



Vinh Long Outlaws Association (VLOA)

Vinh Long Outlaws Spring Newsletter

January-March.

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

1st. Quarter 2017

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National Director's Corner

By- James Donnelly

Hello to all.



I can't believe another quarter has gone by. The reunion committee has been going over our first proposal for the Charleston Reunion. The price is a bit high because Charleston is a fairly expensive destination even in September. We will do all we can to keep the pricing reasonable while planning a reunion to remember. For Friday we have specified a tour of Patriots Point, one of the worlds largest naval museums. It is home to the aircraft carrier Yorktown, the destroyer Laffey, and the Vietnam Era Naval Support Base which has its Sea Cobra and Huey helicopters. In addition the newly renovated Congressional Medal of Honor museum is on site. The tour includes a lunch on site. Events for other days include a dinner cruise in the beautiful Charleston Harbor area and a bus tour of Charleston's many historical sites.

The VLOA is still in need of someone to step up and take over the silent auction for the reunion. This is one of our biggest money makers and is anticipated by one and all. Please consider being a part of it. I am sure Jack and Fran will walk you through the process and I will be glad to be a delivery point for auction items as Vickie and I will be driving to Charleston.

One more hole exists in the organization that is our Chaplain. This position only requires a uplifting word or two in the newsletters and to lead the non-denominational chapel service at the reunion. If you would be interested in fulfilling either of these duties please let me know.

Not much to report on the personal side, Vickie and I continue to do stained glass and try too keep up our lake home of 30 years. I am sure most of you can relate to the fact that life seems to expand to take up all of the time allowed. We did have a couple of tornado's only a few miles away this month and were extremely lucky to have no damage to our property.

VLOA -2018
Reunion
Charleston, SC!!

Cont. on pg. 2

Cont. from pg. 1 If the VLOA can be of service to you don't hesitate to email or phone me, this is your association. Until next quarter I wish you all good health and many blessings.

James Donnelly, National Director

Outlaw Challenge Coins now For Sale

We have 50 Bronze coins for sale and I anticipate they will sell quickly based on the interest shown for them in Branson. The proof art work is below. Please contact me at vinhlongoutlaw18@gmail.com to reserve yours now. The cost is fifteen dollars each shipped to your door. You can mail your check made out to the VLOA to me at 2413 General Longstreet Drive, Virginia Beach, Virginia 23454-2611 Thanks, Jim Donnelly.





Huey versus Volcano

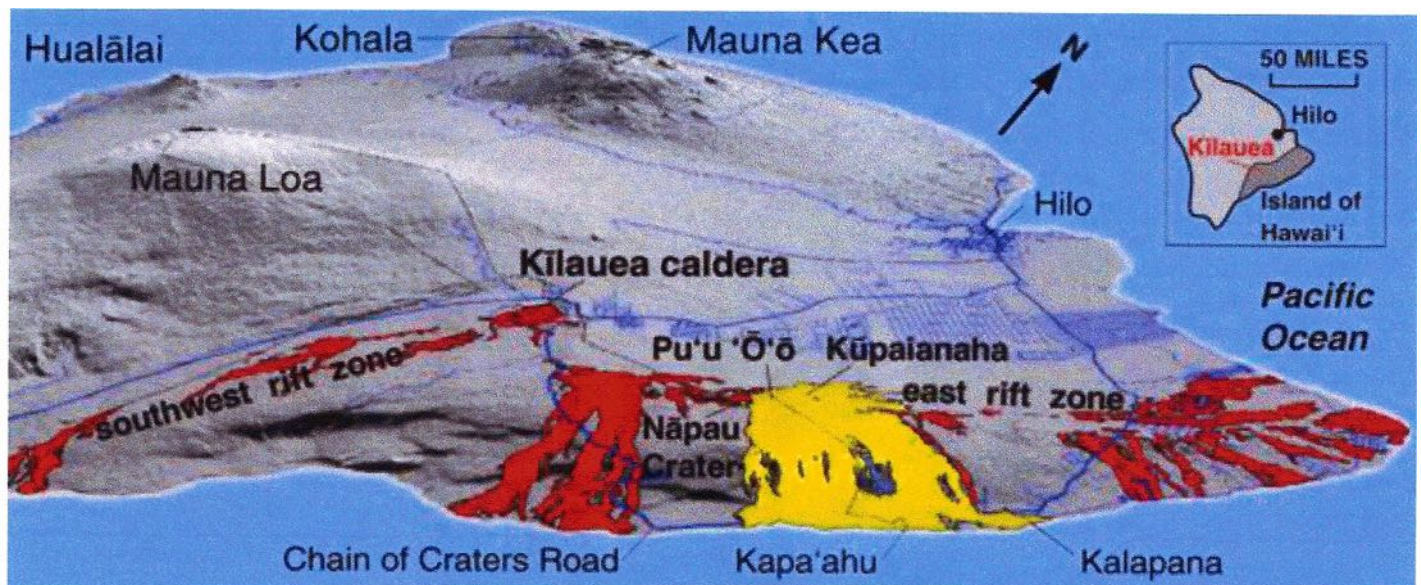
by: Phil Van Alst.



After leaving the Outlaws in 1971 I finished my Army enlistment, luckily I was stationed at Wheeler Air Force Base, Hawaii (home). While Stationed at Wheeler I used VA benefits to finish all of my FAA ratings to include Commercial Rotorcraft and Flight Instructor ratings for Airplane and Rotorcraft. My Company Commander signed me off based on Military experience to test for my FAA Airframe and Power plant mechanic certificate. I left the Army in 1974 with flight and mechanic Certificates in hand never intending to put on a uniform again.

Needless to say, the fuel crisis of the 70's put a big crimp in obtaining any decent position in the civilian aviation industry. While browsing the job ads one Sunday in 1980 I came across one for the Army Guard, hiring a full-time Maintenance Officer for their Flight Activity in Hilo on the big Island of Hawaii. Long story short, I said "What the Heck", applied and found myself back in uniform again with a promotion from SP/5 to Warrant Officer based on civilian qualifications. After a short transition course at Fort Rucker I was a rated Army Aviator.

In 1983, the Kilauea volcano erupted and is still erupting today. Looking at the Kilauea map you can see that the flow pattern does not normally approach Hilo, the largest city and Capitol of the Big Island.



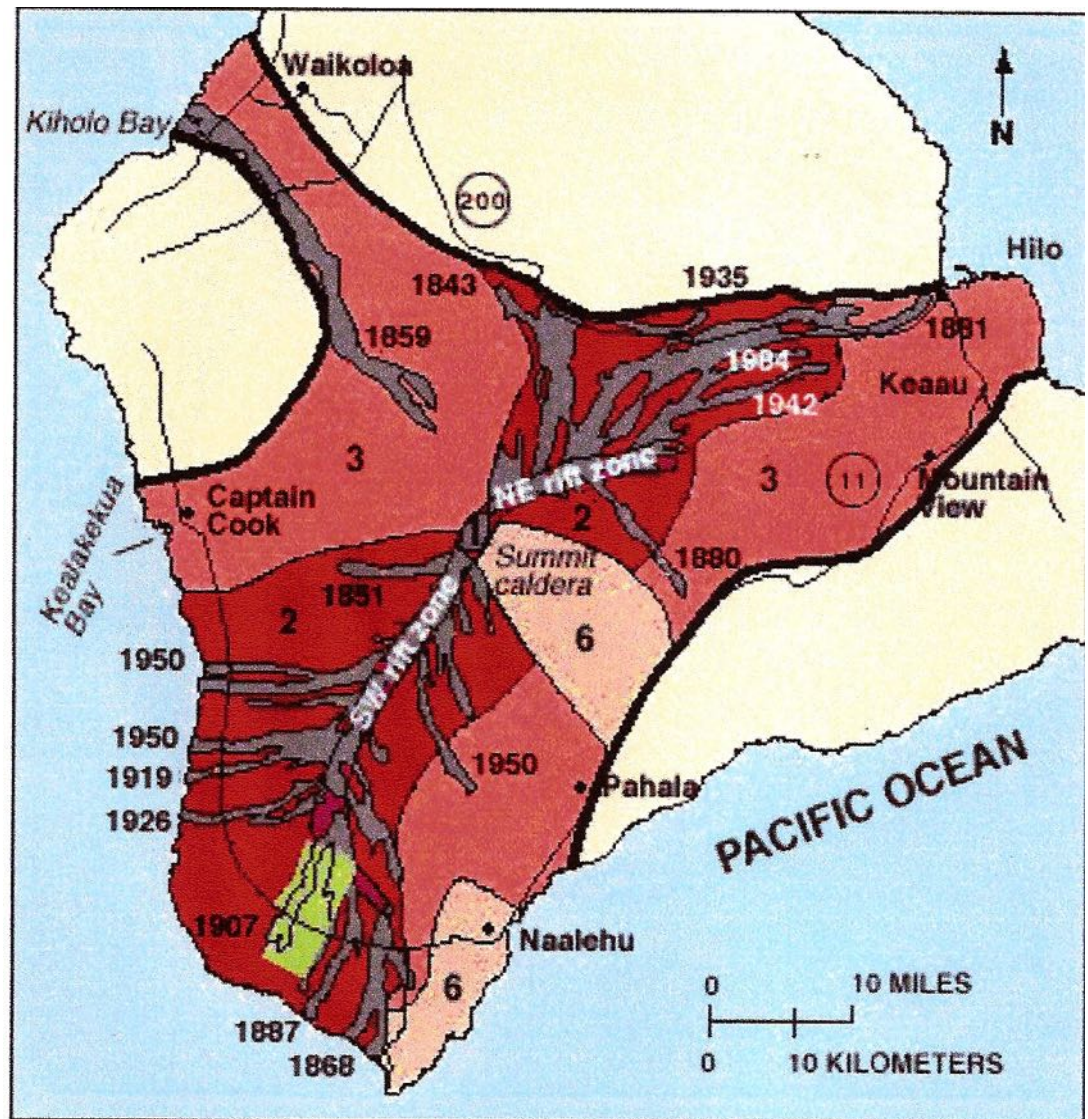
Cont. on pg. 4

Cont. from pg.3

In 1984, the Mauna Loa crater erupted. Mauna Loa is one of five volcanoes that form the Island of Hawaii. Standing at an Elevation of 13,679 feet it is an impressive site. This is especially true when looking from Hilo Town at night with the flow heading towards you. Looking at the Mauna Loa map you can see all recorded flows. The visual effect from Hilo makes the flow look much closer to town than it is. With that and Kilauea erupting together, the local population was close to panicking.

We were called to active duty to track the flows location at 22:00 and 04:00 nightly. The Hilo Fire Department helicopter would cover day shift as they weren't rated for instrument flying and avoided night flights when possible. This went on for two weeks. To avoid inconveniencing our limited part time Unit members and their civilian jobs (Two flew for the Fire Department) the flying fell upon the full timers. With only three being rated (one was the Facility Commander), that left our Flight Instructor and myself. Mapping a lava flow sounds easy

enough except how do you know the exact location at night with limited visual references? The answer was to find the nearest power line pole, hover up close and using your search light illuminate the poles data tag. Then hope that with binoculars the Crew Chief could read the data. (We didn't have night vision goggles until a few years later. No distance measuring equipment, DME, on the aircraft and GPS, never heard of it back then.)



Cont. on pg.5.

Cont. from pg. 4

All went well the first few nights. Then one night with passing showers and marginal visual flight conditions things became interesting. While checking a power pole at the 5,000-foot level we were jolted by an explosion and pelted with chunks of hot lava that sounded like incoming rounds. The 5,000-foot level is all tropical forest. Hot lava with temperatures from 1,200 to 2,200 degrees Fahrenheit flowing over this foliage creates methane gas that normally burns off. Occasionally it will create a gas pocket that eventually explodes. This one felt like a 500-lb. bomb going off. Thankfully we were far enough away that the only damage was some burnt paint and melted Plexiglas on a cargo door window. Our Crew Chief advised us that he might require a clean flight suit when we returned to Hilo. (He had never flown combat)



In his early years serving as door gunner on Outlaw 26 in the delta.



Phil at the Huey American History Museum in DC while at VLOA 50th.

As we turned to depart we found ourselves in a pocket of clear air with no way to go under visual flight rules. Inadvertent IMC (Instrument Meteorological Conditions) called for a turn towards the Ocean and a climb to 9,000 feet until radar picks you up or you intercept a known airway. This was a long-established procedure with the mountainous terrain of the Big Island. Over the years there are a collection of wrecks on the Island from folks flying into mountains in marginal weather conditions. At around 8,000 feet we picked up an increasingly severe vibration followed by loud banging noises on the tail boom. Luck would have it that we had accumulated blade ice as we climbed. Thankfully radar saw us shortly after the encounter and gave us a lower altitude and vectors back to Hilo.

The reliable Huey came thru and kept us safe. In addition to some burnt paint and melted Plexiglas the tail boom had some denting, the worst being to the tail rotor drive shaft cover. It was a memorable mission and need I say how good the beer tasted in the parking lot at 6 AM?

Cont. on pg.6.

Cont. from pg. 5.

In 1986, my dream came true when Aloha Airlines hired me. I flew the Boeing 737 with them for 21 years. I continued my guard duty eventually transferring to the Air Guard until my Military retirement in 1996. I can honestly say that my time with the Outlaws and that dark night on the side of a volcano will always hold special memories for me. Today when asked if I miss flying, my response is "Only the UH-1 and Bell 47. And did I mention, the UH-1?"



Phil "Taking five" on apparently "hot" day after a flight somewhere in the delta.



Phil at the World War II Memorial in Washington, D.C. Touring at the VLOA 50th reunion.

Barbara Walters, of 20/20, did a story in Kabul, Afghanistan, several years before the Afghan conflict. She noted women walked five paces behind their husbands.

She recently returned to Kabul and observed that women still walk behind their husbands. Despite the overthrow of the oppressive Taliban regime, the women now seem happy to maintain the old custom.

Ms. Walters approached one of the Afghani women and asked, "Why do you now seem happy with an old custom that you once tried so desperately to change?"

'The woman looked Ms Walters straight in the eyes and without hesitation said, "Land mines".

Moral is (no matter what language you speak or where you go):

BEHIND EVERY MAN, THERE'S A SMART WOMAN.



Redneck window blinds.

The Back Pew

By:



Discovering Life's Greatest Purpose

by Selwyn Hughes
Provided by Bert Rice



When considering a possible column for our newsletter, I came across a small book written by Selwyn Hughes. It addresses various aspects of life in general. This first offering is entitled Life's Greatest Purpose. This is what it says and it hit home to me.

“What, then, is life's greatest purpose? This: **to be aware of God and aware of others.** I am going to assume that you are already aware of God, so the question I want to put to you today is this: How aware are you of others? Do you care for those who are pressed down with deep, perplexing problems? Have you a genuine concern for people in trouble? God's highest priority in this universe has to do with **people.** He is interested in things, of course----He created them----but his primary concern is for people. “For God so loved the world that he gave his one and only Son, that whoever believes in him shall not perish but have eternal live” (John 3-16)

If we are to discover and develop God's greatest purpose for our lives, then we must bring our concern in line with His concern. One great thinker said, “Most human problems stem from the fact that we treat people as things and things as people.” Put your hand in the hand of God. Realize that God's highest priority is in people. Decide now to make God's priority your priority; and make people---not things--- your primary concern.

*My Father and my God, if people are Your priority,
then help me to make them my priority, too.*

*Help me to invest my greatest energy
not in things, but in people.*

God make me aware, in Thy Holy Name I pray. Amen.

God's highest interest is in people.

PERMANENT ARLINGTON CEMETERY MEMORIAL TO VIETNAM HELICOPTER CREWMEMBERS HAS BEEN APPROVED.

By Tom Anderson

Nearly two years has passed since I first reported on the effort to have a permanent memorial placed in Arlington National Cemetery (ANC) to honor the more than 5000 helicopter crewmembers killed in action during the Vietnam war.

Statistics show that approximately 10% of the more than 58,000 killed in Vietnam served in helicopter units. However, until now there has been no national monument, anywhere, to recognize the sacrifice that helicopter crewmembers made during the Vietnam conflict.

Recognizing this fact, as well as the reality that Vietnam veterans are now in their senior years, nearly three years ago the Vietnam Helicopter Pilots Association (VHPA) took the lead, on behalf of all US military helicopter organizations, in spearheading the monument effort. It should be emphasized that the proposed memorial is dedicated to both helicopter pilots as well as crewmembers from every US branch of service.

A significant breakthrough has recently been achieved to bring the effort to reality. After many meetings, revisions and negotiations, VHPA leadership was able to make their case to, and obtain approval and final authorization for the commemorative monument from, the Executive Director, Army National Military Cemeteries.

With that authorization, approval of two identical bills, currently pending in both the US Senate and the House of Representatives, will not be needed, thus bringing the placement of the monument in Arlington National Cemetery a reality!

The monument will be named the "Vietnam Helicopter Pilot and Crewmember Monument". The face of the monument will show a frontal view of an approaching Huey with door gunners visible on each side. The text will read: "IN HONORED MEMORY OF THE HELICOPTER PILOTS AND CREWMEMBERS WHO GAVE THE FULL MEASURE OF DEVOTION TO THE NATION IN THE VIETNAM WAR"

This commemorative monument will be placed between a red maple tree, planted and dedicated by the VHPA in August 2015, and the sidewalk bordering Memorial Drive in Arlington Cemetery. Memorial Drive is a major street used by the thousands of visitors to the Tomb of the Unknown Soldier, the Memorial Amphitheater, and the Challenger and Columbia Shuttle Memorials. The beautiful red maple tree, will be retained. The location will maximize public awareness of the important and dangerous missions performed by helicopter pilots and crewmembers.

The approval also means that future visitors to Arlington Cemetery will learn, and recognize, the important role and sacrifice of those who crewed helicopters in the Vietnam war. An early objection to installing another "monument" in Arlington would take up space for future burials. The newly approved location does not impact space for future burials.

The VHPA has agreed to fund the construction and installation costs of the monument.

While a dedication date for the monument is not yet set, it could occur as early as Veteran's Day, 11 November 2017. It is more likely, however, that it will be dedicated on Memorial Day weekend, 26-28 May, 2018. At last, the permanent monument to our fallen helicopter brothers-in-arms will be a reality!



BUSHWHACKER PATCH



INFORMATION REQUESTED

Before VLOA Reunion 2016 Branson, MO, several former 175th AHC and Bushwhackers were contacted to learn the genesis and symbolic representations on the “Bushwhacker” patch. Obviously, a figure with hat and flack jacket atop AH-1 armed helicopter are central to the patch. However, wanted was more information as to the how, when and why in order to document for historical purposes the significance and origination of the Bushwhacker patch. Some immediate questions were prompted by the figure with flack jacket astride the AH-1, which in some versions of the patch, appears to have a white head with red eyes and some type of a hat (?) on top of his head. Four former Mavericks/Bushwhackers Outlaws responded, their information is summarized as follows:

From: Bill Fryant - Bill arrived Vinh Long April 1970, assigned to the 1st Plt, around January 1, 1971 transferred to the Mavericks. About January 15, Mavericks (UH-1C Armed) were reassigned to other units as they were being replaced by the AH-1 Cobras. In country AH-1 transition training had closed, Bill was transferred to the 191st AHC with the Bounty Hunters (Can Tho). His recall is the Bushwhacker logo/patch and platoon name of the AH-1 Armed Plt replaced the Maverick name and patch as well.

From: Don Holmok - Armament Specialist assigned November 1970 to the Mavericks. Don recalls sometime in January 1971 the change was made from UH-1C helicopters to the AH-1 and he remained as one of the original Bushwhackers. Don reports, Capt. Charles H. Edwards the Bushwhackers platoon leader, not only changed the name of the Armed Platoon from the Mavericks to Bushwhackers, but also personally designed and painted the original artwork for all Cobra helicopters.

From: Fred Rowe - Arrived Vinh Long first week of April 1971, three months after 175th received Cobras. Bushwhackers had already been named and patch/logo adopted and members of that platoon wore the patch while the remainder of the company wore the Outlaws patch. As was common, unit patch logos were worn on the right fatigue/flight suit pocket and 1st Avn Bde left shoulder sleeve.

From: Beau Lockhart - Beau’s memory indicates the figure on the Bushwhackers patch/logo as being a cowboy riding the Cobra, a take off from a cowboy riding a tornado as depicted in a cartoon, poem or something. Beau’s son, Jonathan responding to the original inquiry regarding the Bushwhackers patch, emailed the following to Beau, “I’m not sure about anything else but the cowboy riding a tornado was Pecos Bill. It was taken from a Disney Cartoon.” (Internet research does in fact show Pecos Bill riding a tornado in a cartoon.)

So, the above is what we know. Anyone who reads the VLOA newsletter and may have further information about how the Bushwhackers patch/logo was originally developed and the details of the patch (colors, description, type hat, symbolic reference, significance or other, etc.) will be appreciated. Information received will be added to what is known. (alair63@gmail.com with CC: jcdonnelly1@cox.net)

Thanks to Bill, Don, Fred and Beau for their input. This effort is made in memory of CPT Charles H. Edwards and his CP Berry A. Rhash KIA March 29, 1971.

Remembering the “Army Wife”

One of the attributes of the Vinh Long Outlaws Association is the varied background of our members, and the fact that our members are not comprised of any single “type”. The bonds of friendship are beyond any differences we once may have had so many years ago.. We have enlisted, NCO’s, warrant officers and officers. We have career Army veterans as well as many who elected to return to a civilian career. Our members are spread over 9 years of Outlaw service.

But those of us who were married when we deployed to Viet Nam had one common denominator – we had wives who worried, waited and wondered if we would return. We left them home to handle a myriad of issues we would have done had we been there. Those who elected to not serve an Army career also had ladies who, at the time, were also “Army Wives” - and they probably didn’t let you forget it when you came home!

In the VLOA we tend to focus on the men. And for good reason. But, we sometimes don’t remember to recognize and give the credit due to those (then) young ladies. Here’s a simple little piece that reflects on the life they had to assume while we were in Viet Nam.

She wore no uniform, no blues or Army green,
She was surely in the Army, but in ranks that were seldom seen.
She had no rank on her shoulders, salutes she should not give,
But the Army was the place where she was asked to live.
She wasn’t in the chain of command, orders she did not get,
But her Army husband was the one who did, and this she could not forget.
She wasn’t the one who delivered the weapons, or who put her life on the line,
But her daily job was just as tough, - she was the one who was left behind.
Her husband was a patriot, a brave and honorable man,
When he chose to serve his country, not everyone would understand.
And from behind the lines she saw the things that kept this country free,
Her husband made the sacrifice, as well as her children and she.
She loved the man she married, protecting his country was his life,
And proudly standing among the silent ranks, was his devoted Army wife.

THANKSGIVING 1970 by Frank Effenberger

The mission Thanksgiving 1970 was to proceed to the little rock pile mountains (?) sticking straight up about 500' out of the rice paddies in the vicinity of Ha Tien, RVN to carry the US Advisors from two of them to a hot turkey dinner, and then return them. The rock piles had names, I forget what they were, and were honey-combed with caves at their bases, which were owned/operated by variable/unknown numbers of VC or NVA. The advisors were on top of the rock piles with contingents of ARVN forces, bad guys notwithstanding. I was given an armed escort of light fire team of Mavericks to ensure that the situation didn't get out of hand. That part was easy enough. I can't remember who the rest of my crew were that day (it was a while back). We made a couple of uneventful trips picking those folks up and depositing them at a command post along the northern border, and the two Mavericks went down the canal a ways (several miles) and landed at another friendly location to refuel, where they shutdown. It wasn't long before radio traffic at the TOC where we were at indicated a friendly fire base was under intense attack down to the south of our position. I really don't remember if it was Rach Gia or Rach Soi, but who cares? They needed a C&C (us) and guns (Mavericks), so we took off to signal the Mavericks. We flew past their parked aircraft and hand signaled them to crank and follow. We watched until we saw blades turn and headed south as fast as we could go. We were to pick up a backseat or two when we got there (local commanders and counterparts to meet Rules of Engagement). The guns would catch up to us easily once they were airborne.

The shortest distance wound up with us "feet wet" over the Gulf of Thailand while we were making more arrangements. There was heavy forest along the Coast, with occasional "deforested strips" (read Agent Orange drops) here and there. Assets were being allocated from all over the Delta; a pair of OV-10s were coming, 2 heavy fire teams of Cobras just for starters. We had briefed the Mavericks on their VHF frequency and they were charging along behind us. AC Jim Such (Sin 6) was Maverick Lead that day, and evidently AC Ray Pyrcz was his wing. We were listening to their chatter when the Wing said to Lead something like "Shit! Sin, your smoking, hell, you're on fire!" and Lead (Such, Sin 6) said "Hell, it just quit, anyway!". We did an immediate hard 180 to get back to them, since they were still several miles behind us. Maverick Wing was circling their position. They made it to a deforested strip and were upright on the ground amongst 100 foot tall dead trees! I found a place to land about 150 meters to the south of them in the same strip, and we helped transfer the crew and some of the gear (maps/guns/radios) to C&C and got the hell out of there. Jim had done a remarkable feat in vertically auto rotating through a hole in the trees without crashing! The skids on the aircraft were slightly spread and it was sunk to its belly in mud, the Frog was obviously broken and stuck in the mud; but total cabin integrity! No one said they were injured (just muddy and tired from running back and forth in the mud), but a LOT of adrenaline was flowing.

Some other aircraft enroute to Rach Gia became C&C for that mission and made the backseat pickup for the "shootout" at the firebase. We requested/ located a fire team to come to the downed Maverick airframe AND a Chinook enroute to rig and extract it. They all arrived in record time and extracted it (by what I heard) uneventfully. Seems to me at that point we went back to Vinh Long. I thought that the biggest regret was when the Chinook brought the Maverick back, they dropped it from about 25 feet to the ramp and broke the hell out of it...

The remainder of the day seems really fuzzy to me; I suspect our next actions were to head for the Bunker and open the bar. That would have been logical, SOP if you will.

Now you have account from Outlaw 18 and Maverick 39.

I see where Ray Pyrcz is in VHPA at skyrounge@mac.com, so you could get an account from him, and Jim Such in 2007 was at jhsuch@swbell.net.

Frank Effenberger

Cont. on pg. 12.

cont from pg.11. PS: I see in my old photos 32 and 39 both had 40mm Frogs, but I really don't know which Maverick it was... We all know weaponry/ paint/ names were subject to hostile fire.

These photos were from after the retrograde ammo point blew up.



Maverick 34 – Eve of Destruction



Maverick 39;
Grateful Dead

Cont on pg. 13



Maverick 32 - Snoopy



Maverick 31 – In Cold Blood



Maverick 33 – Devil's Anger



Maverick 35 – Reaper



Maverick 36- Blood, Sweat & Fears

Left to right, CE Phil Bolton, AC James Such & DG Clyde "Robbie" Roberson.

Frank Effenberger photo



Cont. from pg. 15. 26 November 1970

UH-1C 66-15141 (possibly Maverick 39 Eve of Destruction) was flying at 900 Feet and 80 knots. A loud bang was heard and the engine failed. An auto-rotation was made to the mud flat at the oceans edge. The crew was AC James Such, CP Travis "Mike" Allison, CE Phil Bolton, DG Clyde "Robbie" Roberson.

Bill Fryant wrote ..

I remember this day now. Ray Prycz was the AC and I was in the left seat . As we flew the wingman slot to Maverick Lead . I think we were near Rach Gia (?) directly behind Such. A big puff of smoke came out of the exhaust and we could see the rotor blades go to a flat pitch as James called out a mayday. We followed him down and watched him perform a perfect autorotation onto the mud. Such did a great job on that one.

Travis "Mike" Allison died August 1975 while spraying for fire ants in Mississippi. Mike had become sick but continued to fly and died from heart attack and helicopter crash. VHPA DAT

Sources: Ed Timmers, Bob Kelly, Bill Fryant, VHPA

Laughter is the best medicine-Stay healthy!

*I find it ironic that the colors Red, White, and Blue, stand for freedom until they are flashing behind you!

*Today a man knocked on my door and asked for a small donation towards the local swimming pool. I gave him a glass of water.

*I want to die peacefully in my sleep, like my grandfather. Not screaming and yelling like the passengers in his car.

*A recent study has found that women who carry a little extra weight live longer than the men who mention it.

*Relationships are a lot like algebra. Have you ever looked at your X and wondered Y?

*America is a country which produces citizens who will cross the ocean to fight for democracy but won't cross the street to vote.

*You know that tingly little feeling you get when you realize that you really like someone? That's your common sense leaving your body.

*I think that my neighbor has been stalking me as she has been Goggling my name on her computer. I saw it through my telescope last night.

*Money talks.....but all mine ever says is goodbye!

*I'm not fat!,I'm just easier to see!

*If you think nobody cares whether you're alive or not, just try missing a couple of payments.

*My 60th kindergarten reunion is coming up soon and I am worried about the 175 pounds I've gained since then.

*I think it is pretty cool how the Chinese people made a language entirely out of tattoo's.

*The reason Mayberry was so peaceful and quiet was because nobody was married. Andy, Aunt Bea, Barney, Floyd, Howard, Goober, Gomer, Sam, Ernest T. Bass, Helen, Thelma Lou, Clara and of course, Opie were all single. The only married person was Otis, and he stayed drunk all the time.



1st. Qtr.- 2017- VLOA Treasurers Report by Ernest Estes.



Vinh Long Outlaws Association (VLOA)		
Balance effective 01/01/2017		\$34,975.10
REVENUES:		
Dues - Annual	\$275.00	
Dues - Lifetime	\$1,100.00	
Dues - Associate Lifetime	\$0.00	
Sales & Miscellaneous	\$1,525.00	
TOTAL:	\$2,900.00	
EXPENDITURES:		
Newsletters, inventory, administration, miscellaneous	\$1,594.94	
TOTAL:	\$1,594.94	
CASH BALANCE - 3/31/2017		\$36,280.16
Details: 3 month period - 1/1/2017 thru 3/31/2017		
Revenues Detail		
Sale of Ourlaws coins	\$1,525.00	
Sub Total	\$1,525.00	
Annual Dues (AD): - 2017		
Amilio Alvarado	\$25.00	
Frederick W. Jacobs	\$25.00	
Richard M. Dyer	\$25.00	
Norris Marshall	\$25.00	
Michael Colaneri	\$50.00	
Dale A. Roland	\$25.00	
Harold E. Feathers	\$25.00	
Donald R. Hawk	\$25.00	
Mark W. Fontenot	\$25.00	
Eddie McGuire	\$25.00	
Sub Total	\$275.00	
Lifetime Memberships (LM): - 2016		
James A. "Spanky" Reese	\$100.00	
Michael R. "Mike" Brady	\$100.00	
Richard W. Payton	\$100.00	
Steven J. Hopkins	\$100.00	
Thomas C. Pratt	\$100.00	
Fred M. Rose	\$100.00	
John E. Doyle	\$100.00	
William B. Sturtevant	\$100.00	
Thomas. R. Overeynder	\$100.00	
Joseph J. O'Neill	\$100.00	
Ivan W. White	\$100.00	

Cont from pg.16.

Sub Total	\$1,100.00	
Associate Lifetime Membership (ALM): - 2016		
SubTotal	\$0.00	
Total Revenues - 3 month period 2017		
	\$2,900.00	
Expenses Details		
Bob Sharp - 4th Qtr 2016 - Newsletter	\$591.68	
Bob Sharp - 1st Qtr 2017 - Newsletter		
Bob Sharp - 2nd Qtr 2017 - Newsletter		
Bob Sharp - 3rd Qtr 2017 - Newsletter		
Admin - Postage, Deposit Tickets, Media, Supplies	\$40.44	
Paper bank statements	\$1.50	
Account checks	\$17.90	
Purchase Outlaw coins (reimbursement to Jim Donnelly)	\$943.42	
Total Expenses - 3 month period 2017		
	\$1,594.94	
INCOME (LOSS) - 3 month period ending 03/31/2017		\$1,305.06

VLOA Proposed Budget - 2017

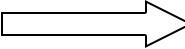
Revenue:	Amount
Dues - Annual (est. 20)	\$900
Dues - Lifetime (est. 30)	\$3,000
Dues - Associate Lifetime (est. 5)	\$500
Sale & Miscellaneous	\$500
Donations, Sponsorships	\$100
Total	\$5,000

Expenses:	Amount
Quarterly Newsletter	\$2,500
Website Management	\$1,550
Purchases of sale items	\$400
Admin, supplies, postage, media, etc	\$550
Total	\$5,000

Bank Account Status ao 1-1-2017 \$34,975.10

Bank Account Status ao 3-31-2017 \$36,260.16

Estimated quarterly net revenues of \$1300 = \$5200 annually

Charles Emery served with the 150th. with the Roadrunners. Chuck and his wife Kim were in attendance at the Vinh Long Outlaws 2014 Reunion in Washington, DC. 

Chuck is remembered by his old friend Pete "Fred" Fredrikson, from Azle ,TX.

Submitted by: Pete "Fred" Fredrikson.

"A Pastor's Business Card"

A new pastor was visiting in the homes of his parishioners. At one house it seemed obvious that someone was home but no one came to his repeated knocks at the door.

Therefore, he took out a business card and wrote "Revelation 3:20" on the back and stuck it on the door.

When the offering was processed the following Sunday, he found that his card had been returned. Added to it was this cryptic message, "Genesis 3:10..."

Reaching for his Bible to check out the citation, he broke up in gales of laughter.

Revelation 3:20 begins,

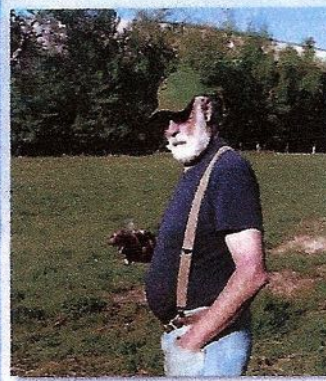
"Behold, I stand at the door and knock."

Genesis 3:10 reads,

"I heard your voice in the garden and I was afraid for I was naked."

Remember, "A cheerful heart is good medicine." Prov. 17:22.

In Loving Memory



Charles Vitle Emery Jr died February 18, 2017 as the result of an accident in his barn while getting hay for his steers with a tractor.

Chuck was born February 1, 1943 in Bremerton, WA. His parents were Charles

and Aldith (Douglas) Emery Sr. He attended Marcus Whitman Jr. High and graduated from South Kitsap High School with the class of 1963. He was known for his skills in Track. He enlisted in the Army and was a helicopter crew chief in Vietnam. After his discharge he worked on the Boeing 737 production in the Renton, WA plant. He later worked through the ranks of the WA State Ferries, retiring in 2001 as a 1st Mate.

Chuck and his wife, Kim moved to Dayton in 2012... looking for sunny weather. He kept busy on their little farm on Baileysburg Lane.

He is survived by his wife of 30 years, Kim at the home; a son, Robert (Karen) Emery of Seattle; stepson, Joey (Camille) Seward of Shelton; step-daughter, Monica (Robert) Koch of Seattle; two grandchildren, Isabel and Marcos Emery; a sister Doreen (Howard) Yager of Anchorage; numerous nieces, nephews and cousins.



A remembrance will be held from 2-4 on Saturday, February 25, 2017 at the home (111 W. Baileysburg Lane). Those who wish may contribute to the Dayton Food Bank or Senior Center. A memorial service will be held in Seattle area at a later date.

Vinh Long Outlaws Association (VLOA)
 c/o Robert J. Sharp, Editor.
 17489 US Hwy. 65
 Albert Lea, Minnesota. 56007
 handybobsharp@gmail.com
 Cell 507-828-3062 –H Ph.507-373-6452



Spring -2017

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 62nd Aviation Company, A Company 502nd Aviation Battalion, 175th Aviation Company, B Troop 1-158th Aviation Regiment (Iraq), 150th Transportation Detachment (“Roadrunners”), 28th Signal Detachment, and 25th 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: fbi_jim@hotmail.com. 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: _____