



201 TOURIST CENTER DRIVE, PO BOX 368, HAVELOCK, NC 28532



# AVIATION CONNECTIONS: NEWSLETTER

WINTER 2025

[WWW.ECAVIATIONHERITAGE.COM](http://WWW.ECAVIATIONHERITAGE.COM)

Eastern Carolina Aviation Heritage Foundation

January 2025



## *A View From Above*

### *2025 ECAHF Gala*

*Friday, February 21, 2025 @ 5:30 p.m.  
Havelock Tourist & Event Center  
201 Tourist Center Dr.*

Join us for an evening of fun, fine food, and fellowship while promoting STEM (Science, Technology, Engineering and Math) in our community.

#### **Individual Tickets:**

**\$60.00**

*Tax Included*

Sponsorship Available

Doors Open: 5:30 pm

Dress: Business Casual

Proceeds from the event benefit Eastern Carolina Aviation Heritage Foundation in our efforts to inspire youth to pursue new and exciting career pathways through STEM (Science, Technology, Engineering and Math) education.

For more information, visit:

[www.ecaviationheritage.com](http://www.ecaviationheritage.com)

e-mail: [events@havelockevents.com](mailto:events@havelockevents.com) or

call 252-444-4348





**WITH SUPPORT FROM**  
**The City of Havelock**  
**Fleet Readiness Center East**

**ANNOUNCES THE 2025 EASTERN NORTH CAROLINA  
SUMMER ELEMENTARY SCHOOL ENGINEERING CAMP**

**Havelock Tourist & Event Center**  
**July 21-25, 2025**

**Rising 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> graders**

---

The Eastern Carolina Aviation Heritage Foundation will offer an exciting, aviation-themed weeklong summer day camp this July for elementary school students (rising fourth, fifth and sixth-graders) at the Havelock Tourist & Event Center.

The camp will provide students a fun and positive glimpse into various fields of engineering by using hands-on, creative investigations and real-world building activities. Throughout the week, students will work to design solutions to real world issues. They will be led by local elementary school teachers and engineering staff from the Fleet Readiness Center East. Students will be given the challenge to individually design and build various devices related to aviation and engineering. Students will learn engineering fundamentals by exploring various experiments related to aviation and safety.

The camp is from 8:30am – 12:00 noon Monday through Friday and a snack is provided. No lunch is provided.

Cost for the camp is \$125 per student. Scholarships may be available for students with demonstrated financial need. Send no money until the selection process is complete and your child has received notification of acceptance.

If you are interested in sponsoring a camper, please contact Pam Holder at [events@havelocknc.us](mailto:events@havelocknc.us).

The application process opens **February 3, 2025 and closes on April 10, 2025**. To apply, go to [www.ecaviationheritage.com](http://www.ecaviationheritage.com) and follow the link to **"2025 Elementary Summer Camp."**

For more information, contact Pam Holder at (252) 444-4348 or email [events@havelocknc.us](mailto:events@havelocknc.us).

# Board of Directors

**MajGen Thomas A. Braaten, USMC (Ret)**

Chair

**Mary Beth Fennell**

Vice-Chair

**Raymond E. Dunn, Jr.**

Partner, Dunn, Pittman, Skinner & Cushman, PLLC

**William L. Lewis**

Havelock Mayor

**Brenda K. Wilson**

Havelock Commissioner

**Christopher McGee**

Havelock City Manager

**Col Jimmie Green, USMC (Ret)**

Marine Corps Pilot

**Guy Nelson**

At-Large Member

**Rhonda Murray**

MCAS Cherry Point

(Ex-Officio)

**Adam Persky**

Business Representative

**LtCol Barry Fetzer, USMC (Ret)**

Historian

**Col Christopher McDonald**

Fleet Readiness Center East

(Ex-Officio)

**MGySgt Richard Hazlett, USMC (Ret)**

Aviation Curator

**Dr. Bill Fortney**

NC State University

**Col Ben Hancock, USMC (Ret)**

Retired US Marine/Navy Seat

**Edmund Hughes, USA (Ret)**

At-Large Seat

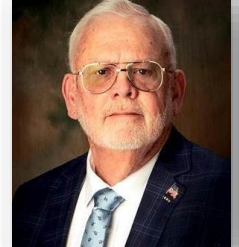
## Spotlight New Directors



**Col Ben Hancock**



**LtCol Ed Hughes**



Ben "Lawman" Hancock retired from the Marine Corps at the rank of Colonel in 2013 after 30 years of active duty service. He is currently a Captain with Delta Air Lines and lives in New Bern, NC with his wife Donnette. They have 5 children and 3 grandchildren.

Ben is the son of a career Army Green Beret soldier and lived in Germany, Japan and many states in the US as a child. He worked full-time as a uniformed trooper with the Arizona Highway Patrol for four years while attending college. He received his Bachelor of Science degree from Arizona State University and was commissioned a Second Lieutenant in May 1983.

In July 1993 Captain Hancock was selected to fly with the U.S. Navy Blue Angels. He flew the F/A-18 Hornet as the Right Wingman for the 1994 and 1995 air show seasons and was promoted to Major.

His personal military awards include the Defense Superior Service Medal, two awards of the Legion of Merit, three awards of the Meritorious Service Medal, Strike Flight Air Medal, three awards of the Navy and Marine Corps Commendation Medal, the Navy and Marine Corps Achievement Medal, the Combat Action Ribbon, and numerous unit and campaign awards.

Edmund Earl Hughes III is a Native of New Bern, N.C. Graduated New Bern High School in 1966 and after two years of college joined the United States Army in June 1968.

1Lt. Hughes completed Flight School in May 1970 and was assigned to the 116th Assault Helicopter Company (AHC), Chu Lai, South Vietnam (I Corps). In his twelve months in Viet Nam Captain Hughes accumulated over 1,000 combat hours participating in Operation Lam Son 719, March 1971.

Later, he was assigned to the 12th Aviation Group (Combat), Fort Bragg, N.C. as the Group Flight Detachment Commander. In 1979 he was assigned to XVIII Airborne Corps as the Corps Aviation Standardization Officer and was promoted to Major in 1980.

LtCol Hughes' last assignment was with the 513th Military Intelligence Brigade, Fort Monmouth, N.J. as the Deputy Brigade Commander security operations in the Persian Gulf for the United States Navy.

LtCol Hughes retired from the U.S. Army June 1992.

# *ECAHF*

## *Mission Statement*

*The Eastern Carolina Aviation Heritage Foundation honors aviation history and inspires and cultivates the next generation of leaders in aerospace.*



- **2025 16<sup>th</sup> Annual Gala**  
February 21, 2025
- **Middle School Summer Camp**  
July 14-18, 2025
- **10<sup>th</sup> Annual Summer Camp**  
July 21-25, 2025
- **Family Fly-In Stem Night**  
August 15, 2025
- **Fall Partners and Members Night**  
October 2025
- **STEM Group Tours Available by Request**

# The Summer of Love

## Steve Wolak-CH-47 crew chief in Vietnam-Part 3

Winter 2025 ECAHF Newsletter

By Barry R. Fetzer  
ECAHF Historian

This is the third and final column in a three-column series about my brother-in-law (my wife's brother), Steve Wolak, a Havelock, NC native and a Vietnam veteran and veteran of the NC Highway Patrol. The first of this series of columns covered Steve's early life in Havelock, and his basic training as a soldier at Fort Bragg and Fort Eustis, Virginia and fast forwarded to his time as a NC Highway patrolman. The second in this series in the fall 2024 edition focused on his time as a CH-47B *Chinook* door gunner in Vietnam. This third and final column in the series focuses on Steve's time as a CH-47B crew chief.

A final note, again, on helicopter enlisted aircrew. Those of us who have flown crewed aircraft, especially crewed helicopters...well...we owe our mission success—and even our lives—to these unsung heroes. Mechanics, aviation advisors, assistant navigators, flight engineers, first responders, and safety observers, these enlisted aviators are vital to “git-er-done” and done well. Picture them, tethered to the aircraft by (today but not in Vietnam) a thick nylon “gunner's belt” and a communication system “umbilical cord”, leaning out of the aircraft as far as they can without falling out to clear the rotor blades from impacting obstructions (like trees) as the aircraft settles into a too small confined area landing zone, hardly larger than the aircraft itself, nearly blinded by swirling dust and debris. Over my own decades as a helicopter pilot, these “jacks-of-all-trades” crew chiefs pulled my “fat from the fire” more than once. I'd guess every pilot of a crewed helicopter would share similar experiences.

A short story of my own experiences with crew chiefs to illustrate just one example. Very low on fuel at night in unfamiliar territory, my crew chief squeezed another 10 minutes of flight time from our internal, extended range fuel tank by asking me, “rock-a-bye-baby”-like, to roll the aircraft port and starboard multiple times to slosh a few precious gallons of the residual, and generally unusable, fuel from the bottom of the internal fuel tank into the fuel drain, sucking that prized liquid into the stub wing tanks and finally into the jet engines that kept my rotors spinning. This procedure gave us enough fuel to land where intended and where a Tactical Airfield Fuel Dispensing System (TAFDS) was located before we were forced to land short of our destination so we wouldn't flame-out. My crew chief helped me avoid a forced landing and committing a career-ending mistake and, worse possibly, a flame-out and crash.

Steve Wolak—my brother-in-law—is my only relative to have crewed helicopters in the military and I'm honored to have scratched the surface of his US Army service in this series of three columns.

Just to be clear, by telling the above story it is not my desire to attempt to promote a false equivalency between Steve's helicopter aircrew service in combat in



Vietnam and my own experiences as a helicopter pilot. Steve's service was far more impactful—and obviously far riskier—than my own, mostly peacetime service. My potentially career-ending stupid mistake(s) in fuel planning don't compare to Steve's service or experiences in combat. The following photo is illustrative of this fact.



**Steve pointing to his CH-47 aft fuselage where an enemy's gunshot rang true.  
Wolak Family photo.**

Highlighting the risks of military (specifically aviation, but really any) service, there isn't a military aircrewman (officer or enlisted) alive that hasn't lost in an aircraft accident or in combat a friend, a comrade or a squadron mate with whom they've served. That includes me.

Losing a comrade and squadron mate? It's a hard thing to experience. "Why was it him and not me?" "It could have been me." "He was too great a guy to be gone. It should have been me instead." "If I had been on the flight schedule for that particular mission or aircraft, it would have been me." "Will it be me the next time?"

Again, it is not my intent to apply some kind of equivalency between Steve's experiences and my own, my experiences occurring (for the most part) in peacetime. But while we both lost squadron mates, Steve lost a "hooch mate", someone he slept next to. Someone with whom he ate. Someone with whom he commiserated and shared combat

experiences while deployed thousands of miles away from home to a God-forsaken country separated from family and friends and everything he knew and loved.



**Steve lost his hooch mate, Specialist 5 Robert Rogers, in this CH-47 crash. Everyone was killed in the approach to LZ Siberia. The investigation found mechanical failure was the cause. Note the red “Box Cars” insignia, center left. Courtesy US Army.**

The “mishap”...this easy-going word...this euphemism for a tragic aircraft crash that snuffs out young lives, lives with so much promise and hope, has always seemed to me to be an attempt to soften and hide the harshness of these kinds of heart-breaking events. That includes this one that took the life of Steve’s hooch mate, SP5 James Rogers, along with seven others. The following is a US Army recap of the “mishap”:

“Date: 02/06/1971

Unit: 178 ASHC. The station for this helicopter was Chu Lai in South Vietnam

UTM grid coordinates: AT908230

Number killed in accident = 8 Injured = 0 Passengers = 2

Cost: \$1,455,048

Loss to Inventory

Crew Members:

P CPT KERL MICHAEL JAMES KIA

P CPT ALEXANDER DAVID LEE KIA

FS CPT AARON RICHARD ALAN KIA

CE SP4 WILLIAMS CURTIS LELAND KIA

**G SP5 ROGERS ROBERT JAMES KIA**

Passengers and/or other participants:

SP4 JACQUES ROBERT PAUL, AR, PX, KIA

CPL BONESTROO KENNETH WAYNE, AR, PX, KIA

“Inbound with a load of water blivits and a generator. The RTO (Radio-Telephone Operator) stated that nothing was indicated to be wrong during the conversation. At 1525 Hrs, 6 Feb 71, aircraft 493 made an approach to LZ Siberia landing 090deg. It was at a slow airspeed and at an altitude of approximately 150-200 feet above ground level (AGL), when a change in the normal tone of a Chinook on an approach alerted personnel on the ground toward the aircraft. The nose of the aircraft dropped down to the right. The aircraft impacted slightly nose low on its right side along the perimeter line on the west side of the LZ. The aircraft, hitting on a ridge created by the perimeter trench line, broke in half allowing the weight of the aft section to carry that section slightly downhill and oriented at approximately 150deg. The section of the aircraft from station 240 forward was not destroyed by the ensuing fire. This section came to rest on its right side pointing in a direction of 190deg to 200deg.”



**The US Army’s 178th Assault Support Helicopter Company “hooches” (or barracks) at Chu Lai. Steve and his hooch mate Rogers, who was killed in a CH-47 crash at LZ Siberia, bunked in the left-most hooch in the foreground. The South China Sea is the background. Photo by Steve Wolak.**

A story about another of the KIA crewmembers of Steve’s hooch mate’s “mishap”, CPT Alan Aaron, a flight surgeon on the aircraft, is worth telling too. The below story comes from, [He Didn’t Look Much Like a Soldier by Kevin T. Mason, COL, MC, MFS, January 2000 and retrieved on January 12, 2025 from: <https://www.vhpa.org/KIA/incident/710206091ACD.HTM>.](#)

“CPT Aaron’s death might have gone unnoticed but (in doing research on this mishap) finally a letter and phone number came from CPT Aaron’s battalion commander, LTC (RET) Martin R. Vissers. Now we know CPT Aaron was actually assigned as a flight surgeon to the Headquarters and Headquarters Company, 123rd



Combat Aviation Battalion, 16th Aviation Group, 23rd Infantry 'Americal' Division. LTC Vissers recalls watching the arrival of CPT Aaron that he didn't look much like a soldier. His hair was too long. His uniform wasn't quite right.

Gary B. Roush of the Vietnam Helicopter Pilots Association provided an account of the aviation mishap in Vietnam that took CPT Aaron's life. "It was 6 Feb 71. The weather was bad that morning delaying the departure of the Boxcar 20 (Chinook 67-18493) from the 178th ASHC ramp at Chu Lai East Airfield until 1245. CPT Aaron was onboard as a flight surgeon. Boxcar 20 headed for a support mission in the northern division artillery area near Hawk Hill. Working various LZs, Boxcar 20 hauled water, munitions, and supplies. At 1510 hours, the RTO at LZ Siberia received a routine call, 'Boxcar 20 inbound with a sling load of water blivets and a generator.' At 1525, Boxcar 20 made the approach to LZ Siberia to the east. At an altitude of 150-200 feet, witnesses heard the tone of the Chinook's engines change and watched the rotor RPM drop. Aircraft 493 fell vertically with slight forward airspeed, nose low and to the right. It hit a berm on the perimeter trench line, breaking in half. The aft section slid down hill consumed in fire and the forward section lay on its right side free from the fire. LTC Vissers recalled that CPT Aaron had been standing in the forward cargo area. His head, though protected by a helmet, hit the radio rack, fatally breaking his neck. That night at the battalion staff meeting, LTC Vissers announced the death of their flight surgeon. Breaking the somber mood, LTC Vissers recalls saying, 'I thought it was appropriate to acknowledge his absence by saying something to the effect that he didn't look much like a soldier, but he was a professional and a fine flight surgeon. *He didn't look much like a soldier.* LTC Vissers pondered over that comment. He thought, 'Just what is the definition of the word *soldier*?' He recalled a Time magazine account of a soldier in the 5th Mech Division. When asked about the war, the man said, 'We are the unwilling, doing the unwanted, for the ungrateful.' LTC Vissers and Rabbi Chaplain Edward Kraus presided over CPT Aaron's memorial service on 10 Feb 71 in the 16th Combat Aviation Group Chapel. From LTC Vissers' notes: 'Doctor Aaron personally made a lie of that Time magazine quote by his presence. I'm sure he could have avoided his RVN tour, but he didn't. He provided a valuable service to this battalion, the people in it, and consequently to his country. I am personally grateful. I believe he was a soldier in the truest sense of the word, even though he might have been the last to recognize it.' Prayers and blessings followed, and the service ended. The family never answered LTC Vissers' condolence letter. 'Not an unusual turn of events in those days, LTC Visser said.'"

It would take a book, perhaps several volumes, to outline completely Steve's time in Vietnam, so here's another example of Steve's combat experience, an experience of "holy crap...that was a close one!", a near-death experience most of us have not experienced: The aftermath of the Battle of Fire Support Base (FSB) Mary Ann.

According to the US Army investigation of the attack, "The battle at FSB Mary Ann inflicted serious losses on the defenders, who suffered 33 killed and 83 wounded. Overall VC casualties remain uncertain, but 15 bodies were located in the aftermath of the attack. Blood trails and drag marks indicated that the VC may have suffered more casualties, but the extent of those losses was never verified."

My brother-in-law Steve recalled: “March 1971. Been a long time since 1971. We did a resupply the second or third day after the battle (of FSB Mary Ann). One of our crew chiefs went there to retrieve our bodies after the battle. He was never the same after that mission.

“I thought I had more pics of the damage. Only found one. Big black burned out holes where once stood heavy sandbagged bunkers.



**Firebase Mary Ann two days after the battle. Picking up the dead. Photo by Steve Wolak.**

“For some reason...I have an image of a lone GI running like hell with an American flag flapping in our rotor-wash permanently burned in my memory. Seconds after that (hard pitch down with lots of g-force as the pilot executed an emergency takeoff) I noticed a gray/black pillar of smoke rising from the landing pad we were sitting on seconds before, the aftermath of a mortar detonation. That was too close for comfort and I was in-country only six months, with six more to go!”

Steve recently continued, “I’ve always thought it was a mortar until I read the book (Sappers in the Wire) about the battle of Mary Ann. Toward the end of the book, it mentioned my aircraft resupplying MaryAnn and that we were fired on by an RPG while we were on the helo pad. I was on the left M-60, that’s when I saw the GI running like hell and our flag whipping around in our rotor wash.”

Those of you who have read these newsletters over the past few years know I served in the United States Marine Corps. And since the old joke (remember: really good jokes have a modicum of truth in them) is that Marines like pictures better than words, it's appropriate for me to continue this column with a series of pictures that highlight Steve's service as a CH-47 crew chief through the photos mostly he took while in Vietnam and photos he shared with me. So. Fewer words and more pictures! Just like we Marines like it!



**The view straight down from the cargo winch of a CH-47B Chinook helicopter. Watch where you step! (The hedge rows visible on the ground provide good concealment for trenches and bunkers. Helicopters are interesting, but the stuff on the ground could kill you!) Photo and caption from Ray Mendez (3/B/1-6 Inf 1970-71) retrieved from:**

**<http://www.a-1-6.org/1-6th%20site/1st%20bn%206th%20inf%20web%20site%20off%20line/cdboxcar.html>**

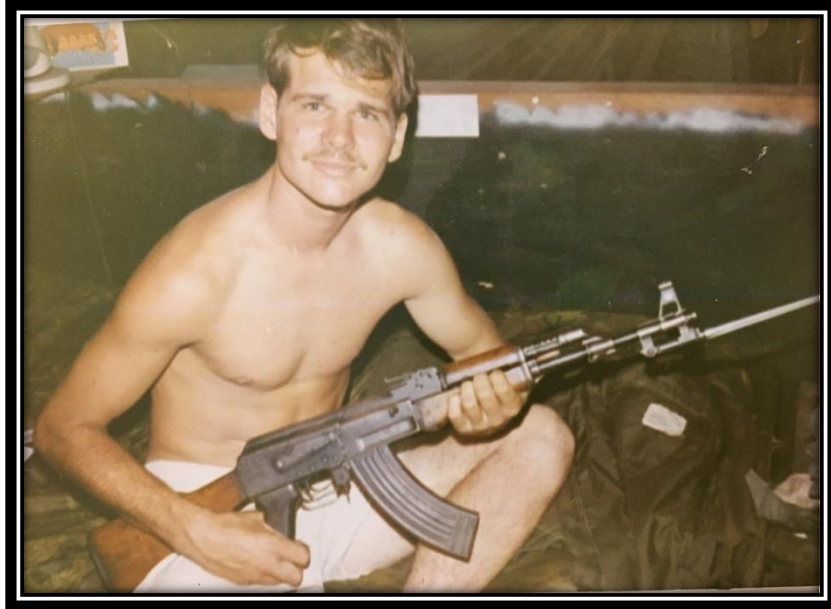


**Steve Wolak posing in 1970 with his CH-47B at Chu Lai, "Miss Mynookie". His aircraft's name, for the uninitiated, is a play on words best left unexplained in this family newsletter. The paintings above the aircraft's name represent the aircraft and artillery pieces recovered/externally lifted by this CH-47B. Wolak Family photo.**



**A sling loaded/combat-damaged Dustoff (medivac) UH-1 Huey (*Tired Angel*) externally lifted from an LZ in Vietnam. Photo by Steve Wolak.**





**Steve Wolak in Vietnam with a captured AK-47. Wolak Family photo.**



**Steve doing the laundry in Vietnam. 1971. Wolak Family photo.**





**Steve doesn't remember which LZ this was in Vietnam but does remember thinking that it was very risky for the pilots to shut down the aircraft, a multi-million-dollar piece of irreplaceable machinery, when not long before another of his aircraft came very close to being taken out by an RPG at Firebase MaryAnn. 99% of the time cargo was sling load dropped (externally delivered) into LZ's and firebases and the aircraft peeled away and got "out of Dodge". Pronto. This photo records a rare exception to that rule.**

**Photo by Steve Wolak.**



**Steve recalled this CH-47, "Crimson King", replacing the below guard bunker that had been washed out to sea by a typhoon. These armored bunkers, equipped with radar and searchlights, protected the Chu Lai perimeter of the beach-side of the base from sea attack by insurgents. Above and below photos of the bunkers by Steve Wolak.**



**Steve recalled the “Crimson King” as one of the most reliable flyers in the 178<sup>th</sup> Assault Support Helicopter Company’s arsenal, dependable, consistent, and steadfast, always ready to go and never the “hangar queen”. Likely this nose art was inspired according to Wikipedia, by “*In the Court of the Crimson King*, the debut studio album by English rock band *King Crimson*, released in 1969 by Island Records. The album is one of the first and most influential of the progressive rock genre, where the band combined the blues influences that rock music was founded upon with elements of jazz, classical, and symphonic music.” Photo by Steve Wolak.**



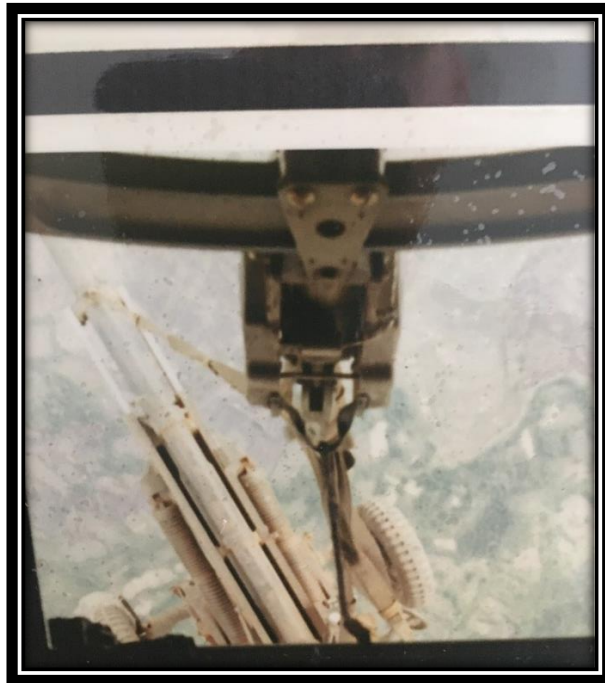
**One of Steve's Assault Support Helicopter Company's "Box Car" CH-47's "unbuttoned" by the enlisted aircrew for preflight at Chu Lai. They'll "button it back up" prior to takeoff.  
Photo by Steve Wolak.**



**"Hurry up and wait" is the time-immemorial bane of military personnel around the world.  
Photo by Steve Wolak.**



**A Huey-cobra gunship sling-loaded beneath a CH-47. Note the drogue parachute to help align the gunship with the slip stream. If the external load starts uncontrollably spinning and if “pulling G’s” on the load (pulling up on the collective to increase the fuel flow into the helicopter’s jet engines and also increase the rotor blades’ angle of attack and “bite” in the air)...if this flight technique doesn’t reduce or stop the spinning, the load could be dangerous to the CH-47 and crew and might be jettisoned. It was enjoyable to unmercifully goad the “snake” pilots when one of their aircraft had to be saved by a heavy-lifter like the CH-47. Photo by Steve Wolak.**



**A damaged, sling-loaded 105MM Howitzer being externally-lifted from a firebase to a repair depot. Photo by Steve Wolak.**





**The primary means of delivering supplies to Fire Support Bases in Vietnam was by sling load. This was a load of “Class V” or Class Five”, which in military parlance is ammunition of all types including, bombs, explosives, mines, fuses, detonators, pyrotechnics, missiles, rockets, propellants, and associated items. Photo by Steve Wolak.**



**“Daddy Rabbit” is slang for the Alpha Male...the leader of the pack...the coolest one in the group...or one possessing sexual prowess (as in “multiplying like rabbits”). The exact meaning the crew chief of this CH-47 had in mind is lost to the dustbin of history. Photo by Steve Wolak.**





**"Lima-Charlie" means "Loud and Clear" in military parlance. Perhaps this was the crew chief's meaning in his play on words in this nose art on this 178<sup>th</sup> Assault Support Helicopter Co. CH-47. Note the number of retrieved aircraft accomplished by this CH-47. Photo by Steve Wolak.**



**"Spirit in the Sky" likely named after the "gospel" song written and originally recorded by Norman Greenbaum and released in late 1969. Photo by Steve Wolak.**



Although occasionally crew chiefs may away with it, most nose art is forbidden today, deemed by the powers that be as mostly politically incorrect, but even when nose art was permitted like on this 178<sup>th</sup> Assault Helicopter Company CH-47, this art “pressed the edge of the envelope” given its pot-use/joint wrapping paper connection. Photo by Steve Wolak.

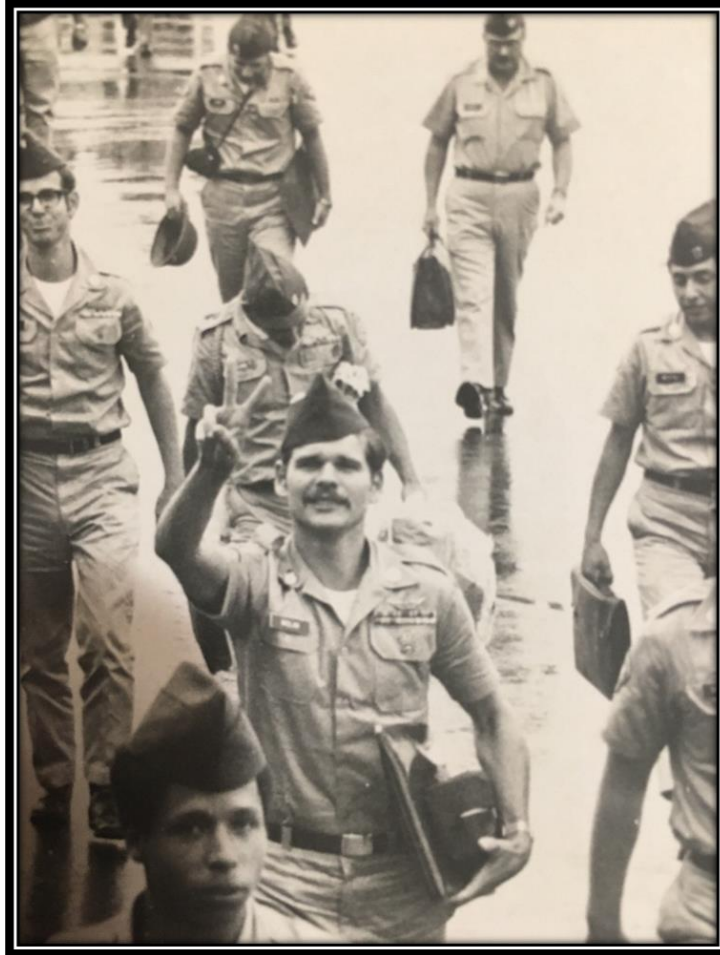


Pop culture and music of the late 60's and early 70's was reflected in much of the nose art on Vietnam-era helicopters. Here we have “Da Judge” and Charles M. Shultz's character “Snoopy” reflecting popular songs of the day. “Snoopy vs. the Red Baron” was a song (according to Wikipedia) “written by Phil Gernhard and Dick Holler and recorded in 1966 by the Florida-based pop group *The Royal Guardsmen*. ‘Here Comes the Judge’ was a song by American soul and comedy singer *Pigmeat Markham* first released in 1968. The song originated with his signature comedy routine ‘heyeah (here) come da judge’, which made a mockery of formal courtroom etiquette. ‘Here come da judge’ was also a regular sketch on *Rowan & Martin's* often irreverent *Laugh-In*, a popular TV program in the late 60's and early 70's.” Photograph by Steve Wolak.



**Steve Wolak hamming it up in zero gravity during autorotation training in a CH-47 near Chu Lai, Vietnam, 1971. Amongst the tragedy and sadness of loss of friends and comrades, there was some time for frivolity. Life is for the living. Wolak Family photo.**





**Flashing the peace sign as Steve Wolak returns home to the US from Vietnam and to the “real world”. Although in some ways, there’s nothing more “real” than combat.  
Wolak Family photo.**

What is the definition of a soldier? Well, in the case of Steve Wolak it was not “the unwilling doing the unwanted for the ungrateful”. Steve epitomized the definition of a soldier as a man willing to go to war and do his duty—and do it well—despite the prevailing attitude of his fellow citizens.



Join us! <https://ecaviationheritage.com/>



## Please Join ECAHF Each Year

ECAHF needs your support to share the story of the advancement of military aircraft and those who have made it possible in eastern North Carolina. Your membership helps to provide resources to encourage students to acquire science, technology, engineering, and math (STEM) skills through interactive exhibits and programs.

Together, by joining forces as members of ECAHF, we will help honor Marines' vital mission in advancing military aviation, a mission they've accomplished since 1942 when MCAS Cherry Point was commissioned as a USMC airfield. In addition, your membership will help influence a new generation of aviation enthusiasts and skilled workers for the future. Be a part of this challenging and exciting mission.

### Annual Membership

- Co-Pilot (Student) \$25.00
- Pilot (Single) \$35.00
- Squadron (Family Membership) \$50.00
- Wing (Business/Group Membership) \$250.00

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

Payment Method:  Cash  Check  Credit Card

*Please call with credit card payment.*

*Visa or MasterCard Only*

*252-444-4348*



Havelock Tourist & Event Center

201 Tourist Center Drive

PO Box 368

Havelock, NC 28532

Visit us online:

<https://ecaviationheritage.com/>

Email us at:

[events@havelocknc.us](mailto:events@havelocknc.us)

