



Vinh Long Outlaws Association (VLOA)

# Vinh Long Outlaws Fall 2019 Newsletter

July-September

The VLOA is a 501(c)(19) nonprofit, tax exempt war veterans' organization.

3rd. Quarter 2019

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## National Director's Corner

By- Bert Rice



Greetings everyone! I hope that this edition of the Newsletter finds you and your loved ones doing well. For the most part, I am hanging in there and remain engaged in myriad activities which I find is good for me at this time.

Planning continues for our next reunion in San Antonio during the period 17 to 21 September 2020. I recently signed a contract with Armed Forces Reunions, Inc. (AFR). They are finalizing information regarding cost of tours, meals, and related reunion matters. I asked that this information be available so that it can be published in the January newsletter. Information related to registration, dates for submitting payments and making hotel reservations will be included. So, I think we are off and running in our preparations for the reunion.

Once the information is provided to you, I highly encourage you to review what is planned and then as soon as possible get registered and make hotel reservations. This seems obvious but it is always helpful for planners to know early on how many will be attending. This greatly facilitates being able to secure additional rooms, if needed, for meal planning, and to meet transportation requirements for tours, etc. I thank you in advance for being prompt related to these matters.

I have made arrangements with the Holiday Inn Riverwalk Hotel management personnel to get a first-hand look at the venue and to see how it might best accommodate our needs. Thus far, they have been most gracious. I look forward to visiting them from 13 to 15 November 2019. I am excited about our next reunion!

On a different subject, after assuming the position of Director, Frank Estes suggested that we send out post cards to all members on our roster who were not at that time dues paying members. I am very pleased to report that we have over 40 new members and the membership applications continue to trickle in. Thank all of you for becoming members. If you have not submitted your dues for membership yet and wish to do so it would be most welcome and beneficial to VLOA. I encourage you to become a member which will go a long way to assuring the long-term viability of the organization. Thanks for your consideration.

In closing, I hope this information is helpful in keeping you apprised of what is happening and the important role each of you plays in our wonderful organization. I still marvel at how well the VLOA is organized and has been led. It is an honor and a pleasure to be involved.

God Bless each and every one!

*Bert Rice*

**ARE YOU READY!!**

**Save The Date !!**

**Sept. 17-21, 2020 !!**

**VLOA Reunion !!**

**San Antonio, TX.!!**

**OFFICERS & DIRECTORS**

- Bert Rice, - National Director  
Odenton, MD.
- Irwin Katz,- Deputy Director  
Buffalo Grove, IL.
- Doug Wilson, -Secretary  
Costa Mesa, CA
- Frank Estes, -Treasurer  
Ozark, AL
- Jim Donnelly, -Historian  
Virginia Beach, VA
- Bill Hensinger, -Member-At-Large  
Palmyra, PA.
- Irwin Katz, Member-At-Large  
Buffalo Grove, IL
- Eric Ragsdale, Member-At-Large  
Mesa, AZ.
- Bob Allen, Member-At-Large  
Piqua, OH.
- Fred Rosenberg, Member-At-Large  
Leesburg, FL.
- Bob Sharp, -Newsletter Editor.  
Albert Lea, MN.
- Phil Van Alst, -Web Master  
Hau'ula, HI..
- Ernest Isbell, -Chaplain  
Highland Village, TX..
- Terry Khachadourian, -Distaff Advisor  
Lilburn, GA.
- Tom Anderson, -Permanent Advisor  
Springfield, VA.
- Ernie Isbell, -Ex Officio (2002-04)  
Highland Village, TX.
- Tim Bisch, -Ex Officio (2004-06)  
Huntsville, AL
- Joe Clelan, -Ex Officio (2006-08)  
Mechanicsburg, PA. (deceased)
- Frank Estes, -Ex Officio (2008-10)  
Ozark, AL.
- Bob Koonce, -Ex Officio (2010-12)  
Tacoma, WA.
- Angelo Spelios, -Ex Officio (2012-14)  
Weatherford, TX.
- Larry Jackson, -Ex Officio (2014-2016)  
Hilton Head Island, SC.
- James Donnelly, -Ex Officio (2016-2018)  
Virginia Beach, VA..

<b>Vinh Long Outlaws Association (VLOA)</b>	
<b>Balance effective 01/01/2019</b>	<b>\$30,019.42</b>
<b>REVENUES :</b>	
Cashbox \$ return from reunion	\$600.00
Dues - Annual (17)	\$425.00
Dues - Lifetime (36)	\$3,575.00
Reunion - coin sales	\$421.00
Reunion - Silent Auction (119 items)	\$4,264.00
Reunion - Verbal Auction (2 items)	\$175.00
Reunion - 50/50 raffle	\$700.00
Donations	\$200.00
<b>TOTAL:</b>	<b>\$10,360.00</b>
<b>EXPENDITURES :</b>	
Newsletter	\$1,995.50
Cashbox \$ for reunioni	\$600.00
Reunion expenses for welcome bags	\$902.91
Reunion printing	\$81.99
Dues postcards, labels, printing, postage	\$199.87
Reunion Planner deposit for 2020 reunion	\$600.00
Bank account	\$13.50
<b>TOTAL:</b>	<b>\$4,393.77</b>
<b>INCOME (LOSS) - 9 months ending 9/30/2019</b>	<b>\$5,966.23</b>
<b>CASH BALANCE - as of 9/30/2019</b>	<b>\$35,985.65</b>

**Do Not Let it be Lost. !!**

**Jim Donnelly**

Every Issue we read of another of our members has pass away. In many cases their pictures, orders and other memorabilia are lost with them. I am asking that this not happen to you. The Unit History collection is here and waiting to scan them all and preserve them in digital form forever. Then the scanned materials are returned to you. One day when the process has come to an end copies will be sent to all the depositories of Vietnam military related history. Please consider letting me scan your Outlaw-Maverick-Bushwhacker and support elements materials so they can become a part of the Units history forever. Please fell free to call with any questions.

Jim 757-481-6196. Stay safe and well my friends.



## Coming Soon!

### Silent Auction for San Antonio



The Silent Auction is always one of the main attractions at our Outlaw reunions. The Silent Auction at the Charleston reunion, organized and spearheaded by Tom Anderson, was a smashing success from every standpoint. The number of individual item donors, 31, exceeded any previous donor total. The number of individual items donated by those 31 people was more than 120! Another record breaker.

As people checked in at the Registration desk, in their Welcome bag they found their personal BID Number, to be used when they bid on an item. Bid numbers were used so that other individuals who were also bidding on the same item, would not know who they were bidding against. A total of 119 individuals with Bid Numbers were registered. While a number of couples used only one of their two bid numbers to bid, and some people just plain didn't see anything they desperately needed, or wanted, a total of 102 individuals put their bid number on one or more items. The total revenue brought into the Outlaw treasury was a whopping \$4,264 ! The most revenue from an Outlaw Silent Auction from any previous Auction.

As our reunion in San Antonio moves ever closer, it is time to be thinking about making your contribution's to the next successful Outlaw Silent Auction. The Spring Newsletter will highlight the process and procedure for offering your donations and will also include some new incentives and contests!

Between then and now, and throughout the holiday season, let your imaginations turn to those items you can contribute to this most worthy cause. What things do you have in your possession, or could make, that a proud member of the 175<sup>TH</sup> AHC would enjoy taking home with them? What item would you treasure taking home?

Once again, many thanks to our beloved Tom Anderson for his leadership and wise counsel. And, a special thank you for his most successful organizing of our last auction. Let's continue to make each subsequent Outlaw Auction the success it deserves.

Thank you.

*Bob Allen.*

## Runway On a Rope

With helicopters being the predominant aircraft in Army Aviation today, it's easy to forget that Army Aviation got its start back in the latter stages of World War 2, utilizing very light, single engine fixed wing aircraft. Because these aircraft played such a vital role, it's interesting to look back at one innovative method of taking off and landing.



During WW2, light planes rigged with an overhead hook could "land" by snagging a sling hung from a long cable and roll to a braked halt like the department store change baskets of long ago. To take off, they changed slings, opened the throttle and, at flying speed, pulled a lanyard which freed the plane from the sling.

This idea was dreamed up by Capt. James H Brodie of the USA Transportation Corps during the dark days of the Battle of the Atlantic. Hundreds of successful landings and takeoffs erased the circus flavor from a project which, on paper, seemed like the doings of a pulp fiction writer.

So foreign to normal procedures was the system that Capt. Brodie had difficulty obtaining test pilots for the first rig. Transient pilots temporarily stationed at New Orleans, where the rig first was constructed, would volunteer for the assignment sight unseen. but after looking at the slender wire on which their plane would land, most politely backed out.

Like a big clothesline, the tight, overhead cableway of the portable ground rig stretched between two 65' tubular-steel masts at each end of the wire. N-shaped bridle cables connected the masts and the main cable, leaving both ends open to approach.

A single-wheel landing trolley, designed for easy rolling, gave a pendulum effect upon acceleration, reducing inertia forces. Shackled to the trolley was the landing sling—three loops of nylon rope affording a six-foot target to incoming planes. Engagement of just one of the loops was sufficient for a successful landing.

A travel release consisting of a long hold-back line and a spring-loaded trip prevented planes from beginning a take-off run until the engine was at full power. A pull on the lanyard attached to the trip lever disconnected the plane from the hold-back. An emergency release functioned if the plane has not been released from the trolley before the end of the cableway on its takeoff run. Without wind, an average lightplane took off from the cable in 400'; with wind, it was off in 200'.

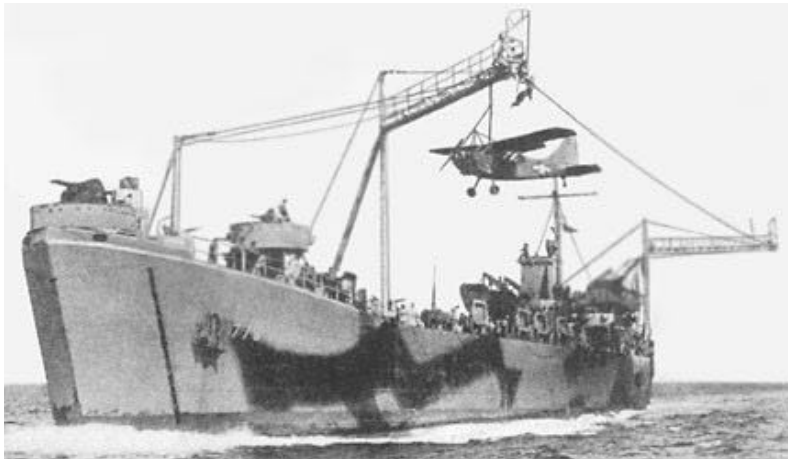
With \$10,000 from the Transportation Corps, Brodie began his first rig at New Orleans in April 1943 to simulate shipboard conditions. By July he was entreating wary transient Army pilots to conduct tests. Army service pilot Lt C C Wheeler made the first takeoff in late August, and the first round trip was made on 3 Sept 1943, by Maj James D Kemp, a B-26 pilot awaiting shipment overseas.

Experimentation in those days was by trial and error. By mid-September, the first regularly assigned Brodie system test pilot arrived—F/O Raymond Gregory, who approached the testing with enthusiasm. With Brodie as passenger, Gregory had come in for a landing pass

Cont. from pg. 4

and forgot about the sag in the center of the cable and kept too much altitude. The prop hit the cable, but Gregory brought his L-5 to a safe emergency landing under the rig.

Late in 1943 Brodie obtained the use of the cargo ship, *City of Dalhart*, with which to experiment on modification of the apparatus for actual sea landings. In December, a series of landings and takeoffs were successfully made with a Stinson L-5, bringing vindication of the months of work on what many officials called too fantastic a project on which to waste money.



Independent of terrain, the Brodie rig provided a good landing and takeoff site in most unlikely country—jungles, mountains, marshes, any place where construction of a landing strip was difficult or not economical. It was perfect for forward military positions because of its camouflage value—from above 500' it was extremely difficult to see, and even if spotted, it structurally was an elusive target.

Weighing less than 7,000 pounds, including tools and tackle, the rig was highly portable, small and light enough to be carried in cargo planes, along with a nine-man crew, and parachuted into a location. Where roads existed, two 2-1/2-ton trucks could haul everything. With hand tools and tackle, the rig could be made ready for landings and takeoffs in about 12 hours. At sea, the 600' long cable was supported by booms, kingposts, and bracing struts, elevated and outboard parallel to the port side of the ship.

Although its combat use was limited, the system was used on several ships for lightplane support of amphibious landing operations with outstanding success. During test maneuvers all other planes of a simulated task force were grounded by fog, but two liaison planes attached to an LST fitted with the Brodie line were aloft regularly acting as observers.

Commercially, the future of the system was as flamboyant in possibilities as was its wartime use. Brodie claimed a rig capable of handling planes much heavier than L-5s could be built, up to 7,000-pound airplanes. He foresaw light cargo routes utilizing his rigs to reduce the amount of fuel spent between landings—by decreasing fuel load, payloads would increase proportionately. Growers and ranchers would use the system to visit obscure acreage. Private individuals in the bush would set up their own airport in wooded or hilly back country.

Cont. on pg. 6

Contd. From pg. 5.

However, seemingly practical, and definitely proven, the idea never played out. Hence, The end of the Brodie Device.



Submitted by Tom Anderson.

**I need everyone to wish me luck. I have a meeting at the bank later and if all goes well, I will be out of debt. I'm so excited I can barely put on my ski mask.**

*11-11-2019*

*Veterans Day.*

*I want to wish all my fellow Veterans a great day and good health . God Bless you all and Thank you for your service and your personal sacrifices.*

**A man boards a plane with six kids. After they get settled in their seats, a woman sitting across the aisle leans over to him and asks, "Are all of those kids yours?" He replies, "No. I work for a condom company. These are customer complaints."**

**How to frighten the new generation:**

**Put them in a room with a rotary phone, an analog watch, and a TV with no remote. Then leave directions on how to use in cursive.**

*A little boy opened the family Bible and he was fascinated as he fingered through the old pages. Suddenly, something fell out of the Bible. He picked up the object and looked at it. What he saw was an old leaf pressed in between the pages.*

*"Mama, look what I found" the boy called out. What have you got there, dear? With astonishment he answered, "I think it's Adam's underwear"!!!*

## UH-1 HUEY (IROQUOIS) US ARMY.

Submitted by: Eric Ragsdale.

It was our flying machine, our taxi, our ambulance! Yes, we flew helicopters in Viet Nam. As we grow older, we begin to realize that maybe we aren't—10 feet tall, and bullet proof US ARMY Aviators and won't live forever!

People ask, "Do you miss flying?" Yes, I miss flying because you are totally focused on the task at hand. However, I miss the crew's even more than I miss the actual flying. They were a bunch of aggressive, wiseass, cocky, sarcastic troops in smelly flight suits. They drank too much, flew when they shouldn't have, harassed each other and thought that they owned the sky. They flew helicopters that leaked, bled off R.P.M., couldn't hover and burned JP/4 fuel at a rate of 1 gallon per/minute. We never had radios or instruments that worked all of the time.

They were archaic next to the computerized helicopters of today. Yes, we were Viet Nam Helicopter Aviators, Crew Chiefs, Door Gunners, and Maintenance Personnel!

**PULL PITCH !!!---KEEP ON FLYING!!**



Cont. on pg. 8.

Cont. from pg.7.

During the Vietnam War 7,013 UH-1's served. 3,305 were destroyed. Every Vietnam Veteran was touched in some way by the sound and the service of the UH-1 Huey and it's crews. It was retired from active service in 2005.

Serial # 66-00563 entered active duty with the US ARMY in August of 1966. It served three tours in Vietnam. One tour with the 175th Mavericks during 1970. After 2,419 combat flight hours and three major factory rebuilds it spent it's last active duty days with the 101st Airborne, Ft. Campbell, Kentucky before being acquired the California Chapter of the V.H.P.A. and now by the ARMY Aviation Heritage Foundation of Mesa, AZ. In 2019.

66-00563 will be restored and used at air shows and for education purposes. It's first mission will be at Arizona State University Gammage Theater for the "Miss Saigon" play on September 24th thru the 29th, 2019.

Outlaw/Maverick Ser.# 66-00563

Restoration Project, 2019: It made a short final to Falcon Air Field for restoration on April 9,2019. It arrived on a trailer and work began on the 13th of April. →



← Erick Ragsdale.

4/20/2019– The main rotor head and blades were removed along with the transmission. →



4/27/2019-This week the instrument panel, overhead circuit breakers and center console were removed and also the seats. The cabin was cleared out and ready for cleaning. →

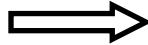




Cont.From pg.8

5/11/2019– Sync elevators, 42 degree, 90 degree gearboxes, driveshafts and the tail boom were removed. The tail boom is to be replaced as the old one was damaged.

This is Erick painting the tail boom.



6/8/2019 and 6/22/2019.—Now the real work begins with pressure washing, sanding, and cleaning the helicopter, first in the cabin, ceiling to floor. Then on to the exterior and front to back and plus the underbelly.



6/29/2019— Cleaning and sanding are complete. The exterior is masked off. The cabin is epoxy primed and painted gray.

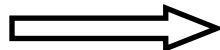
7/2/2019—Masking is removed, cabin is masked off for exterior to be painted O/D (Olive Drab- if you don't remember.)

7/3/2019—04:00 hrs. we started early to prime the tail boom and then on to the body. We finished at 14:00 hrs.



7/4/2019—Early start again, 04:00 hrs. First the Tail boom is painted, then the body, covers, antennae, sync elevators,, gearboxes, anything OD. Finished at 16:00 hrs. long day.

Looking GOOD!



Cont. From pg. 9.

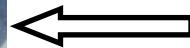
7/6/2019—Engine cowling painted, masking is removed from the helicopter. 7/9/2019—Main rotor blades and hub painted with the tail rotor blades and hub. 7/12-13/2019—Reassembly begins with replacement tail boom along with the gear boxes. Instrument panel reinstalled w/glare shield.



7/15th-20th, 2019—Seats reassembled, tail boom stenciled and the interior of the doors.

7/26/2019—Troop seats installed, wiring begins for the rotating beacon and exterior lights.

8/3/2019 Insulation on the bulkhead and roof of the cabin installed and more stenciling.

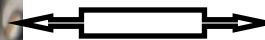


8/9/2019—Main rotor blades attached to the hub and transmission ready to install. 7-shot rocket pods primed, painted and stenciled.

8/16/2019—Wiring is being completed. Rotating beacon and exterior lights-fired up-and working. (Changed to 12 volt LED's).

8/24/2019—Reassembly continues. Touch up paint misc. work.

8/30/2019—Cyclic, collective and tail rotor pedals attached to a flight simulator on the center console. The helicopter could be flown while it was in the hanger. (Really Cool!!)



Cont. from pg. 10.

9/3/2019—BIG DAY!! 66-00563 See's the light of day!!- out of the hanger! Transmission, - main rotor head and blades installed. Finishing touches are being done.

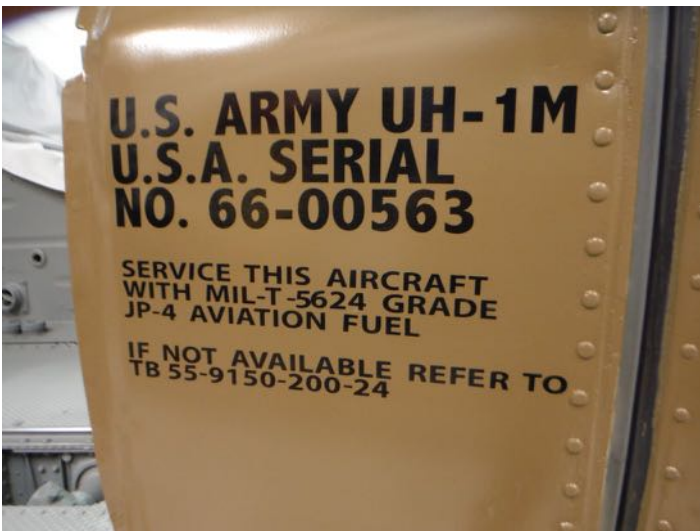


UH-1 Serial # 66-00563

Will be at the Arizona State University for The "Miss Saigon" Play September 24-29th, 2019 and she is booked for the Kingman, AZ Airshow, The Prescott, AZ Airshow, the Mesa, AZ Vets Parade on November 11th. And more until February, 2020.

From the Editor:

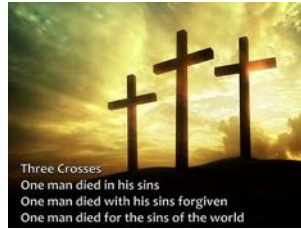
Hat's off to all you Veteran's that worked on this project!! GREAT JOB!!



The End.

## The Back Pew

By: Ernest Isbell



### “The Worlds Six Best Doctors” by Steve Jobs

Steve Jobs died a billionaire at age 56. This is allegedly his final essay. It is worth reading and taking his words to heart.

“I reached the pinnacle of success in the business world. In some others’ eyes, my life is the epitome of success. However, aside from work, I have little joy. In the end, my wealth is only a fact of life that I am accustomed to. At this moment, lying on my bed and recalling my life, I realize that all the recognition and wealth that I took so much pride in paled and becomes meaningless in the face of my death.

You can employ someone to drive the car for you, make money for you but you cannot have someone bear your sickness for you. Material things lost can be found or replaced. But there is one thing that can never be found when it’s lost – Life. Whichever stage of life you are in right now, with time, you will face the day when the curtain comes down.

Treasure love for your family, love for your spouse, love for your friends. Treat yourself well and cherish others. As we grow older, and hopefully wiser, we realize that a \$300 or a \$30 watch both tell the same time. You will realize that your true inner happiness does not come from the material things of this world. Whether you fly first class or economy, if the plane goes down – you go down with it.

Therefore I hope you realize, when you have mates, buddies, and old friends, brothers and sisters, who you can chat with, laugh with, talk with, sing songs with, talk about north-south-east-west or heaven and earth, that is true happiness! Don’t educate your children to be rich. Educate them to be happy. So, when they grow-up they will know the value of things is not the price. Eat your food as medicine, otherwise you’ll have to eat medicine as food.

The One who loves you will never leave you for another because, even if there are 100 reasons to give up, he or she will find a reason to hold on. There is a big difference between a human being and being human. Only a few understand it. You are loved when you are born. You are loved when you die. In between, YOU will have to manage!

The six best doctors in the world are sunlight, rest, exercise, diet, self-confidence and FRIENDS. Maintain them all in stages and enjoy a healthy life.”

I hope all those who read this today take these words to heart, especially the importance of love for your family and friends.

Ernie Isbell, Chaplin.



## 2020 Reunion Shirts !



Every Outlaw Roundup has been filled with colorful reunion shirts worn by both those Outlaws and their ladies. Hopefully, the same scene will be shown at the 2020 reunion, with dozens of colorful shirts dotting the gatherings. However, the shirt being planned for this reunion may have a more symbolic background than merely picking out a color that seems nice.

For years, many of us thought that a “teal blue” was the Aviation branch color. **WRONG! !** A little research finds that the official colors of Aviation Regimental flags is – **Ultramarine Blue with Golden Orange piping!** Two very bright and vivid colors, which we plan to use for the 2020 reunion shirts. ((Google “Army Aviation Branch colors” to see the colors.

As this is being written, (to allow Bob Sharp to get it into this Newsletter) we are in initial discussions with the embroidery company we have used for years, (ProLine Embroidery in Springfield, VA), to come up with a reunion shirt that will feature those great blue and gold colors. ProLine has always been very helpful, particularly with helping select shirts that allow us to provide them to our members at a reasonable price.

As usual, reunion shirts will be available for both men and ladies. A Shirt Order Form will be included in the next edition of the Newsletter. Of course, we don't yet know the prices, and we are several months away from the reunion. So, this note is merely a “get ready to get ready” to start thinking about ordering your shirt(s) when the next Newsletter is released. It's necessary for us to have some relatively firm numbers to provide to the supplier for the approximate number of shirts to be made up.

We'll provide full details about the shirts and an Order Form in the next Newsletter. As always, orders will be pre-paid and the cut-off date for ordering will also be announced in the next Newsletter.

*Tom Anderson*



Gerald C. Green  
LT. Col. (RET.)

Gerald C. "Jerry" Green, age 81, of Park Rapids, MN, peacefully passed into eternal life on Saturday, June 15th, 2019 at the Crystal Brook Care Center in Park Rapids, MN surrounded by his loved ones.

Jerry was born on December 16, 1937 to Helen Eva (McClain) and John Harvey Green in Des Moines, IA. Shortly thereafter, his family moved to Minnesota. His mother married her second husband, George Jorgenson, and moved the family of four young boys to the Park Rapids area. While attending Park Rapids High School, he participated in numerous activities and leadership roles., but most of all he excelled in track and football (Captain). Jerry received a full scholarship to Bemidji State University for his high endurance sporting endeavors. In 1990, Jerry was honored to be the recipient of the Bemidji State University's Outstanding Alumni Award and placed in the University's Athletic Hall of Fame.

While in High School he met the love of his life, Shirley Walsh. They both continued to Bemidji State College after High School graduation and married on September 7, 1957. They were blessed with two children, Joannie and Jeff. Jerry received his degree in Education and began his teaching and coaching career at great Falls High School in Great Falls, Montana. He coached football, wrestling, and track and field, and all were very successful at the state level.

During his High School, college and teaching years, he served in the Army and Air National Guard. Influenced by his three brothers, all of the career military, he applied for and received a direct commission as an officer in the US Army in 1967. He pursued aviation as a helicopter pilot. Following his officer basic course in Ft. Eustis, VA, and his entry into the Army Aviation program for fixed-wing (airplanes) and rotary wing (helicopters), and multi-engine qualification courses, he served in Vietnam as a unit pilot, Maintenance officer, and test pilot. Other positions included company commander at Hunter Army Airfield, GA, Chief of the Officer Course Branch for training Developments at Aberdeen Proving Grounds and one tour of duty in Korea where he served as the Battalion Commander and the one tour in Vietnam. As an Army Colonel, he served at the Aviation Systems Command in St. Louis, MO. Cont. on pg. 15.



Paul Glen Horton LT. COL. (RET.)

Retired U.S. Army Lt. Col. Paul Glen Horton, of Clovis, California passed away August 1 after a short battle with cancer.

Paul is survived by his loving wife, Maribeth, and daughters Dana (married to Milton Poore), Darcy (married to Mark Kinnersley), stepdaughter Monica Spear, stepson Craig Gerbi (married to Judi), his surviving sibling, Zoe Peverill and cousins, nieces, nephews and extended blended family. Five grandchildren have delighted him and will miss him; Payton and Jake Poore of Madera, Kyra and Kayla Kinnersley of Denver, Colorado and Vincent Gerbi of Half Moon Bay.

Born in Clovis, California on September 30th, 1944, Paul was taught to fly the family fixed wing airplane and was the youngest private pilot in California at that time. When he was drafted into the Army, he transferred those flight skills into a distinguished military career serving around the world proudly and honorably for 23 years.

As a veteran of the Vietnam War, he earned the Bronze Star, Distinguished Flying Cross, Vietnam Service Medal, and Armor Aviator Badge to name just a few.

After retirement, Paul and Maribeth traveled, enjoyed hosting at Camp Edison and weekends on their mountain property. A passionate animal lover to a host of dogs and cats that ruled the family home, he was known for adopting feisty old dogs from the shelter and giving them a new lease on life. As a result, he leaves behind his beloved Herbie who misses him dearly.

Services were held Thursday August 8th at 10 a.m. at Chapel of the Light in Fresno followed by a private interment at San Joaquin Valley National Cemetery.

(Cont. from pg. 14.) Col. Green was awarded the Legion of Merit, Bronze Star, Purple Heart, Meritorious Service Medals, 13 Air Medals, and many others. He retired from the Army 6/1/93 as an O/6 Colonel. He went on to study at Washington University in St. Louis, MO, completed his Masters in Business Mgt. at Webster University and graduated from Command and General Staff College and the Army War College. In addition to being a wonderful husband, father, uncle, and brother, he found time during their numerous moves (18 schools for the kids, and 23 moves in 26 years) to coach football, soccer, a rifle program and Sunday School classes. He enjoyed hunting, camping, fishing, snowmobiling, sporting events, and social gatherings with friends and family.

Jerry is survived by his wife Shirley, for 61 years, his daughter Joan Long of Park Rapids, his son Jeff Green of Park Rapids, and grandson Trevor (Sheina) Long of Chaska, MN. Along with several nieces and nephews and cousins. Jerry was preceded in death by his parents, a son Douglas, and three brothers, John, Glen, and Donald Green.

To VLOA Editor: I am sorry to share the news of the passing of my husband Bernard E Thompson who was a Vinh Long Outlaw. He died from complications of Agent Orange, he took a lot of pride in being a Outlaw, as long as he was aware of it. By the time he died, he had only the vaguest memories of being in the Army 20+ yrs. Wishing all of you members the best. Beverly Thompson.

## Bernard Everett Thompson Sr.

Sunrise  
August 10, 1945

Sunset  
May 14, 2019



### Celebrating His Life, Legacy & Love

Thursday, May 30, 2019

Viewing: 10 a.m.

Service: 11 a.m.

First Baptist Church of Glenarden  
3600 Brightseat Road - Landover, MD 20785

Pastor John K. Jenkins Sr.

Pastor Duane Dickens Sr., Presider

Reverend Cynthia Terry, Eulogist

### The Life, Legacy and Love of

## Bernard Everett Thompson Sr.

Bernard Everett Thompson Sr., was born August 10, 1945, in Chicago, Illinois to Wilbur and Jessie Nolan Thompson. He was the third of their four children.

He attended Chicago public schools and graduated from DuSable High School. With the Cold War and the draft inescapable facts of life in 1962, Bernard joined the U.S. Army. He served for twenty one years, with four tours of combat in Viet Nam, as that war raged. He was assigned to stations in Europe, Asia, and across the USA. His duties were varied: paratrooper, helicopter crew chief, military policeman, medical lab technician, paralegal/court reporter and on attachment to the US Embassy security detail. Bernard was awarded various medals for efficiency, diligence, leadership, and valor in combat. He took college courses and earned enough credits for a bachelor's degree in mechanical engineering.

Bernard parlayed his years of service in the JAG office into a civilian career as a paralegal at a K Street law firm in Washington DC in 1983. An opportunity to make some extra money at Christmas time started Bernard down a new career path. Instead of taking and making calls as a paralegal, Bernard became a tile and marble setter. He enjoyed the precision and the permanence of enduring construction made to exacting standards. He honed his craft at various tile companies and then worked as an independent contractor until retirement.

He was united in holy matrimony to Beverly Rankin, and from this union, they were blessed with two sons, Bernard Jr. and Ara.

Bernard was a hard worker but he had other interests, too. He was an avid reader, he loved fishing, action-packed movies, classic TV Westerns, and soul music. He followed professional boxing and the Chicago Bulls. He took an interest in cooking, and was proud of his secret recipes for rice pudding, barbecued ribs and meatloaf.

He leaves to cherish his memory, his wife of 45 years, Beverly Thompson; sons, Bernard Jr. and Ara "Dante" Thompson; daughter-in-law LaTrese Thompson; granddaughter Tiara Beard; sister Joyce Robinson, of Enid, OK; brother Gerald Thompson, of Los Angeles, CA; sister-in-law Rita J. Thompson; goddaughter Leanna Rankin; and a host of nieces, nephews, in-laws and other relatives and friends.

Bernard was preceded in death by his oldest sister, Barbara Holmes and parents Wilbur and Jessie Nolan Thompson.

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Fall-2019

**Vinh Long Outlaws Association (VLOA)**  
**Membership Application/Renewal Form**

Memberships in the VLOA is open to any person of any rank who served with any lineage unit known as the “Outlaws” (and “Mavericks” and “Bushwhackers” armed platoons) or any affiliated unit at any time between August 1964 and the present. These units include the 62<sup>nd</sup> Aviation Company, A Company 502<sup>nd</sup> Aviation Battalion, 175<sup>th</sup> Aviation Company, B Troop 1-158<sup>th</sup> Aviation Regiment (Iraq), 150<sup>th</sup> Transportation Detachment (“Roadrunners”), 28<sup>th</sup> Signal Detachment, and 25<sup>th</sup> Infantry Division’s “door gunners.”

Active (with vote) or Associate (without vote) Membership is \$25.00 annually, payable each January. A Lifetime Membership (with vote) is a \$100.00 one-time fee. A Lifetime Associate Membership (without vote) for spouses and relatives is available for a \$100 one-time donation. Higher levels of Lifetime Memberships are available; contact the National Director at: bert07@comcast.net To pay initial or renewal membership dues for this calendar year, please complete and forward this form, with dues payment, to:

**VLOA-Treasurer: c/o Frank Estes, 407 Country Club Drive, Ozark, AL 36360.**

First Name \_\_\_\_\_ MI -- Nickname \_\_\_\_\_ Last Name \_\_\_\_\_

Telephone # (home) \_\_\_\_\_ (work) \_\_\_\_\_ Spouse’s Name \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Rank (while assigned to unit) \_\_\_\_\_ E-Mail address \_\_\_\_\_

Dates assigned in Outlaws/attachments (Mo/Yr to Mo/Yr) \_\_\_\_\_ to \_\_\_\_\_

Unit/plt/sect/position \_\_\_\_\_ Radio Call sign \_\_\_\_\_

- Please initiate \_\_\_\_\_ or renew \_\_\_\_\_ my Active \_\_\_\_\_ Associate \_\_\_\_\_ VLOA membership. **Make \$25.00 check payable to VLOA.**
- Please initiate my Lifetime \_\_\_\_\_ Lifetime Associate \_\_\_\_\_ VLOA membership. **Make \$100.00 check payable to VLOA.**

\_\_\_\_\_  
 Please do not renew my VLOA membership, but keep my name on the VLOA roster. I understand I may not receive any future issues of the VLOA Newsletter unless I am a current dues paying VLOA member.

\_\_\_\_\_  
 I know a former Outlaw/Maverick/Roadrunner or other affiliated unit member and have indicated his/her name, address, and phone number on this form.

Comments: \_\_\_\_\_