



VINH LONG OUTLAWS NEWS



April-June
2ND Issue 2003

OUTLAWS' MEMORIAL AT FORT RUCKER

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Prior to the Outlaws Reunion 2002 in San Antonio, a number of us discussed and then researched the possibility of placing a memorial plaque or statue somewhere at Fort Rucker to honor those who served with the Outlaws/Mavericks/Roadrunners and attachments. Currently, a street is named in honor of the Outlaws, and a building is named after Major Jack Sanford. However, our small group sought to obtain additional venues where more visible recognition could be made. In turn, we coordinated with elements at Fort Rucker and found that two venues could provide the visibility we seek.

First, the U.S. Army Aviation Museum has a program where organizations and/or individuals can contribute funds to the Army Aviation Museum Foundation, which raises funds to keep the museum operating and growing. Initial contact with the museum staff indicates that a nominal donation will entitle the donor to place a 9" X 11" plaque in a very visible location in the museum. We envision that such a plaque will be engraved with appropriate logos of our units and names of those who paid the ultimate price for their service. Of important note, the museum will provide the greatest opportunity for the greatest number of people to see something about the Outlaws/Mavericks/Roadrunners and attached elements. Total costs have not been finalized, but the contribution to the Museum would have to be at least \$500.

Second, there is a place at Fort Rucker called Veterans' Park, where small but very important ceremonies are conducted. Currently, there are only two granite monuments erected there to honor units/organization who served during other wars. The command at Fort Rucker indicates that permission can be given and there will be no fee to erect a granite monument, but it must be consistent with others in size and design. The donor must pay the expenses of acquiring, engraving, and installing the monument. We envision placing a small granite monument in Veterans' Park honoring those who served with the Outlaws/Mavericks/Roadrunners and attachments during the formation and first year after arrival in Vietnam.

We discussed these topics and background information during the R2K+2, and appointed a VLOA Memorial Committee composed of Byron Miksch (Three Rivers, CA), Bob Sharp (Sleepy Eye, MN) and me to finalize the memorial efforts for presentation at R2K+4. During the reunion, we received overwhelming support for consummating both projects, if funds are available. There was an immediate surge from many of the R2K+2 participants to contribute to the VLOA Memorial Fund. Some folks had to contribute because they failed to have their Outlaw Membership Card in their possession, but I won't tell who they were. Before the reunion was over, \$1065.00 was donated to the VLOA Memorial Fund. This amount provides a great beginning for our VLOA Memorial efforts, and probably assures that we will be able to consummate the Outlaws plaque in the Army Aviation Museum.

We are continuing to finalize plans for the plaque. Clearly more funds will be needed to consummate both memorials. Since the Vinh Long Outlaws Association is a tax-exempt organization, your donations for the VLOA Memorial Fund will be tax exempt, but you should check with your tax advisor on this subject before claiming such. You can contribute to this effort by sending your donations to: Chuck Wren, 20 Rozbern Drive, Eatontown, NJ 07724, and please indicate that your check is for the VLOA Memorial Fund. Your donations will honor those who have departed, as well as those still living, and the organization they served with in Vietnam. Please consider giving.

Contributed by Frank Estes, Chairman, VLOA Memorial Committee

Test to Open Stateside Space-A Air Travel to Military Families

A one-year test starting April 1 will permit space-available air travel within the continental U.S. by family members who accompany their military sponsors.

Officials said dependents of active duty members and military retirees will be eligible. Priority during the test will be the same as the sponsor's. The test ends March 31, 2004.

At present, dependents can travel space-A with sponsors to, from and between overseas points, but not within the continental U.S. Active duty and retired military already have space-A privileges stateside and overseas.

To register for space-A travel, active-duty sponsors must be on leave or a pass and remain in that status while awaiting travel and through the entire travel period.

Retirees may sign up 60 days in advance but not before the test begins on April 1.

(Generally, these seats are those left on military aircraft after official duty travelers and cargo are accommodated. Active duty members on emergency travel receive a higher priority than leisure travelers. The Air Force's system is the best known but all the services offer space-A using their own rules and policies.)

For more information regarding space-A visit Air Force Air Mobility Command at: <https://amcpub-lic.scott.af.mil/SPACEA/spacea.htm>

Information concerning Space-A policy may be obtained by sending an E-mail message to mailto: amc-igtp@scott.af.mil

Lots of other information is available on line at: http://amcpublic.scott.af.mil/Spacea/24_203.htm-11.%20AMC%20Passenger%20Operations:

Taken from MOAA Benefits Information Update-
March 2003



*The Andersons Mark
Their
Fiftieth Anniversary*

It has come to our attention that Tom and Pat Anderson recently observed their 50th wedding anniversary. They took a fun trip to New Orleans along with some long time friends.

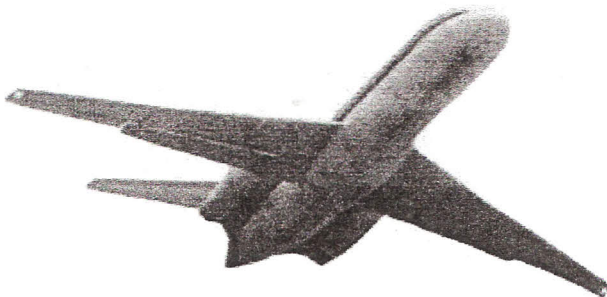
Tom and his friend grew up in a little Montana town just south of the Canadian border and his wife Pat lived up in Great Falls, MT. She attended grade school, high school and college with a lifelong girlfriend. As fate would have it, Pat and Tom introduced their childhood friends while they all were in college. The two couples married just a few weeks apart.

The foursome had a good time sight-seeing and EATING in New Orleans. Tom commented that there sure were a lot of great places to eat.

They didn't renew their vows...they decided the first ones were still holding pretty well. Knowing of the stresses of separation that come with Army life we can understand that a union is strong when it can withstand all that can happen in a fifty year time span.

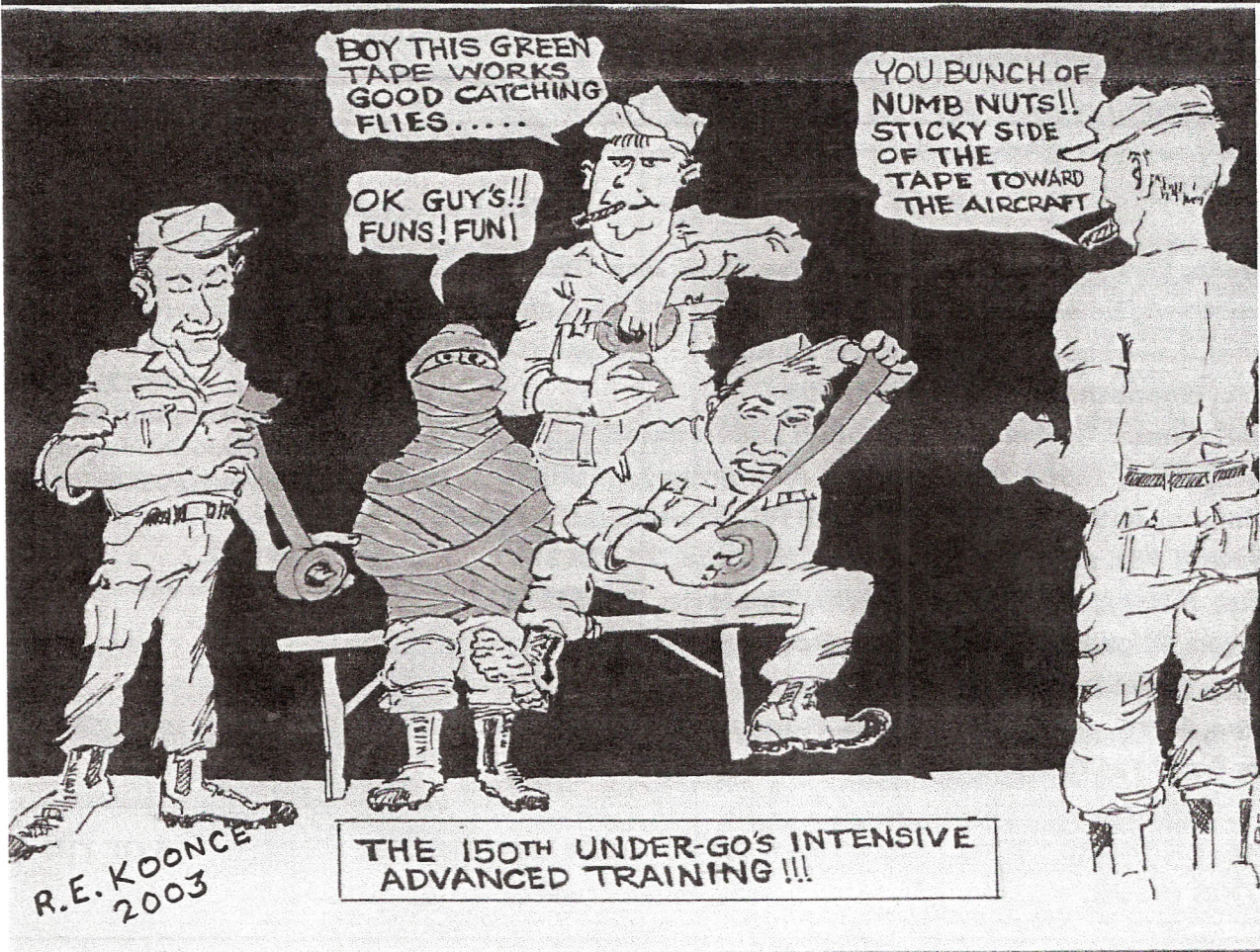
The couple has two sons, one who lives near them in Virginia, the other is an attorney in Florida. Tom and Pat have three grandsons and Tom let us know he serves as the official scorekeeper for one grandson's baseball team.

We hope that Tom and Pat have many more years together with time to do all the things they would like to accomplish.



**VINH LONG OUTLAW ASSOCIATION
INCOME AND EXPENSE REPORT
1st Quarter (1/1/03 TO 3/31/03)**

	Beginning Balance	\$8,847.81
Income		
Dues Collected		\$870.00
Donations		\$125.00
Fort Rucker Memorial Fund		<u>\$ 50.00</u>
	Total Income	\$1,045.00
Expenses		
Outlaw Newsletter Publication Ck #130 (12/11/02)		\$252.07
Outlaw Website Establish Ck # 131 (1/11/03)		\$119.40
Reunion Expenses (Al Iller) Ck # 132 (1/24/03)		\$ 55.01
Outlaw Newsletter Publication Ck # 133 (2/23/03)		<u>\$263.24</u>
	Total Expenses	\$689.72
	Ending Balance	\$9,203.09
Total Amount committed to Fort Rucker Memorial		\$1,065.00



All the planning in the world doesn't always work out the way it's supposed to.

By Tom Anderson

You all remember that we normally kept a gunship fire team (either Mavericks or Cobras) airborne in the vicinity of the compound during all nighttime hours. To ensure the survivability of all other aircraft on the ground, every aircraft commander pre-designated one of the pilots to be the evacuation pilot. In the event of an attack on the Vinh Long compound, the alert-pilot could immediately race to his aircraft, crank it up, get it airborne, proceed toward the airfield at Can Tho and await further instructions. To ensure this could happen as quickly as possible, every Crew Chief left his aircraft ready for a "hot start"- panel light switch ON, blade untied, seat belts folded over the side for quick connection, etc. etc.

In the event Vinh Long came under attack, my job was to sprint to the Operations bunker and take charge of the activities necessary to defend the airfield. Since I was the only permanent pilot assigned to Outlaw 1, the C & C aircraft, one of the slick platoon pilots was on a rotating assignment to evacuate Outlaw 1 in the event of an attack.

About midnight one night in early 1965, the compound at Vinh Long was jolted awake by the sound of mortar rounds exploding near the airfield. This was IT! The evacuation plan was immediately underway! Pilots leaped awake, got to their ships, jumped into the left seat, fired up their aircraft and began their controlled-chaos departures from the flight line.

The pilot assigned to evacuate Outlaw 1 also performed his mission flawlessly.....he sprinted to the C & C aircraft.....jumped in, hit the MASTER switch, started the engine.....but the blade wouldn't turn!!! Because the C & C aircraft wasn't on constant alert, as were all other aircraft on the flight line, SOP called for the main rotor blade to be tied down at night!

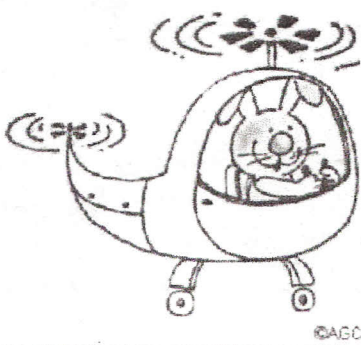
The Outlaw pilot, who shall forever remain nameless, was mortified! His first thoughts, at the very least, were that he'd be court-martialed, have his wings pulled, lose his commission and drummed out of the Army, after which even more BAD stuff would probably happen. Of course, none of that happened. The pilot did exactly what he should have done, and had done many times on his own line aircraft. He had been caught up in an SOP that should never have been instituted in the first place. We immediately changed THAT!

As a result, Tim Bisch and the Roadrunners found that everything downstream from the rotor head, the transmission, drive shaft, gear boxes, etc. etc. required replacement! And in typical Roadrunner fashion, Outlaw 1 was back in service in only about a week, during which time I used another aircraft for C & C.

I have long since forgotten what the enemy action was that night, if anything. But, I still kick myself when I think about how embarrassed and humiliated that pilot was because of a very dumb SOP that should have changed BEFORE I put that young aviator through his anguish.



LEARNING TO FLY



A blonde pilot decided she wanted to learn how to fly a helicopter, She went to the airport, but the only one available was a solo-copter.

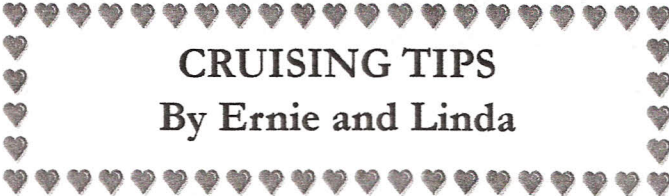
The Instructor figured he could let her go up alone since she was already a pilot for small planes and he could instruct her via radio.

So up the blonde went. She reached 1,000 feet and everything was going smoothly. She reached 2,000 feet, The blonde and the Instructor kept talking via radio. Everything was running smoothly.

At 3,000 feet the helicopter suddenly came down quickly! It skimmed the top of some trees and crash landed in the woods. The Instructor jumped into his jeep and rushed out to see if the blonde was okay.

As he reached the edge of the woods, the blonde was walking out. "What happened?" the Instructor asked. "All was going so well until you reached 3,000 feet. What happened then?"

"Well," began the blonde, "I got cold. So I turned off the big fan."



CRUISING TIPS
 By Ernie and Linda



Family Cruisers Dec. 2002. Left to right: Ernie, Linda's Dad—Bill Minyard, Linda, and Capt. Teige, Master, Rhapsody of the Seas of the Royal Caribbean Cruise Line. The family celebrated Bill's 94th Birthday on the last night of the cruise. He is a retired Navy Commander. While on the cruise Bill had a good time at the Senior Singles Social. Bill was a real hit with the LADIES.

"Lessons Learned"

1. Don't take your 11 year old grandson and have him stay in your cabin, It spoils the romance.
2. It doesn't matter how much food there is if you get sea sick. Take your motion sickness medicine,
3. People who fall overboard usually don't get picked up. Some guy out of Galveston recently proved this wrong.
4. Don't take your 94 year old father-in-law on a cruise and have him stay in your cabin. It spoils the romance.
5. Wearing your miniature medals on a white dinner jacket may cause people to think you are "The Captain". Some want autographs and pictures with their children.
6. All in all, cruises are great places to have a romantic interlude, Take your wife, it works out better that way!

If any of you have had experiences at sea, perhaps you could share them in future issues!



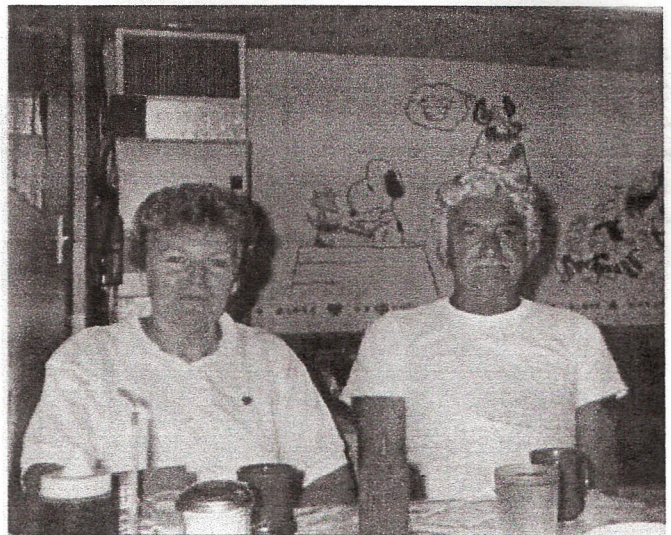
**Honor Roll Member's Spouse
Is Contacted**

Thanks to the assistance of Jack Lane and Tim Bisch we have been able to make personal contact with the widow of our Honor Roll Member, Alessandro Matteo. Ileen is living in Fairview, WV and says she looks forward to the arrival of the VLOA Newsletter. She sent a contribution to Chuck Wren toward the printing and mailing costs of the publication after receiving her last issue. Like the rest of us she was suffering from "cabin fever" during the time we all seemed to be in winter's grasp.

Ileen is making plans for getting outside to work in her garden and enjoy the flowers in her yard. By now we are sure she is out in the sun making the most of Spring.

The picture below is one of the last the couple had taken together. They were spending time in Florida enjoying their favorite places.

Ileen informed us that Al (which he liked to be called) passed in December of 1996. Al served his country proudly for a total of twenty four years. We are sure that all of you who knew Al personally will recall those moments and experiences you shared.



Al and Ileen enjoy a casual meal at one of their favorite diners in Florida, The Galley Ho!

VLOA MEMBERS' DUES PAID

<u>Last Name</u>	<u>First Name</u>	<u>Dues Paid For</u>	<u>Last Name</u>	<u>First Name</u>	<u>Dues Paid For</u>
Akkola	Dennis N.	2003	Kokendorfer	George	2003
Allie	Bud	2003	Koonce	Robert	2003
Amason	David	2003	Kramer	Bryce	2003
Anderson	Thomas	2003	Lane	Jack	2003 & 2004
Badget	Berkley	2003 & 2004	Leister	Richard	2003
Bisch	Frederick	2003	Martin	Paul	2003
Boyer	James	2003	Michalic	Robert	2003
Brown	John	2003	Miksch	Byron	2003
Campbell	William	2003	Moist	Al	2003,2004, 2005
Clelan	Joseph	2003	Moodt	John	2003 & 2004
Coleman	James	2003	Moffett	Joseph	2003
Donahue	Richard	2003	Ohm	Keith	2003
Doyle	John	2003	Palmer	Don	2003
Dunaway	Jack	2003	Parkinson	Floyd	2003
Dunn	Wesley	2003	Parkinson	Floyd J.	2003 & 2004
Estes	Frank	2003	Poulton	Charles	2003
Fair	Curtis	2003	Prescott	George	2003
Fredricksson	Pete	2003	Quattlebaum	Harold	2003
Frontera	Milton	2003	Reece	Joseph Jr.	2003 & 2004
Grandstaff	James	2003	Reynolds	John	2003
Hall	Raymond	2003 & 2004	Rice	Bert	2003 & 2004
Hensinger	William	2003	Schroeder	Martin	2003
Hester	Thomas	2003	Scott	Hal	2003
Hopkins	Steven	2003	Sharp	Robert	2003
Horne	Phillip	2003	Sherrod	Dale	2003
Hudgins	Daniel	2003	Spade	Donald	2003
Huereca	David	2003	Spelios	Angelo	2003
Humphries	Charlie	2003	Theriot	Patrick	2003
Iller	Al	2003	Tidd	Robert	2003
Isbell	Ernest	2003	Thornton	Olen	2003
Jackson	Larry	2003	Truman	Duane	2003
Jacobs	Fred	2003	Wade	Jerry	2003 & 2004
Johnston	Richard	2003	White	John	2003
King	Jimmie	2003 & 2004	Wilson	Travis	2003
Kirkley	Jim	2003	Wren	Charles	2003

Thanks to all the above VLOA members for sending your financial support that will keep our organization active and with goals ahead to reach. There is no other source of income to carry on our progress. Your dues provide the funding for printing and mailing of the Newsletter each quarter. There are other expenses that will be coming up in the months ahead that will require down payments, seed money, and deposits. If you don't see your name on this list, then send your check for \$20 along with the form on the back page of this Newsletter to Chuck Wren. Do it now before you forget!