

Vinh Long Outlaws Association (VLOA)

"www.vinhlongoutlaws.com"

## Vinh Long Outlaws Spring 2022 Newsletter

January-March

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

1st. Quarter 2022

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**See you in San Antonio, TX.!!**

## National Director's Corner

By- **Bert Rice**



Spring is here! Spring is one of my favorite seasons. Newness of life gives me a feeling of encouragement and hope. Maybe it is the expression "hope springs eternal" that uplifts me. My hope is that this finds each and every one of you doing well!

I am looking forward to the VLOA reunion in San Antonio from 22 to 26 September 2022. We are going to make it happen! It is now time to get registered. I am sending in my registration this coming week and I hope you will do the same.

Armed Forces Reunion, Inc (AFR) has finalized arrangements with the Holliday Inn in San Antonio. As I mentioned before, the hotel agreed to host the reunion but with a small increase in room rate. The initial room rate was negotiated three years ago in 2019. I don't believe the increase is unreasonable.

The reunion registration form is included in this edition of the newsletter. Please complete and submit the registration form prior to the first payment deadline of June 4. If you are able, consider payment in full as that will be beneficial to both yourself, not having to make a second payment, and to those of us planning the reunion – gives us a good idea of attendance and possible need for additional rooms. Thanks!

Links to register are available on the website. There are two links. One will be used to make the initial payment of 50 percent along with more detailed information. The second is to be used to make final payment of 50 percent by August 19, 2022. Please be careful when registering using the links to make sure all information is provided.

A sequence of events and information about the tours are included in the newsletter. I believe that all information is correct and will be useful for our purposes.

I do not want to be any more redundant than I already have been in previous newsletters so I will leave you with a story (little humor) that reminds me of myself and maybe some of you! The story goes as follows: three elder gentlemen with hearing problems were waiting for a bus ride at a bus stop at the top of a hill on a very windy day. The first gentleman says, "Oh my but it is windy, the second says, "no it is Thursday," and the third says, "I am thirsty too, let's go get a drink!" Remind you of anyone??

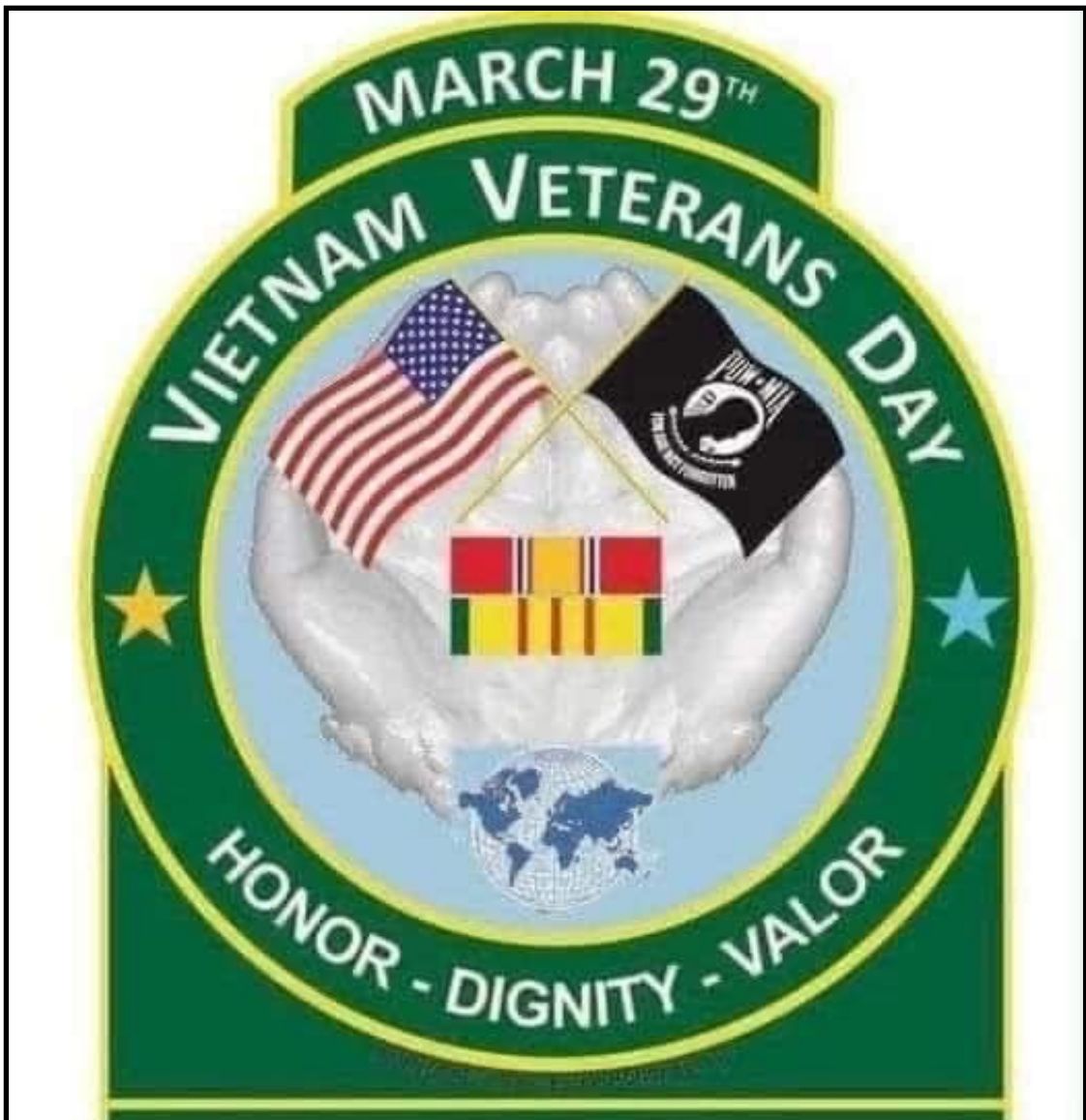
As I have said before, I am looking forward to seeing you in September! I think you, too, will enjoy the fun and fellowship with other Outlaws and guests. In the meantime, please take care and stay safe.

God Bless each and every one!

Bert L. Rice

**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  
Paducah, TX..
- Terry Khachadourian, -Distaff Advisor  
Lilburn, GA.
- Tom Anderson, -Permanent Advisor  
Springfield, VA.
- Ernie Isbell, -Ex Officio (2002-04)  
Paducah, 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..



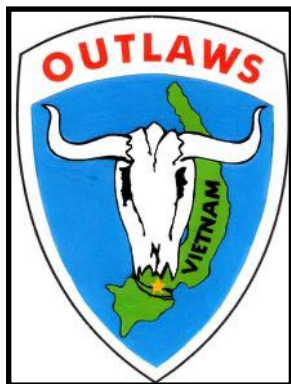
**OUTLAWS ASSOCIATION**

**A “Huge” THANK YOU to all of you who served our great country and God Bless you and your families for all your sacrifices!**

**Hope you had a great day!!**

## VINH LONG OUTLAWS ASSOCIATION (VLOA) Financial Statement - 3/31/2022

Balance effective 01/01/2022			<b>\$31,880.96</b>
<b>REVENUES:</b>			
Dues - Annual		\$100.00	
Donation		\$500.00	
	<b>TOTAL:</b>	<b>\$600.00</b>	
<b>EXPENDITURES:</b>			
Newsletters, external hard drive, bank statements		\$926.04	
	<b>TOTAL:</b>	<b>\$926.04</b>	
<b>CASH BALANCE - as of 3/31/2022</b>			
			<b>\$31,554.92</b>
<b>Details: 12 months period ending 3/31/2021</b>			
<b>Revenues Detail</b>			
Donation by Josiah Austin		\$500.00	
	<b>Sub-Total</b>	<b>\$500.00</b>	
<b>Dues: - 2022</b>			
<b>Annual Memberships (AM): - 2022</b>			
John Diamond		\$25.00	
David Arsanis		\$25.00	
William Gregorius		\$25.00	
Harry Bauman		\$25.00	
	<b>Sub-Total</b>	<b>\$100.00</b>	
<b>Lifetime Memberships (LM): - 2022</b>			
	<b>Sub-Total</b>	<b>\$0.00</b>	
<b>Patriot Lifetime Membership (PLM) - 2022</b>			
	<b>Sub Total</b>	<b>\$0.00</b>	
	<b><u>TOTAL REVENUES - 3 months period 2022</u></b>	<b><u>\$600.00</u></b>	
<b>Expenses Details</b>			
Bob Sharp - 4th Qtr 2021 - Newsletter		\$828.40	
Bob Sharp - 1st Qtr 2022 - Newsletter			
Bob Sharp - 2nd Qtr 2022 - Newsletter			
Bob Sharp - 3rd Qtr 2022 - Newsletter			
External Hard Drive for storing VLOA Historical Records		\$94.64	
Paper bank statements		\$3.00	
	<b><u>TOTAL EXPENSES - 3 months period 2022</u></b>	<b><u>\$926.04</u></b>	
<b>INCOME (LOSS) - 3 months period ending 3/31/2022</b>			<b><u>-\$326.04</u></b>



The VLOA Quartermaster web page is up and ready for your donations of items. On that page is a detailed description of the processes of donating and purchasing, but here is a short version. We are looking for Vietnam related items and other items of interest to the members and others. It's simple to do! Take a picture of your potential donation item, write up a short description and come up with a price for your item. Don't forget you will be responsible for shipping the item to the buyer when formulating your asking price. Email that information to [vloa.quartermaster@gmail.com](mailto:vloa.quartermaster@gmail.com) and your item will be posted on the Quartermaster webpage if selected.

To those seeking to purchase a listed item, email the quartermaster the number of the item and your complete contact information. I will email the purchaser instructions how to pay for the item via PayPal. I will, after verification of payment and shipping by donor, email the buyer a tracking number for their item.

It is my hope that at a later date the quartermaster will carry VLOA Outlaw patches, decals and other items which are requested by the membership in sufficient quantity to warrant their inclusion.

If you have any questions or concerns, please feel free to call the quartermaster, Jim Donnelly at 757-469-8168 or send an email to [vloa.quartermaster@gmail.com](mailto:vloa.quartermaster@gmail.com).

Thanks for your support of this effort to keep the VLOA financially viable. Check out the Quartermaster page of the [https// www.vinhlongoutlaws.com](https://www.vinhlongoutlaws.com) website.

Stay safe and well. Jim



## VINH LONG OUTLAWS ASSOCIATION 2022 REUNION TOUR DESCRIPTIONS



### NATIONAL MUSEUM OF THE PACIFIC WAR/HISTORIC FREDERICKSBURG Friday, September 23

Enjoy a scenic ride to Fredericksburg to tour the National Museum of the Pacific War which is dedicated to everyone who served in the Pacific under Admiral Nimitz. The Museum includes over 4,000 square feet of indoor exhibit space including the George Bush Gallery, Admiral Nimitz Museum, Plaza of Presidents, Veterans' Walk of Honor, Japanese Garden of Peace, Pacific Combat Zone, and the Nimitz Education and Research Center. A 43,000 square foot expansion was added in 2010, where you can explore the impressive display of Allied and Japanese aircraft, tanks, guns and other artifacts made famous during the Pacific War campaigns. Afterwards, enjoy walking around downtown Main Street which features local shops and enjoy lunch at one of several restaurants and delis.

**9:00am board bus, 5:00pm back at hotel**  
**Includes bus, guide, and admission. Lunch on your own.**

### TEXAS RANGER AND THE BUCKHORN MUSEUM Saturday, September 24

Enjoy the full Texas experience – The Buckhorn Museum and Saloon and the Texas Ranger Museum! From the exotic animal collection to priceless artifacts documenting the history and lore of the Texas Rangers. A Must-See Museum Attraction! Enjoy a late lunch at the Café or a refreshing cocktail before you depart at the Buckhorn Café/Saloon. See where it all began.

**1pm board bus, 4:00pm back at hotel**  
**Includes bus, escort, and admission. Lunch/drinks on your own.**

### RIVER BARGE SIGHTSEEING CRUISE Sunday, September 25

Step aboard a River Walk barge for an exciting and entertaining narrative of the rich history of the San Antonio River Walk. The cruises are about 35 minutes long and cover one and a half miles of the beautiful San Antonio River Walk. The River Walk boat tour connects you to the city's timeless charm! The enthusiastic, knowledgeable boat captains will share fascinating stories about the city's culture, history and architecture during your 35-minute tour along the San Antonio River. The barges will pick up right at our hotel.

**12:00pm & 12:15pm board barges, 1:00pm & 1:15pm back at hotel**  
**40-person max per barge**

### CANCELLATION AND REFUND POLICY FOR ARMED FORCES REUNIONS, INC.

*For attendees canceling reunion activities prior to the final payment date (8/19/21), Armed Forces Reunions, Inc. (AFR) shall process a full refund less the non-refundable AFR registration fee (\$15 per person). Attendees canceling reunion activities after 8/19/21 will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less the non-refundable AFR registration fee. Cancellations will only be taken Monday through Friday from 9:00am until 4:00pm Eastern Standard Time, excluding holidays.*

**Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation does not cancel your reunion activities.**



# Vinh Long Outlaws Association

## September 22-26, 2022

### San Antonio, TX



#### Thursday, September 22

- |        |   |        |                       |
|--------|---|--------|-----------------------|
| 1:00pm | - | 7:00pm | Registration Open     |
| 1:00pm | - | 7:00pm | Hospitality Room Open |
| 1:00pm | - | 7:00pm | Silent Auction Open   |
| 7:00pm | - | 9:00pm | Welcome Buffet Dinner |

#### Friday, September 23

- |        |   |         |   |
|--------|---|---------|---|
| 6:30am | - | 11:00am | Breakfast served in the restaurant                |
| 9:00am | - | 5:00pm  | Fredericksburg/National Museum of the Pacific War |
| 5:00pm | - |         | Free Time – Dinner on your Own                    |
| 5:00pm | - | 11:00pm | Hospitality Room Open                             |
| 5:00pm | - | 11:00pm | Silent Auction Open                               |

#### Saturday, September 24

- |         |   |         |                                    |
|---------|---|---------|------------------------------------|
| 7:00am  | - | 12:00pm | Breakfast served in the restaurant |
| 8:00am  | - | 9:00am  | Executive Committee Meeting        |
| 9:00am  | - | 11:00am | VLOA General Membership Meeting    |
| 11:00am | - | 1:00pm  | Free Time – Lunch on your Own      |
|         | - | 4:00pm  | The Buckhorn/Texas Ranger Museum   |
| 1:00pm  |   |         |                                    |
| 4:00pm  | - |         | Free Time – Dinner on your Own     |
| 4:00pm  | - | 11:00pm | Hospitality Room Open              |
| 4:00pm  | - | 11:00pm | Silent Auction Open                |

#### Sunday, September 25

- |         |   |         |  |
|---------|---|---------|--|
| 7:00am  | - | 12:00pm | Breakfast served in the restaurant           |
| 9:00am  | - | 10:00am | Non-Denominational Church Service            |
| 9:00am  | - | 11:00am | Hospitality Room Open                        |
| 9:00am  | - | 11:00am | Silent Auction Room Open                     |
| 11:00am |   |         | Silent Auction Closes                        |
| 12:00pm |   | 1:00pm  | River barge Sightseeing Cruise               |
| 1:00pm  | - | 6:00pm  | Hospitality Room Open                        |
| 1:00pm  | - | 6:00pm  | Free Time – Lunch on your Own                |
| 6:00pm  | - | 7:00pm  | Cash bar and social hour                     |
| 7:00pm  | - | 9:00pm  | Farewell Banquet                             |
| 9:00pm  | - | 11:00pm | Hospitality Room open after Farewell Banquet |

#### Monday, September 26

Farewells & Departures

**VINH LONG OUTLAWS ASSOCIATION – SEPTEMBER 22-26, 2022**

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as your confirmation. Returned checks will be charged a \$20 fee. You may also register online and pay by credit card for 1<sup>st</sup> deposit at [www.afr-reg.com/outlaws2022deposit](http://www.afr-reg.com/outlaws2022deposit) and then to make final payment at [www.afr-reg.com/outlaws2022final](http://www.afr-reg.com/outlaws2022final) (a 3.5% convenience fee will be added each charge).

Armed Forces Reunions, Inc.  
322 Madison Mews  
Norfolk, VA 23510  
ATTN: VINH LONG OUTLAWS

<b>OFFICE USE ONLY</b>	
Check # _____	Date Received _____
Inputted _____	Nametag Completed _____

<b>FINAL CUT-OFF DATE IS 08/19/22</b>		<b>Price</b>	
<b>All registration packages include 4 nights lodging (Sept. 22, 23, 24 and 25, 2022). Buffet Breakfast every day. Welcome Buffet Dinner. 3 Tours. Farewell Banquet and Hospitality Room expenses.</b>			
Double Occupancy (2 people)		\$1368.00	\$
Single Occupancy (1 person)		\$1013.00	\$
<b>50% of Registration Package Deposit due by 6/4/22 Payment #1</b>			\$
<b>50% of Registration Package Final Payment due by 8/19/22 Payment #3</b>			\$
<b>PLEASE CHOOSE YOUR BANQUET DINNER ENTRÉE FOR EACH PERSON</b>			
Grilled Sirloin Filet		#	
Chicken Piccata		#	
Vegetarian Option		#	
<b>Additional Nights at the Hotel prior to 9/22/22 or beyond 9/25/22 (optional)</b> <i>Additional nights at hotel will need to be paid in full with registration</i>			
Double Occupancy (2 People Price per night) with breakfast		\$192.31	\$
Single Occupancy (1 Person Price per night) with breakfast		\$178.31	\$
		<b>Payment # 2</b>	<b>\$</b>
<b>Hotel Arrival Date: _____ Hotel Departure Date _____</b>			
Room Type <input type="checkbox"/> One King Bed <input type="checkbox"/> Two Beds			
Hotel Special Needs? (Handicapped accessible?) _____			
<b>50% Deposit paid by 6/4/22 ** Payment LINE # 1 + Payment LINE # 2</b>			<b>\$</b>
<b>50% Final Payment paid by 8/19/22 **Payment LINE # 3</b>			<b>\$</b>
<b>Total Amount Payable to Armed Forces Reunions, Inc.</b>			<b>\$</b>

PLEASE PRINT NAME AS YOU WOULD LIKE IT TO APPEAR ON YOUR NAMETAG

FIRST \_\_\_\_\_ LAST \_\_\_\_\_

SPOUSE NAME (IF ATTENDING) \_\_\_\_\_ 1<sup>st</sup> TIMER? YES  NO

GUEST NAMES \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_

CITY, ST, ZIP \_\_\_\_\_ PH. NUMBER (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

DISABILITY/DIETARY RESTRICTIONS \_\_\_\_\_

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS?  YES  NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

**CREDIT CARD INFORMATION**

Visa /MC/ Discover Card/ # \_\_\_\_\_ Exp: \_\_\_\_\_

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## Gunship Autorotations

by Frank Estes



WO1 Don Newman (deceased) and I were among the first 10 soldiers assigned to the 11<sup>th</sup> Aviation Group, 11<sup>th</sup> Air Assault Division (AAD), Fort Benning, Georgia in February 1963. Early in our assignment in the 11<sup>th</sup> Aviation Group, we were sent to UH-1 Instructor Pilot (IP) school. For me, the assignment came because no other commissioned officer wanted to be an IP and I was the low man on the totem pole for flight time and Aircraft Commander appointment. So, we went to separate IP classes, but then became the only two UH-1B IPs in the Armed Platoon of the 11<sup>th</sup> Aviation Group Phase I Test Aviation Company.

I might add at this point that I only had 25 pilot hours in the UH-1B when I started IP school. So, you can probably imagine what I knew and what I did not know about flying the UH-1B and its idiosyncrasies.

Since the 11<sup>th</sup> AAD was a “test” division, Don and I were asked quite often to do a lot of IP stuff that even scared the hell out of both of us; flying under wires low-level at high speeds, low-level 180-degree autorotations from 50-foot heights, low-level 180-degree quick stops (try that in a L11A-7 engine with a 5 second engine spool up time from flat pitch to full power), and similar routines.

Well, Don and I survived all the shenanigans we were asked to try and then perfected every low-level maneuver so that others in the 11<sup>th</sup> AAD would not kill themselves during Phase II of the tests. About 15 months after becoming an IP, both of us received orders to report to the newly formed 62<sup>nd</sup> Aviation Company for deployment to Vietnam in September 1964.

Don and I hit the ground running when we arrived in Vietnam, and married up with a couple of IPs from the 114<sup>th</sup> Aviation Company to get “in-country” qualified in tactical operations. The 62<sup>nd</sup> and 114<sup>th</sup> were both based at Vinh Long, Vietnam.

After getting the much anticipated “in-country” qualification, the Outlaws and Mavericks began conducting their own combat operations. The Mavericks gunships were loaded to the max, with so much armament and ammunition (and always a case of C-Rations) that we barely got off the ground with a full fuel tank. Once in flight, it was always in a very nose low attitude, even when you had to autorotate.

Well, the time arrived for the periodic “check-ride” to make sure our pilots were proficient in everything including autorotations. We quickly learned that the “command” well above our company had decreed that gunship autorotations would be conducted with all armament and ammunition removed. That put the autorotation attitude somewhat nose high and permitted two good pitch pulls before cushioning the aircraft on the ground. This condition would not work in combat if the armed aircraft was fully loaded. Don and I went to CPT Jack Sanford (deceased), Maverick Lead and requested this policy to be changed so we could do autorotations in armed aircraft in a fully loaded condition, without Crew Chief and Doorunner on-board. I don’t know how the request was received up the chain of command, but the policy change was made.

Well, the first check-ride I gave using a fully loaded Maverick helicopter was for a well-built man. Now, I was not a very big person; only 5’ 9” tall, 132 pounds, 28” waist, soaking wet. The pilot was about 5’ 10”, maybe 5’ 11”, and weighed about 180 pounds and muscle-bound. He lifted weights when the Mavericks were not activated for a mission. His arms were about the size of my legs. I tell you all this so you will understand what happened next.

(Cont. on pg. 9)



(Cont. from pg. 8)



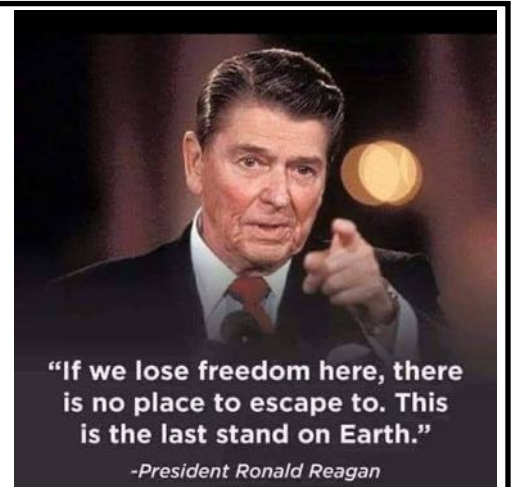
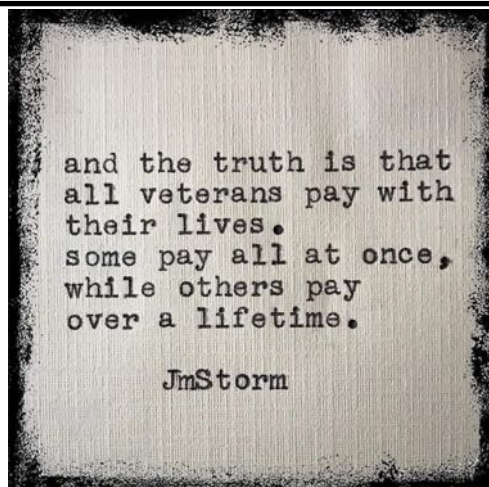
The pilot and I took off and went through a number of normal maneuvers, landings, and take-offs. Then, I talked the pilot through the autorotation process for a fully loaded Maverick helicopter, and what he could expect, with me repeating the flare and pitch pull process, **AT LEAST THREE TIMES!!!** “Normal flare height, wait till you think you are going to crash, then pull 80-90% of the pitch, immediately level the aircraft and immediately pull the remaining pitch.”

Everything was going great through the autorotation entry and glide until we went into the flare. I started yelling over the intercom “**WAIT! WAIT! WAIT!**” I stiffened my left arm, locked my elbow, and leaned hard on the collective to try and block the pitch pull. At the normal pitch pull height for an unloaded helicopter, the pilot pulled about 80-90% of the pitch, which shoved my left arm almost out of the shoulder socket. At this point, the only thing I had time to do was force the cyclic forward, level the aircraft, and pull the remaining pitch.

**BAM!** We hit the ground **HARD**, but level, thank goodness. I could tell that the skids were spread wide apart, but the airframe was still level with the runway. “I got the aircraft” I said, and pulled just enough collective to lightly skid along the PSP runway toward the maintenance hangar, hoping all the way that nothing was going to come off the helicopter or come undone.

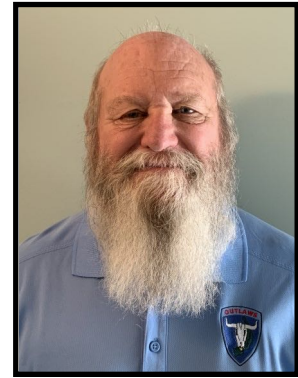
As required, I wrote up the event, turned the paperwork in, and waited for the disciplinary action I was sure to get from the chain of command. I never heard anything about it. No accident investigator searched for me to explain why I’d crashed an aircraft. But I strongly suspect, but cannot prove, what happened. Every day I’d check on my bird to see how the Roadrunners were doing in getting it flyable. One day they replaced the skids; the next day the tail boom; the next day the 90<sup>0</sup> and 42<sup>0</sup> gear boxes, the next day the transmission, and on and on until the bird was flyable. I’ve always suspected that some “command decisions” were made during those days, but no one was talking and they haven’t since that day.

Well, if any of you readers were involved in those “command decisions,” **THANKS - -** from the bottom of my heart. I retired with a clean safety record.





## 2022 reunion Shirts Order Now!



As of this writing, the 2022 Outlaw reunion is a GO and Mr. Jim Donnelly has graciously volunteered to assume the duties of handling the reunion shirts from Mr. Tom Anderson who has worked continuously for many years doing the research and handling of the shirts and numerous other duties. It is time that we have some new volunteers to take over some of these duties.

Thank you for volunteering James and thank you Tom Anderson for your MANY YEARS of hard work and unselfish dedication. We all owe you so much for all you have done for our Outlaw organization. Thank you and God bless you!

As was stated in previous Newsletter's, the Reunion shirt is a three-color pattern featuring the official Army Aviation branch colors of brilliant Ultramarine Blue and Gold Orange with a narrow white stripe separating the blue and gold colors across the shoulder and sleeve. The Outlaw logo will, of course, be displayed on the front of the shirt, and trimmed in gold to match the gold stripe on the shirt.

This year's shirt is again a Sport-Tek tri-color, micropique material, which we have had in previous years. This material has been found to be very acceptable with our members.

As always, both men's and women's shirts are available. The Shirt Order form, found in this Newsletter, shows pricing, sizing and order instructions. Assuming the reunion can, and will, be held, the NLT date - August 31, 2022 - for ordering, still remains valid. That NLT date applies if the Reunion can be held in September as planned. If the Reunion is decided to be pushed back, a later NLT date will be announced.

Remember, when ordering make your check out to VLOA and mail it to Jim Donnelly at the address shown on the Order Form.

Several shirt orders have already been received, some for Reunion pick up, some for mail-out to those who cannot attend. If you find you cannot attend, please note the \$5 added for packaging and mailing.

If you are attending, your shirts will be in your personal Welcome Bag at the Registration Desk.

As a reminder, you can keep up to date with Reunion date status by looking at the VLOA website at [www.vinhlongoutlaws.com](http://www.vinhlongoutlaws.com). Phil Van Alst, webmaster, will keep you informed.



## 2022 San Antonio – Outlaw Roundup Shirt order form



The official **2022 Outlaw Roundup** shirt is likely to be the most appealing reunion shirt we have ever had. The colors were selected to match the authorized Army Aviation branch colors, ultramarine blue and golden orange. The polo shirt is a polyester micropique sport-wick. To accentuate the vivid shirt colors, the Outlaw patch will also be trimmed in gold.

**Cost for each shirt again starts at \$30.** (NOTE: Additional cost \* for sizes 2XL = \$32 3XL = \$34 4XL = \$36 men's or women's.) Please pre-order your shirt(s) on the form below. Shirts ordered by Reunion attendees will be in each welcome bag at the VLOA registration desk. If you cannot attend the reunion, but would like a shirt, see info below \*\*.

**Please Indicate Quantity Desired by Size**

**MENS' SHIRT SIZES:**

XS	S	M	L	XL	2XL*	3XL*	4XL*	TOTAL#	COST
32-34	35-37	38-40	41-43	44-46	47-49	50-53	54-67		
Qty _____									

**LADIES' SHIRT SIZES**

XS	S	M	L	XL	2XL*	TOTAL#	COST
0-2	4/6	8/10	12/14	16/18	20/22		
Qty _____							

\* Note: Cost for sizes 2XL - \$32 3XL - \$34 4XL - \$36 Men's or Women's

For Reunion attendees, please indicate name(s) and sizes needed, below:

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

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

(Use the reverse side of this form for any additional information or comments)

**\*\* Note:** If you cannot attend the Reunion and would like to order an Outlaw shirt, please fill in the information above, **add \$5.00 for postage and packaging** costs and provide the following information:

Your name: \_\_\_\_\_

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

\_\_\_\_\_  
(Phone #) \_\_\_\_\_

**ALL ORDERS ARE PRE-PAID AND MUST BE RECEIVED BY AUGUST 31st, 2022 !.**

Send this shirt Order Form, with payment – made payable to VLOA, to :

Mr. James Donnelly, 2413-General Longstreet, Virginia Beach, VA. 23454-2611



## The Silent Auction Needs You!



Our reunion is just a summer away. Time to reunite with comrades and friends and to enjoy meeting those who served before and after our tour in Vinh Long. Time to say farewell once again to those lost in country, and for those lost to the years that followed. Time to reaffirm commitment to brotherhood and to the company we honorably served. Time to support the V.L.O.A. by donating to the Silent Auction!

I know what you're thinking – I contributed or planned to contribute last year and then the event was postponed again. I don't really have anything to contribute. I won't have room in my baggage to put one more thing inside. I would rather keep all my treasures and mementos because they mean so much to me. My schedule doesn't permit me to attend this year. If you find yourself in one of the above categories, you are probably not alone. However, let me share a few thoughts which may still allow you to participate.

- 1). We are going to meet in San Antonio this September! The impact of Covid, and its subsequent variations both old and new, is lessening. We are also better prepared to withstand the effects now more than ever before. We remain prudent, but optimistic, as the virus runs its declining course.
- 2). There are 5 months remaining before the reunion. Countless garage sales and estate sales available to capture an item which would be of interest to our members. If it catches your eye as something worthwhile to purchase for those in attendance, then it is something you can donate to the cause.
- 3). The trick here is to make room for an item which can then be donated, and then replaced by an item you purchase at the auction. Quid pro quo. A winning strategy!
- 4). If you have items that are precious to you, then keep them! No one wants to separate you from those mementos that are uniquely sentimental. However, see item 2.
- 5). If you are unable to attend, we will certainly miss you! Yet, you may still contribute your donation(s) to the auction by shipping to our Houston, TX address: Note below:

RE: Outlaws Auction, C/O Autohaus Stuttgart Inc. Houston, TX. 77055

Others have already shipped their contributions to this address, and they will be delivered to the reunion safely.

Just remember to send a picture of your donations, along with a suggested opening bid, to my email address: [bluemax33@gmail.com](mailto:bluemax33@gmail.com). Thank you so much for your consideration to support our Silent Auction, and I look forward to seeing you in lovely San Antonio this September!

*Bob Allen.*

## The Back Pew



Hello to everyone. As I write this it is St Patrick's day and Linda and I are decked out in green, not that either one of us has any Irish in our family tree. However for all that claim to be of Irish descent, we wish you the best of luck.

Our luck has been great for a couple of 81 year old happily married retired folks. As of September 5th, we will have been married 62 years. We hope that everyone reading this is in good health and continues to live to be at least 100 years old. As for us, we have moved to the home that our daughter purchased for us and most everything is in its place or will be soon. Anyone traveling through the Dallas/Ft Worth metroplex is hereby extended an invitation to drop in and say hello. The address is 10108 Serene Ct, Denton, TX 76207, telephone 214-529-3778.

From time to time we go back to our home in Paducah, TX and check on things at that location. Fortunately, we were able to leave that home completely set up and it is ready to receive visitors, all we need is to buy fresh milk and turn on the TV.

Seems that the Covid pandemic is slowing in its spread and the many variations seem to be responding to the vaccines that have been developed. Linda and I have been diligent in taking advantage of the original vaccinations and the booster shots and we encourage everyone to do the same.

As I write this everyone is or should be very concerned with what Russia is doing to the people of Ukraine. For us veterans, the need to respond no longer concerns us personally, but as this crisis develops it could easily lead to another world war. Regardless of your political beliefs let's all say our prayers each day so that this doesn't happen.

We lost 58,000 plus during the Viet Nam war and I'm reminded of how unnecessary that fact is every time I buy something and look at the label where it says the article was made in Vietnam.

Looking back over my lifetime and the results of WWII, Korea, Viet Nam, and Afghanistan I should hope that our political leaders are successful in keeping Russia in check without declaring war.

Enough comments. Linda and I wish each of you and yours the best health and good fortune.

Ernie Isbell, Chaplain, VLOA



the start of World War II, over a million tons of rice a year was being exported from the rich Delta.

As men began successfully cultivating the Delta for food, the land's value rose. As the value increased so the desirability of control over the land increased. First the great emperors of Vietnam and then foreign powers fought and spilled men's blood for the Delta's richness.

Peace has only been a sometimes thing for this land and her people since the influx of settlers 200 years ago. Today the land is once again embroiled with a bitter, hard fought struggle for its control.

Utilizing the protection of darkness, the enemy seeps down canals and back water ways, worming into Vietnam the contraband with which they wage their war. Hidden in bunkers, once again awaiting the friendly night, they plan their strategy for victory in the Delta.

But the rice rich Delta does not belong to the enemy, it belongs to the government of the Republic of Vietnam. This fact is in a great way due to the efforts of the Allied Forces in Vietnam to afford the people the right to till their soil in peace, men such as those of the 175th Aviation Company (Assault Helicopter) stationed at Vinh Long.

"Of course I'm prejudiced," said MAJ Leo A. Krammer, Jr., com-

# OUTLAWS

## Protectors Of The Delta

Less than 200 years ago the Mekong River Delta underwent a period of major development. Before Emperor Gia Long, with French assistance, initiated his pro-

gram of constructing canals for land drainage, the Delta was largely swampy wasteland. By the middle of the 19th century, the Delta's rice crop had quadrupled. Before

Commencing a night long mission, a Maverick door gunner watches sinking Delta sun.



(Cont. from pg. 14)



**Low-leveling over the Delta, a Maverick gunship hunts VC.**

mander of the 175th, "but I firmly believe my men make this the best helicopter company in the Delta. They work hard at being the best and they deserve the recognition."

The 175th's mission is to assist anyone in the 4th Corps Tactical Zone who requires their help. Their month is divided into two types of operations. The first is devoted to night "Hunter-Killer"

**SP4 J.G. Rodriguez overhauls Maverick gunship.**



missions flown near the Cambodian border. The later mission is performing combat assaults, mostly of ARVN troops, wherever necessary in the Delta.

The 175th consists of two slick platoons, the "Outlaws," and one gunship platoon, the "Mavericks."

Their 204 days without an accident attests to the professionalism of the 175th.

"It's intentional," says CWO Robert Smith, a Maverick pilot. "We work at not having accidents. We get together in a class and talk about it. We project problem areas ahead of the occurrence and take steps to avoid them."

Much of their flying time being logged at night makes their safety record even more outstanding. Hunting for Charlie by day can be hazardous, but pursuing him at night doubles the danger factor.

The night Hunter-Killer teams consists of a command and control ship (C and C), flare ships, Charlie-model gunships and stand-by slicks with troops. The Outlaws provide the C and C ship, flare ships and the slicks. The Mavericks provide the Charlie-model gunships.

The C and C ship carries a

cluster of seven C-130 high intensity landing lights, used to spotlight the enemy in the dark. The ship also carries riflemen equipped with rifles mounted with Star Light Scopes, and an area advisor who informs the team of the positions of "friendlies" and clears the team to engage the enemy.

Once in the area of operations (AO), the flare ships periodically illuminate a section of land to be searched, allowing ample light for the other ships to comb the ground and canals for the VC.

Catching the enemy red handed infiltrating from Cambodia is the specialty of the night Hunter-Killer teams. Mostly their victims are VC sampans quietly making their way along the canals to a hiding spot somewhere in the Delta. But when the team finds the VC or NVA in force, they call back to their troop laden slicks to crank up for an insertion.

"To make a night insertion," says LT Raymond L. Phillips, an Outlaw pilot, "takes team work between your pilot, yourself and the rest of the Hunter-Killer team. Your depth perception is not as good as it is in daylight, so it takes two people to fly the ship. One man keeps his eyes on the instruments, while the other watches the ground. Planning has to be in detail, the mission briefing complete and the navigation pinpoint."

"The Mavericks and Outlaws do a lot of their flying at night," says SP4 Jerry Shaffer, a Maverick gunner. "I don't imagine that there are too many units around that are better at it than us."

It is quite possible that Charlie also thinks that the 175th is proficient at their night Hunter-Killer missions, because since the inception of the program the VC's movement of supplies from Cambodia into the Delta has been seriously hampered.

The second part of the 175th's mission is devoted to performing combat assaults. It is an operation which is performed everyday by almost every assault helicopter company in the Republic of Vietnam. But to be completed success-

(Cont. from pg. 15)



fully day after day requires an exceptional unit.

The Mavericks take special pride in the fact that no Maverick protected slick has been hit in over a year.

"When our slicks begin to receive rounds, we move in to divert the enemy's fire away from the insertion," says LT John Dye, a Maverick pilot. "Because of the 'cartwheel' system which we employ and the fact that our ships carry more armament than usual for Charlie-model gunships, we can always provide the protection that is needed for a successful insertion."

"Our maintenance people do a terrific job of providing the care required for our ships to carry the amount of fire power that they do," says WO Frederick M. Fellows, another Maverick pilot.

"The Mavericks and our C and C ships always check a prospective LZ thoroughly before they give

the OK for the slicks to make an insertion," says LT Phillips. "Between the two of them, we Outlaws feel confident our ships will be safe in the LZ."

Combat assaults or Hunter-Killer missions, the men of the 175th regard their task for what it is, a job. A dirty job that constantly tries their equipment, their endurance and the men themselves. There is nothing glamorous about war to the warrior. But assigned the task, the men of the 175th never fail to give their all for the mission's success.

The Delta may someday again enjoy the peace with which it can supply millions of tons of rice for Asia's hungry stomachs. But for now the 175th Aviation Company (Assault Helicopter) continues to fight the enemies of the Republic of Vietnam in the Delta. Being the men that they are, they will prevail.

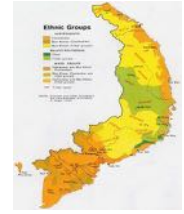




## *DECAPITATION in VI THANH*

Vietnam, 1966

By: WO-1 Jon F. Myhre



**Vi Thanh is a remote village 108 miles southwest of Saigon. Every time the “Outlaws” operated in that area in the Delta we usually ran into trouble. This day was no exception. Our LZ was a small clearing in a wooded area, surrounded by very tall trees. In fact, it was so small that only two choppers could land at a time.**

**I followed the first ship in, making a near-vertical landing about twenty feet behind him. The twelve South Vietnamese troops we each carried were supposed to exit the aircraft and assault the tree-line off the right side. Those already facing right simply headed straight ahead; those facing left were told to go around the front of the helicopter before going into the woods. One man on the chopper in front of me did it wrong...**

**As soon as he exited the left side, this individual turned toward me and began running. I could see what was about to happen, but was powerless to stop it. The soldier’s head made contact with the tail rotor at the instant I keyed my transmitter switch to warn the other crew. His head and a rotor blade shot off to the left; the other blade and the entire 90 degree gear box ripped off the vertical fin and flew off somewhere above me – just missing my main rotor.**

**By the time I warned the other pilot, the errant trooper was already dead. I immediately told that pilot to “Shut it down!” It was that quick. I still remember his cool, laconic reply: “No kidding.”**

**The Vietnamese troops took care of the body. We then transferred all of the guns and ammunition from the wrecked chopper to mine and, along with the other crew, flew home. Another bad day in Vi Thanh.**



## ***FIRE in the SKY***

**Vietnam, 1966**

**By: WO-1 Jon F. Myhre**



**Four V's of five Huey helicopters were flying westward at 2,000 feet. The Flight was heading towards a landing zone (LZ) in the infamous U-Minh Forrest, Mekong Delta – controlled entirely by the Viet Cong. It was oppressively hot (as usual), the sky was clear and I could see the light-blue Gulf of Thailand off in the distance.**

**Each chopper had a four man American crew, and carried 11 to 14 South Vietnamese soldiers. It was one of my first missions, and I was trying hard to listen to – and understand - three separate radios in addition to our own intercom system. The formation used FM radio; the supporting Gun Team used VHF; the “C&C” (Mission Commander) was on UHF, and everyone had something to say. It was tough trying to absorb everything that was happening; especially for a FNG (F...ing New Guy) like me.**

**Suddenly, the Aircraft Commander, who was flying the ship, yelled over the intercom: “HE’S ON FIRE! I don’t know why, but I immediately looked down towards the ground, saw nothing and then looked forward. There, less than 100 feet in front of me, I saw reddish-yellow flames shooting out of the right and left cargo doors of the Huey directly ahead of us. Men on fire began dropping into space. In seconds, the helicopter was totally engulfed in flames. Then its nose pitched down...and disappeared beneath us**

**The chopper left a thick trail of black smoke all the way to the ground. A few minutes later, a gunship pilot reported there were “no survivors.” In an instant, eighteen men had been killed. I found out later that two of the pilots were Flight School classmates of mine.**

**They never stood a chance. What happened? No one knows, but it was probably the detonation of a hand-grenade carried by one of the ARVN soldiers.**

**Every time I see smoke, almost five decades later, my mind flashes back to that awful scene – which is seared into my memory banks. When it happens, I always see black smoke trailing to the ground. I still don’t like to see smoke.**

# A FEW FACTS ABOUT THE VIETNAM WALL.



**There are 58,267 names on the wall.**

**39,996 were just 22 or younger.**

**8,283 were 19. 33,103 were 18.**

**12 were 17 years old.**

**5 soldiers were 16.**

**There are 3 sets of fathers and sons on the wall.**

**31 sets of parents lost 2 of their sons.**

**997 were killed their first day.**

**1,448 were killed on their last day.**

**8 women were on the wall, nurses.**

**244 soldiers were awarded the Medal of Honor during the war and 153 of them are on the wall.**

## OUTLAWS' HISTORY PRESENTED TO AVIATION BRANCH HISTORIAN

By Frank Estes

As many of you know, our Vinh Long Outlaws Association (VLOA) Historian, Jim Donnelly has been collecting anything and everything he can get his hands on about the Outlaws and all subordinate and attached units. Recently, one of our members gave Jim a "boat-load" of pictures, videos, and documents to add to our listing of Outlaws' History Files.

Jim has put in a great deal of hours of his own time to gather and in many cases convert pictures, videos, and documents into digital format. Additionally, our VLOA Constitution and ByLaws requires that when the VLOA is disbanded, we are to provide our history files to the Texas Tech University for its Vietnam War History Files .

I recently contacted the newly appointed Aviation Branch Historian, Mr. Billy Croslow, and asked if I could meet with him for about an hour and discuss my involvement with formation of the Aviation Branch and about the VLOA history files. A few days later, we met and I gave him a brain dump of my involvement in forming the Aviation Branch, and then we talked about the Outlaws in Vietnam. I described our history files, and he was extremely interested in getting everything we had.

Afterwards, I contacted Jim Donnelly and asked for a digital copy of

everything he had on file. It turns out that our VLOA history files now amounts to more than 84 gigabits of data. That requires an external hard-drive to hold it all. Jim received permission to purchase an external hard-drive for use in providing data to the Aviation Branch Historian, and later to Texas Tech if and when the VLOA closes its doors. The attached picture shows me providing the VLOA history files on hard-drive to Mr. Billy Croslow at his office at Fort Rucker, Alabama.



## State DAV Commander presents plaque to local DAV Chapter 16 of Albert Lea, Minnesota for 75th anniversary.



The Glayden Iverson Chapter of the Disabled American Veterans (DAV) monthly meeting hosted special guest DAV State Cmdr. Ron Haugen. Haugen brought members up to date on the upcoming legislative issues the DAV will be focusing on. He also thanked the chapter for being at 104% of its member recruitment goal and urged members to keep it up. The highlight of the meeting was when Haugen presented Chapter 16 Cmdr. Robert Sharp with a plaque. The plaque is to signify the 75th anniversary of formation as a DAV unit. The official date of formation was March 23, 1946, when the application was approved by the National Disabled American Veterans Organization. The chapter serves the entirety of the Freeborn County area and serves all veterans, not just the disabled ones that reach out for help. The mission is Veterans helping Veterans, which the group does with the support of the Freeborn County population and the generosity of lightly used clothing items in the donation boxes.

**Dennis “Danny” L. Mason**  
**3/24/1942—9/15/21**

**Dennis “Danny” L. Mason was born on 3/24/1942 and passed away on 9/15/2021 due to the complications of Covid-19 while residing in Florida.**

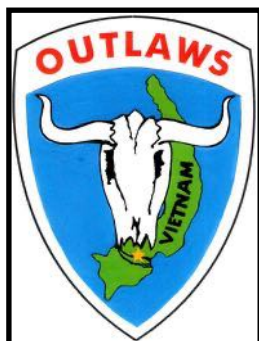
**He served a total of 14 years and 4 months in the US Army. He served with the Vinh Long Outlaws and was stationed in Germany.**

**After his military service he worked in civil service and he flew for the oil companies. He later served as a truck driver until his retirement.**

**He was not married when he passed.**

**The lower picture was taken on Father’s Day 2021 with his daughter Jannine whom was very precious to him.**

**God bless him and may he rest in peace.**



**Robert "Bob" Earl Frair**  
**04/26/1944-02/26/2022**



Robert 'Bob' Earl Frair

SHINGLEHOUSE, Pa. — Robert "Bob" Earl Frair, age 77, of Shinglehouse, passed away on Saturday (Feb. 26, 2022).

Bob was born on April 26, 1944, to Herman and Content Frair, in Olean, N.Y. After Bob graduated from Oswayo Valley High School, he was drafted by the U.S. Army on April 21, 1965.

He served in the 175th Aviation Assault Helicopter Company, which was part of the armed helicopter platoon having eight gunships known as the "Mavericks." He was a Crew Chief and Door Gunner of Maverick 23, a UH-1B Huey Helicopter. Bob was deployed to the Republic of Vietnam in 1965 and served with the U.S. Army until 1971. During his service, Bob received 29 Oak Leaf Clusters for the Air Medal. He participated in more than 750 aerial missions over hostile territory in support of counterinsurgency operations. He received two Purple Hearts for being wounded in the left forearm and right leg during military operations against a hostile force.

Bob also received the National Defense Service Medal, Vietnam Service Medal, Vietnam Campaign Medal, Aircraft Crewman Badge, and two Soldier's Medals for heroism for not involving conflict.

Not long after his service, Bob worked and retired as a machinist for Dresser-Rand in Wellsville, N.Y.

He was a member of the Grand Lodge of the International Association of Machinists and Aerospace Workers, Lodge No. 1580. Bob was very active and was a member of other organizations, including the Elks Lodge of Olean; American Legion Post 530, Olean; Loyal Order of Moose Lodge; VFW Post 1619; Fraternal Order of Eagles of Bradford, Pa.; Italian American Progressive Club Post 0228; Christopher Columbus Club of Olean; and Potter County ATV/UTV Club.

Bob enjoyed spending time with his pets and being outdoors as much as possible. He liked tending to his garden at his home, watching the birds and deer feeding in his yard and fishing locally.

He loved going for rides to Kinzua Bridge to watch the fish, Benezette to see the elk, Pennsylvania Grand Canyon for the overlook, Cross Forks for the snake hunt and Slate Run, where he lived as a kid, but always knew where the closest ice cream shop was.

Bob loved to live his life the way he wanted to, and even had his own funny phrases that he'd use often. Bob would likely say he was feeling "finer than a frog hair split about 10 ways."

Bob was preceded in death by his father, Herman; his mother, Content (Tarr); and his sister, Anna Gustin.

He is survived by his brother, Phillip; twin sister, who is 42 minutes younger, Roberta Woodard; his longtime companion, Penny Siebert; children, Brian Siebert, Brianna Siebert and Lynette Davis; and several beloved nieces, nephews and friends.

A viewing and funeral service were held on Friday (March 4, 2022) at Guenther Funeral Home. Military funeral honors ceremony, and burial were at the new Maple Grove Cemetery in Shinglehouse, following the funeral service. Online condolences may be expressed at [www.guentherfh.com](http://www.guentherfh.com)

Vinh Long Outlaws Association (VLOA)  
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 handybobsharp@gmail.com  
 Cell 507-828-3062 –H Ph.507-373-6452



Spring –2022

**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 annually, payable each January. A Lifetime Membership (with vote) is \$100 one-time dues. A Lifetime Associate Membership (without vote) for spouses and relatives is available for a \$100 one-time donation. A Patriot Lifetime Membership (with vote) is available for a one-time \$500 or more dues. Current Lifetime Members may upgrade to a Patriot Lifetime Membership for a one-time \$400 or more dues.

**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) \_\_\_\_\_

Unit/platoon/section/position \_\_\_\_\_ Radio Call sign \_\_\_\_\_

- Please initiate \_\_\_ or renew \_\_\_ my Active \_\_\_ Associate \_\_\_ VLOA membership. **Make \$25 check payable to VLOA**
- Please initiate my Lifetime \_\_\_ Lifetime Associate \_\_\_ VLOA membership. **Make \$100 check payable to VLOA.**
- Please initiate my Patriot Lifetime \_\_\_ membership. **Make \$500 or more check payable to VLOA. Current Lifetime Members make \$400 or more 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/Bushwhacker/Roadrunner or other affiliated unit member and have indicated his/her name, address, and phone number on this form.

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