's clearance. To my disbelief the tower radio traffic stopped with a crisp call: "*Blackhawk 6 this is Godman Tower*" Response: "*Blackhawk 6 go ahead* " Tower: "*Dutchmaster 36 just took off without a clearance.* " Blackhawk 6: "*That's the way he is — He doesn't wait for anybody.* " Nothing more was ever said about departing without a clearance. This outfit was on the move. We completed our training and in December set out for the coast, the California Coast that is. It was Hueys UH-1 helicopters only. The OH-6 loaches (scout helicopters) had departed earlier. As it turned out A Troop departed first but C Troop arrived first at Sharpe Army Depot near San Francisco. The army depot would ready the helicopters for overseas shipment to Viet Nam. The weather en route was horrible. We encountered a severe ice storm most of the way. B Troop departed Fort Knox with a flight of 17 helicopters. "Dutchmaster 6", Major Bill Beaty was out front. First stop was Ft. Campbell, Ky, then a refueling stop at Memphis Naval Air Station. Then it was on to Little Rock Air Force Base where we remained overnight. As we departed Little Rock early the next morning my windshield iced over on takeoff forcing me to go to instruments. When I called the problem to "Dutchmaster 6" he laughed and said, "Just turn your wipers on and continue to climb. We are all experiencing icing. It should clear at a higher altitude." Sure enough, the icing cleared as we climbed. Next stop was Dallas Naval Air Station. As we approached Major Beaty called in for landing instructions. The tower's response was routine except for the tower's remark that the Dallas Naval Air Station was closed because of the low ceil-

ing. The weather had us on the deck at tree top level. I didn't think much of the low level flying since Fort Knox weather had put us through much of the same conditions. The tower operator came back a few minutes later with a request. Did Major Beaty know anything about a bunch of low level military helicopters north of Dallas? The tower said they were getting swamped with phone calls from concerned residents about the loud noise and interference with their TV reception. Major Beaty's response was, "Yeah, that's us. A flight of 17 Hueys for landing." We managed to open a closed field.

The next day the ceiling wasn't any better. You could flip a coin and lose it in the cloud cover. So we just cooled it in the "Big D" for the next 24 hours. The following morning LTC Canedy was on the scene trying to get this show on the road. "A" Troop was parked behind a Holiday Inn somewhere, "C" Troop was delayed, and now "B" Troop was on the ground because of a zero ceiling. I thought that we were going to wait a while and call it a day since the weather wasn't expected to improve. Was I ever wrong, I must have forgot, this was the Air Cavalry.

We were told to crank up and check in on the radio. I was taking all this in, wondering why we were even warming up since we had zero visibility. At that moment, "Blackhawk 6" made his move. Colonel Canedy executed an instrument take off (ITO) in front of us disappearing through the cloud cover. I didn't hear a thing, nothing, no clearance, no radio traffic, for a very long minute and a half. Then came those chilling words, "Clear on top. Come on up. It takes about ninety seconds to climb through." You have got to be kidding, go instrument flight rules (IFR) on top starting with an ITO. We were mostly rookies just out of flight school with basic instrument training. Talk about holding your breath when Major Beaty gave us the order of march. He said, "Listen up Dutchmasters. Here's how we are going to execute this takeoff. We are going to line up in 3 Vee's of five helicopters. Lead, the number one aircraft go straight ahead; number two and three aircraft take a 45 degree cut; number four and five aircraft take a 90 degree cut; rejoin into formation on top." And from the tone in his voice, we knew he was very serious about this maneuver. This was a confidence level off the Richter scale. I'm sure if this takeoff was put to a vote it would have been soundly voted down as asking too much of this outfit. Whatever happened to filing for an IFR flight plan? I remember looking at my co-pilot, Mr. Rand, and mentioned I thought our instrument training in flight school was strictly to get us out of trouble, not into trouble. I told him, you got it since I had the good fortune as platoon commander of selecting my co-pilot. William Rand was one of the best instrument pilots in the weapons platoon. He just smiled and said "No problem" reassuringly. As the troop safety officer, I was still wondering about the ultimate outcome of this maneuver. Seventeen helicopters in a loose formation doing ITO's. I never heard of such a thing. Helicopters were dangerous enough without challenging the weather with low time instrument pilots. Major Beaty broke the ice and took the lead disappearing in the cloud cover. We waited for his all clear and sunshine on top response. The troop followed lifting off in Vee's of five, a hairy maneuver to say the least. Halfway through this leap of faith, aircraft #15202 started broadcasting over the troop frequency "I got it, no you got it, watch your altitude". I immediately recognized the voices of Warrant Officer Welch and his co-pilot having a serious discussion about recovering from their ITO. They were trying to get level and climb not concerned with their direction. I asked them to please go to intercom since we were all having a tense time in the clouds. The other problem was their aircraft was positioned in the middle of the troop formation and could have easily turned back into another helicopter climbing through the weather.

When we broke out on top it was a major relief. It was a breathtaking 90 seconds. Relief quickly turned to an Air Cav High. What is an Air Cav High? It is when you are clearly getting away with something dangerous. We flew IFR on top for approximately 45 minutes successfully challenging the Texas weather. It was not an obstacle to the Air Cav the down side to this gamble was getting back down to terra firma would require even more skill if the cloud cover didn't clear soon. Precision radar and some real instrument skills would be required to get us back on the ground. And that would be working one aircraft at a time. So we were really enjoying a one way ticket to success. Remember, what goes up must come down. Flying west we were wondering if this gamble would require an instrument approach. Thank God the cloud cover cleared because I think we had pushed our luck far enough.

The Squadron Commander and Troop Commander had so much faith in our abilities that I think at that moment if they had asked us to follow their lead on a raid into Hanoi, I'm sure we would have gone without hesitation. These two leaders were bold and decisive. We were proud to be members of B Troop with a "CAN-DO" attitude. This was clearly a one time experience that would become a lifetime memory.



BLACKHAWK'S KILLED IN ACTION



PLEASE REVIEW THE LIST BELOW AND IF YOU FIND AN ERROR OR IF YOU KNOW OF SOMEONE WHO SHOULD BE ON THE LIST AND IS NOT, PLEASE EMAIL THE WEBMASTER AT THIS ADDRESS, KIAS@SANDERSUSA.COM AND LET US KNOW.

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PFC RICHARD A RATHBURN
SP4 CARL L HILL
SP4 JOHN R HENDRIX
SP4 ROBERT E LEA
SSG FRANKLIN R DU LONG
SP4 LEBRON RODRIQUEZ
SP4 ARTHUR T KRAMMER
SP4 DONALD E NIPPER
CPT WILLIAM D NIXON
SP4 CARL R HUTTULA
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SGT ROBERT B PURTELL
SP4 JAMES E MARLOW
PV2 JOSE J ORTIZ-NEGRON
WO1 WILLIAM W BREECE
SP4 STEVEN J PERRY
SP4 GARY D FALK
CPT JOHN P LYON
WO2 ALLEN K DOBSON
WO4 WILFRED F SCHMIDT JR
CPT ROBERT G BOUCHER
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SP4 DUANE C BOWEN
WO1 JON W STOKKERMANN
SP4 KEITH F SAUNDERS
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SGT MICHAEL D PUETZ
WO1 FRED E CARRINGTON
PFC JOSE SANTOS LOPEZ
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PFC LESTER P SABA
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SP4 WILLIAM J GOLDEN
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WO1 DONALD G LUKENS
1LT WILTSE L WEBER
CPT WILLIAM J HODGES SR
CW2 ROBERT W GREBBY
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CPT FLOYD D SOLOMON
CW1 GARY LESLIE BARTELS
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CPT DAVID N FOX
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SP4 CURTIS LEE NELSON
CPT BRUCE A CANNON
1LT RONALD BENTON RUEPPEL
1LT MICHAEL J WELCH
CWO JOHN F HUMMEL
CWO WILLIAM P MILLINER

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Blackhawk Association

Membership Application / Renewal Form

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MEMBERSHIP FORM



MAIL CALL

Dear Sir

My name is Gary Robidoux, I am Lieutenant with the Mass. State Dept of Correction. I am writing to you concerning a close personal friend of mine. His name is Bill McIntyre. I've known him for 15 years and wish I had met him sooner. He is a remarkable friend and co-worker. He is a Vietnam Vet an a loach pilot. He flew with the 7th armored squadron 1st Air Cavalry in the late 60's. Bill has just found out that he has cancer and the prognosis is uncertain at this point. He has always spoken with great pride and fondness about the unit he served with. Bill is not a computer literate person and I don't know if he even owns one. I have been giving him articles that I've found on line about his unit and he enjoys them. I am looking for ways to keep his spirits up and positive. Is there any way I can get more information on the unit and how would I go about possibly locating some of the men he flew with. I would entertain any suggestions you may have. I spoke to his wife Simone and told her I would try my best. He did mention a Doug Loehner as a close acquaintance. He also spoke about Childree, and Murtha as men he had a great deal of respect for. I don't know if he knew them personally but I'm pretty sure they were in his unit. I do know that he get a publication "Blackhawk", I believe. Thank you for your time, if my request is out of line I apologize. I am not a military veteran and thus not aware of the vehicles available to gather information concerning such matters. I am just attempting to help an old friend.

Respectfully

Gary Robidoux
Email: madtrapper@comcast.net

LETTER FROM THE EDITOR **To the members of the Blackhawk Association**

This will be the last issue of HawkTalk wherein I will act as Editor of this Newsletter. Over the last several years I have tried to put out the Best publication humanly possible. While I have not pleased everyone, I have pleased myself by putting out what I believe is a first class publication. I have grown with this volunteer job. But it has begun to overwhelm my life. I no longer have the time to devote to doing this. I will continue to be a member of the association and participate when I can. For now I move forward in to other activities such as grand children. Being active in my community and trying to give back what God has given me.

My best regards for continued success

Tim Nekich
HHT 1968

BLACKHAWK REUNION 2006

FT. RUCKER

September 21, 22, 23 & 24

Holiday Inn Express Hotel & Suites, 9 North Pointe Blvd. , Enterprise, Alabama 36330

Phone: 334-347-2211 Fax: 334-347-2011 email: hiexpress@snowhill.com

All rooms \$60.00 per night. *Rooms will be available on Sept. 20th for those of you who want to play golf or just come a day early.

Hotel offers a continental breakfast each morning. Friday there will be several activities at Ft. Rucker ending with a catered Barbeque at the hotel pool area.

Saturday the ladies will have a tour around the Dothan area while the Blackhawks conduct association business.

Saturday evening banquet will be held at the base club.

Listed below are all registration, event and banquet costs for the reunion. Please enter how many people are participating at each event and the total amount. Send completed form and check or money order payable to “ **Blackhawk Association**”

Send to: **Blackhawk Association Reunion**
 C/O Richie Kloepfer
 2 Manderley Ln.
 Ormond Beach, Fl 32174

*Anyone interested in playing golf on the 21st contact Bill Beaty or Curt Childree at the hotel on the 20th.

All registration forms and payments must be received by Sept.1, 2006 . After that date, reservations will be accepted on availability.

	Per Person	X	# of People	=	Total Amount
Registration Fee: (covers administrative & Hospitality expenses)	\$ 25	X	_____	=	_____
Friday Barbeque: _____	\$ 10	X	_____	=	_____
Saturday Evening Dinner: _____	\$ 35	X	_____	=	_____
Total Amount				=	_____

Name (for nametag): _____ Troop: _____ Years Served(i.e. 66-73) _____

Spouse and or guest names: _____

Street Address, City, St. & Zip: _____

Disability or dietary restrictions? _____

Emergency Contact (name & phone #) _____

Arrival Date: _____ Departure Date: _____

Are you staying at the Holiday Inn? _____

BlackHawkAssociation Merchandise



**THREE SEASON
JACKET**



**BLACKHAWK 8"
COLOR PATCH**



**BLACKHAWK TEE-SHIRT
EMBLEM**
(EMBROIDERED ON LEFT SIDE)
AVAILABLE IN
BLACK, GREEN OR TAN



**BLACKHAWK POLO SHIRT
EMBLEM**
(EMBROIDERED ON LEFT SIDE)
AVAILABLE IN
GRAY ONLY



**LIGHTWEIGHT
JACKET**



**BLACKHAWK 3"
COLOR PATCH**



**BLACKHAWK COFFEE MUGS
WITH BLACKHAWK CREST**



**BLACKHAWK CAP
HELICOPTERS & SABERS**



**BLACKHAWK
CREST
ONE PAIR**



**BLACKHAWK CAP
BLACKHAWKS "OD" GREEN**



**BLACKHAWK
BUMPER STICKER**

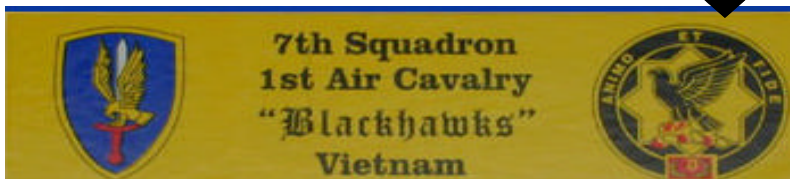
**7TH OF THE 1ST CROSSED SABERS
BRASS ONE PAIR**



**BLACKHAWK
"OD" PATCH
SET OF 3**



**BLACKHAWK
"OD" PATCH
ONE**



BLACKHAWK MERCHANDISE ORDER FORM

	Member Prices	Non Member Prices
Three Season Black Jacket with Blackhawk emblem embroidered on back. Sizes M _____ L _____ XL _____ XXL _____ Long Sizes Add _____	\$ 85.00 \$ 10.00	\$ 93.00 _____ \$ 11.00 _____
Lightweight Black Jacket with Blackhawk emblem embroidered on back. Sizes M _____ L _____ XL _____ XXL _____	\$ 55.00	\$ 61.00 _____
Gray polo shirt with Blackhawk emblem embroidered on left side. Sizes M _____ L _____ XL _____ XXL _____ With Pocket _____	\$ 25.00 \$ 2.00	\$ 29.00 _____ \$ 2.00 _____
Black & Gray tweed polo with emblem embroidered on left side with pocket. Sizes M _____ L _____ XL _____ XXL _____	\$ 27.00	\$ 29.00 _____
T-Shirts with Blackhawk emblem embroidered on left side. Colors—Black _____ Forest Green _____ Tan _____ Size M _____ L _____ XL _____ XXL _____	\$ 13.00	\$ 15.00 _____
Blackhawk coffee Mugs / with emblem on both sides # _____	\$ 6.00	\$ 7.50 _____
Blackhawk caps / with helicopters & crossed sabers on front. Mesh back _____ Solid back _____ # _____	\$ 12.00	\$ 15.00 _____
Gray Blackhawk cap # _____	\$ 12.00	\$ 15.00 _____
Blackhawk O.D. patch (1 ea.) -----	\$ 3.50	\$ 4.00 _____
Blackhawk O.D. patch (3 ea.) -----	\$ 9.00	\$ 10.00 _____
Blackhawk 3" color patch -----	\$ 5.00	\$ 6.00 _____
Blackhawk 8" color patch -----	\$ 11.00	\$ 12.00 _____
Blackhawk bumper sticker (1 ea.) -----	\$ 2.00	\$ 2.50 _____
Blackhawk bumper sticker (3 ea.) -----	\$ 5.00	\$ 6.00 _____
Blackhawk 7th/ 1st Crossed sabers brass (pair) -----	\$ 11.00	\$ 12.00 _____
Blackhawk Crests (pair) -----	\$ 9.00	\$ 10.00 _____
Total	_____	

*** Note: Shipping is included on all of the merchandise ***

Make all checks or money orders payable to **Blackhawk Association.**
 Mail to : Wayne Packard 301 Crystal Way, Middleboro, MA. 02346

Name _____

Address _____

City _____ State _____ Zip _____

BLACKHAWK REUNION 2006

Fort Rucker, Alabama - September



HAWKTALK CONTACT INFORMATION

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Lou Sanders 14335 Wyrick Ave San Jose, Ca. 95124 lou@sandersusa.com

All emailed material should be sent in one of the following file extensions for ease in editing.
Word, doc, .pdf, and Microsoft Publisher All files must be windows pc compatible.
Photographs should be no larger than 300dpi when sending thru emails and .jpg
is the preferred file extension for photos. Articles maybe sent to any officer
or board member for forwarding to Hawktalk

BlackHawk Association

7th Armored Squadron 1st Air Cavalry
C/O Richie Kloepfer
2 Manderley Ln. Ormond Beach, Fl. 32174

Return service requested



**POSTMASTER, TIME SENSITIVE MATERIAL
PLEASE DO NOT DELAY**