



Robert Curtis

# Surprised at Being Alive

*An Accidental  
Helicopter Pilot  
in Vietnam and  
Beyond*

# Surprised At Being Alive An Accidental Helicopter Pilot In Vietnam And Beyond

**Gordon L. Rottman**



## **Surprised At Being Alive An Accidental Helicopter Pilot In Vietnam And Beyond:**

*Surprised at Being Alive* Robert F. Curtis, 2014-12-30 From flying with the Screaming Eagles in Vietnam to serving with the Marines and the Royal Navy this memoir recounts the life of a career military pilot Sometimes it just isn't your day Whether your helicopter comes apart in flight due to equipment failure or another aircraft runs into you in midair or an enemy gunner lands his rounds in exactly the right spot to take you out of the sky That's why after twenty four years and more than five thousand flight hours with four armed services Maj Robert Curtis was surprised to still be alive when he passed his retirement physical His flying career began in the thick of the war flying Chinooks over Vietnam with the 101st Airborne From there Curtis continued to serve with the National Guard while attending college By then flying had become an addiction for Curtis so he continued on with the Marine Corps and Royal Navy Over the next seventeen years he would fly off US and British ships from Egypt to Norway and all points in between Curtis flew eight different helicopters the wooden bladed OH 13E through the Chinook SeaKnight and SeaKing in war and peace around the world During that time many of his friends died in crashes both in combat and in accidents But some combination of skill luck and superstition saw him through

Surprised at Being Alive Robert Curtis, 2025-12-31 Sometimes you do everything right but it just isn't your day A part fails and your helicopter comes apart in flight or another aircraft runs into you and the pieces of both fall to the ground below or the enemy gunner pulls the trigger at just the right moment and his rounds find your aircraft in exactly the right spot to take it out of the sky Whichever way it happens it wasn't your day Which is why after 24 years and over 5 000 flight hours with four armed services Major Robert Curtis was so surprised at being alive when he passed his retirement physical Starting with enlisting in the Army to fly helicopters during Vietnam and continuing on through service with the National Guard Marine Corps and Royal Navy he flew eight different helicopters from the wooden bladed flying he OH 13E through the Chinook SeaKnight and SeaKing in war and peace around the world During that time over 50 of his friends died in crashes both in combat and in accidents but somehow his skill and not an inconsiderable amount of luck and superstition saw him through His flying career began with a misbegotten strategy for beating the draft by enlisting With the Vietnam War raging full blast in 1968 the draft was inevitable so he wanted to at least get some small measure of control of his future Although he had no thought of flying when he walked into the recruiting office he walked out signed up to be a helicopter pilot What he did not know was that 43% of all the aircraft sent to Vietnam were destroyed in combat or accidents Soon he was in the thick of the war flying Chinooks with the 101st Airborne After Vietnam he left the Army but kept flying in the National Guard while going to college He was accepted at two law schools but flying is addictive so he instead enlisted in the USMC to fly some more Over the next 17 years he would fly around the world off US and British ships from Egypt to Norway and all points in between His engaging story will be a delight to all aviation enthusiasts *Black Cat 2-1* Bob Ford, 2015-11 Bob Ford recounts his service during the Vietnam War where he served as a helicopter pilot on a Black Cat *Answering*

*the Call* Bob Grandin, 2021 In 1966 Bob Grandin was a Royal Australian Airforce helicopter pilot stationed in Vietnam This book is written from the logbook he kept while working in Nui Dat and is a fascinating look at life during war the dangers the challenges and the mundaneness On 18 August he was co pilot on a 9 Squadron Iroquois Huey helicopter that flew over the enemy to resupply desperate soldiers engaged in battle at the Long Tan rubber plantation Enduring extremely poor weather conditions and enemy fire the critical role played by Bob and 9 Squadron in the Battle of Long Tan contributed to the success of this battle The narrative of his war experiences are interwoven with stories of his life after Vietnam revealing the difficulties he faced back home the impact of the war on his psyche and relationships and his struggles with PTSD A collection of Australian newspaper articles saved by Bob's father feature throughout giving further insight into how important helicopters were in Vietnam and also how the press reported the war to the Australian public *Answering the Call* provides the unique perspective of a wartime helicopter pilot and is an important addition to Vietnam War history To the Limit Tom A. Johnson, 2006 Helicopter pilots in Vietnam kidded one another about being nothing but glorified bus drivers But these rotor heads saved thousands of American lives while performing what the Army classified as the most dangerous job it had to offer One in eighteen did not return home Tom A Johnson flew the UH 1 Iroquois better known as the Huey in the 229th Assault Helicopter Battalion of the First Air Cavalry Division From June 1967 through June 1968 he accumulated an astonishing 1 600 flying hours 1 150 combat and 450 noncombat His battalion was one of the most highly decorated units in the Vietnam War and as part of the famous First Air Cavalry Division helped redefine modern warfare With tremendous flying skill Johnson survived rescue missions and key battles that included those for Hue and Khe Sanh and operations in the A Shau and Song Re valleys while many of his comrades did not His heartfelt and riveting memoir will strike a chord with any soldier who ever flew in the ubiquitous Huey and any reader with an interest in how the Vietnam War was really fought

**Rattler One-Seven** Chuck Gross, 2006-06-13 *Rattler One Seven* puts you in the helicopter seat to see the war in Vietnam through the eyes of an inexperienced pilot as he transforms himself into a seasoned combat veteran At the age of twenty Chuck Gross spent his 1970-71 tour with the 71st Assault Helicopter Company flying UH 1 Huey helicopters He inserted special operations teams into Laos and participated in Lam Son 719 a misbegotten attempt to assault and cut the Ho Chi Minh Trail during which his helicopter was shot down and he was stranded in the field *A Helicopter Pilot in Combat and Beyond* Mark Fielding, 2021-07-06 A helicopter pilot's record of his war service and flying beyond the end of the Vietnam War

*Ups and Downs* William Sharpe, 2018-08-17 I flew through the Vietnam War in the cockpit of a helicopter hauling troops in combat assaults and anything else that would fit on a Huey cargo deck Helicopter crews were asked to do many things in Vietnam and I did most of them albeit to a lesser extent than my peers My involvement was further enriched by time spent in the nerve center of a combat aviation battalion I returned home with a trove of personal recollections some grim some angry some humorous and many unique to my experience To these I have added tales of events that occurred in college ROTC

training flight school and post Vietnam army service Taken together they offer a complete picture of a brief but compelling military career filled with ups and downs      **Shoulda Played the Flute** Richard Elgin, 2015-12-11 **Shoulda Played the Flute** is a memoir about the author's adventure in Army Aviation 1968-1971 including a year flying combat missions in Vietnam Raised in the rural Midwest the book describes Dick's path to joining the Army and becoming a helicopter pilot As thousands of other young men did some as young as 18 Dick went through rotary wing flight school as a Warrant Officer Candidate WOC Each WOC had his own story of how he sought out and volunteered for one of the most dangerous missions of the War the combat helicopter pilot Most had failed lives or unfulfilled expectations so in their late teens volunteered for Army flight school They had no idea how drastically and quickly they would grow up In the coming two years of flight school and flying combat missions in Vietnam most would age about 10 years if they came home These relative youngsters were given unbelievable responsibilities in unpredictable circumstances often against long odds They responded with courage and usually without recognition but they earned the respect of every grunt and ground commander who ever served in the field This is the story of one such Army Aviator Once in Vietnam Dick and a group of his flight school classmates Class 69-5 were assigned to the Americal Division in Chu Lai Not all would return home Within the Americal he was assigned to the 196th Light Infantry Brigade and flew the OH-6A Light Observation Helicopter or LOH living and flying off of LZ Baldy south of Danang As a 196th Charger LOH driver he flew probably the widest variety of missions of all LOH pilots in Vietnam Through vignettes Dick describes these missions sometimes mixed with Army Aviator black humor Late in his tour Dick transferred to A Company 123rd Aviation Battalion the Pelicans flying off of Ky Ha in Chu Lai There he became an Aircraft Commander in the iconic UH-1 Huey Dick's story doesn't end with the day he returns to The World He concludes the book with his observations about Vietnam Veterans PTSD his proud Life Membership in the Vietnam Helicopter Pilots Association VHPA a very interesting piece about his 2011 return trip to Vietnam and a chance meeting with a former Viet Cong foe at LZ Baldy and a closing piece expressing his views of the tragedy of the Vietnam War This book will interest anyone involved with aviation during the Vietnam era and will appeal to those with family members who served in Vietnam They will get a first person account and perspective about the War Dick explains that the main reason he wrote this memoir is so his kids and grandkids and the family members of other helicopter pilots will have a better understanding of the rigors of flight school and the risks and sacrifices of those who flew helicopters in Vietnam This Vietnam memoir is different in that Dick has studied the history of the Vietnam War His being an amateur Vietnam historian is evident with his use of Endnotes They are interesting historical footnotes about the War and bring great perspective and a pause to his story Very well written Dick's writing style flows The story moves is interesting and engaging Unlike some other Vietnam memoirs you get the sense that his vignettes are not embellished With Dick's self-deprecating style and humor you will chuckle while reading about some of his experiences and saddened by others The book is richly illustrated with six maps 65 photos and four appendices Oh the

book title you wonder Dick played the flute in his high school band While in Basic Training at Ft Polk LA the post band director made him an offer He could fulfill his Army obligation right there playing the flute in the Ft Polk Army Band He declined opting to fly helicopters in Vietnam to protect the free world from the spread of communism There were missions in Vietnam when Dick remembered the offer Hence Shoulda Played the Flute     **Hornet 33** Ed Denny,2016-10-21 Combat helicopter pilots in the Vietnam War flew each mission facing the possibility of imminent death Begun as a series of attempted letters to the Department of Veterans Affairs this compelling memoir of an aircraft commander in the 116th Assault Helicopter Company The Hornets relates his experience of the war in frank detail From supporting the 25th Infantry Division's invasion of Cambodia to flying the lead aircraft in the 101st Airmobile Division's pivotal Operation Lam Son 719 invasion of Laos to cutting the Ho Chi Minh Trail at LZ Hope the author recounts the traumatic events of his service from March 1970 to March 1971     *Pucker Factor 10* James Joyce,2016-08-24 In 1963 there was no way I could have known sitting in a classroom on that beautiful campus in Ohio that by raising my hand I would be going to war in Vietnam and that I would see things hear things and do things that most people cannot imagine James Joyce The author was drawn into the United States Army through ROTC and went through training to fly helicopters in combat over Vietnam His experiences are notable because he flew both Huey Slicks and Huey Gunships the former on defense as he flew troops into battle and the latter on offense as he took the battle to the enemy Through this book the author relives his experiences flying and fighting with special attention given to his and other pilots day to day lives such as the smoke bombing of Disneyland the nickname given to a United States Army sponsored compound for prostitution Some of the pilots Joyce served with survived the war and went on to have careers with commercial airlines and many were killed     **Pop a Smoke** Rick Gehweiler,2022-05-30 By 1969 the Sikorski H 34 was an older helicopter with severe limitations for combat duty in Vietnam For pilots like U S Marine Lieutenant Rick Gehweiler the good news was it could still take significant damage and keep flying His vivid memoir narrates his harrowing at times deadly flight missions under fire as experienced in the cockpit along with anecdotes of tragedy and humor from his 13 month tour through Da Nang and Phu Bai     *US Helicopter Pilot in Vietnam* Gordon L. Rottman,2011-09-20 The helicopter changed war forever This book examines the range of duties helicopter pilots carried out in Vietnam from air lift med evac and fire support to landing in high volume crossfires in Hot LZs Protected by little more than an armoured seat operating in terrible conditions and flying long hours these brave men led hard dangerous lives and casualties were high Following these pilots from initial deployment through to the deadly thrill of combat in a war zone Vietnam veteran Gordon L Rottman's book is a crucial examination of the pilots who fought so valiantly for their country Often unmoved by the politics of the war conflicts at home and other social issues the Vietnam helicopter pilots just wanted to fly As the saying went who needs drugs I'm already high     *Price of Exit* Tom Marshall,2011-08-10 The risk of a fatal catastrophe was constant The NVA was the enemy but the ultimate opponent was quite simply death For assault helicopter

crews flying in and around the NVA infested DMZ the U S pullout from Vietnam in 1970 71 was a desperate time of selfless courage Now former army warrant officer Tom Marshall of the Phoenix C Company 158th Aviation Battalion 101st Airborne captures the deadly mountain terrain the long hours flown under enormous stress the grim determination of hardened pilots combat assaulting through walls of antiaircraft fire the pickups amid exploding mortar shells and hails of AK fire the nerve racking string extractions of SOG teams from North Vietnam And through it all the rising tension as helicopter pilots and crews are lost at an accelerating pace It is no coincidence that the Phoenix was one of the most highly decorated assault helicopter units in I Corps For as the American departure accelerated and the enemy added new more powerful antiaircraft weapons the helicopter pilots crew chiefs and gunners paid the heavy price of withdrawal in blood For more than 30 Percent of Tom Marshall s 130 helicopter school classmates the price of exit was their lives

**The Other Vietnam War** Marc Cullison,2015-05-11 Each of us who served in Vietnam was the guy next door the average Joe not a hero The boy who might date your daughter or sister The young man who might mow your yard In Vietnam we weren t out to be heroes We just did our jobs For a helicopter pilot each day was like all the others You flew the mission and never stopped to think that it might be your last You didn t think about the bullet holes in the helicopter the cracks in the tail boom or about any of it until night lying in bed when you couldn t think of anything else The Other Vietnam War is the story of the introduction to a new country a backward culture the perils of a combat zone and the effects on a young lieutenant fresh out of flight school It does not labor the reader with pages of white knuckle adventures as so many other fine books about the Vietnam War do It instead focuses on the internal battle each soldier fought with himself to make sense of where he was why he was there and if he was good enough The administrative duties of Commissioned officers while tame compared to the exploits of valiant pilots who wrote about them caused a deep introspection into life and its value in an enigmatic place like Vietnam Aside from the fear excitement deliverance and denial that each pilot faced the inner battle he fought with himself took its toll Some of us thought we d find glory But many of us discovered there is no glory in war

**Born in Brooklyn-- Raised in the Cav!** John E. Flanagan,2002-02 Here s about the book Twenty one years after leaving Vietnam for the first time the author attends a reunion of former pilots who flew helicopters in Vietnam Reuniting with his classmates and some of his fellow pilots he flew with in Vietnam brings back a rush of memories and stories of times past The following years reunions build on the first as more and more of the pilots he served with are reunited The reunions stir memories and deeds of times past are recounted in a steady stream of war stories He soon realizes that he doesn t want these stories these war stories lost and decides to write them down before he forgets the details As the stories unfold more memories come back and he records them too His intent was not to document the history of the US involvement in the Vietnam War nor be a definitive history of the famous B Troop 1st Squadron 9th US Cavalry Regiment His intent was to record his personal memory of the events some 30 plus years ago from his perspective He talks about growing up in Brooklyn living in his grandmother s house on 40th Street his gang of

friends from Saint Michael's Church and of the events that led to his decision to volunteer for the draft. Tracing the draft process he tells of narrowly avoiding being drafted in the Marine Corps. He continues to tell the story of his journey through the army's classification and assignment system that results with him being selected for helicopter pilot training. The life of a warrant officer candidate presented a number of challenges that needed to be overcome if his plan to beat the army system was to be realized. He tells of some of the more interesting incidents in his flight training and preparation for combat. Things changed after earning his wings and arriving in Vietnam. Somewhere along the line the reality of the situation presents itself and John volunteers for the famous reconnaissance squadron of the 1st Cavalry Division. The 1st of the 9th was known for its ferocity in combat and its high casualty rate especially among flight crews. History records that this single unit was responsible for a large percentage of the entire division's enemy kills. His description of some of the sights and sounds of life in B Troop will surely remind other veterans of their time in Vietnam. He will certainly stir the memories of others that served in the air cavalry and perhaps even others who were supported by them. The stories are real. The people are real. John Flanagan writes them as he would tell them to you in person. Sometimes funny, sometimes serious, sometimes rambling, sometimes clearly but always truthfully and as he remembers them. The result of these writings are *Born in Brooklyn*. Raised in the Cav. The Aviation Museum at Fort Rucker, Alabama, the 1st Cavalry Museum at Fort Hood, Texas, keeps this book in stock. A reviewer said, "I learned to better appreciate the Army helo pilot." January 30, 2004. Reviewer E. M. from San Diego, CA, USA. Well, it certainly is a long journey from the dreary streets of Brooklyn to the miserable and dangerous fields and skies of Viet Nam at war. Major Flanagan has travelled this route and shares his adventure with the reader. He is a real American hero as are all his brethren flying warrant officers. Yet he tells his story without bravado or arrogance. He is simply telling the story of his experience in Viet Nam as a young 19-year-old plucked from the streets of Brooklyn and injected into the chaos of war. He writes of his training as well as his wartime experiences. Often his enemy was the weather as much as the NVA on the ground. Major Flanagan writes in a simple, readable style without pretension; his memories are direct, straightforward and sprinkled with a dash of Irish wit and humor. If one wants to know the life of an Army helo pilot on the front lines of the Viet Nam war, this is a book to read. Beyond the daily life of the helo pilot, we also learn.

**The Adventures of a Helicopter Pilot**  
Bill Collier, 2014-09-08. This is a spellbinding firsthand account of what it was like to pilot a Marine Corps H-34 helicopter in combat during The Helicopter War in Vietnam. As a brand new United States Naval Aviator with a mere 187.5 hours of helicopter flight experience, Second Lieutenant Bill Collier had many exciting adventures. Many were just a bit too exciting; some were horrific and a few were terrifying. This is the true story of his experiences during his 13 months in the war. Bill watched friends die violently and stood many times eye to eye and toe to toe with Death itself. Each time Death flinched.

*19 Minutes to Live - Helicopter Combat in Vietnam* Lew Jennings, 2017-07-13. *19 Minutes to Live* illustrates the incredible courage and determination of helicopter pilots and crews supporting those heroes that carried a rucksack and a rifle in



Vietnam Over 12 000 helicopters were used in the Vietnam War which is why it became known as The Helicopter War Almost half of the helicopters 5 086 were lost Helicopter pilots and crews accounted for nearly 10 percent of all the US casualties suffered in Vietnam with nearly 5 000 killed and an untold number of wounded Lew Jennings flew over 700 Air Cavalry Cobra Gunship Helicopter missions and received Three Distinguished Flying Crosses for Valor This memoir describes first hand the harrowing experiences of helicopter pilots and crews in combat operations from the far South to the DMZ including the infamous Ashau Valley Hamburger Hill LZ Airborne and others

**Pucker Factor 10** James Joyce,2009-07-01 In 1963 there was no way I could have known sitting in a classroom on that beautiful campus in Ohio that by raising my hand I would be going to war in Vietnam and that I would see things hear things and do things that most people cannot imagine James Joyce The author entered the United States Army through ROTC and trained to fly helicopters in combat over Vietnam He flew both Huey Slicks and Huey Gunships the former on defense flying troops into battle and the latter in taking the battle to the enemy Here he relives his experiences flying and fighting with special attention given to pilots day to day lives This entry refers to the LARGE PRINT edition For the standard edition please see ISBN 978 0 7864 1557 1

**A Pilot's Tale - Flying Helicopters in Vietnam** William Heilman,2008 In the 60 s a war was being fought in Vietnam Helicopters were being used in many different rolls for the first time The author recounts his experiences flying helicopters on two tours of duty in Vietnam

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