

Vinh Long Outlaws Association (VLOA)

"www.vinhlongoutlaws.com"

Vinh Long Outlaws Fall 2021 Newsletter

July-September

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

3rd. Quarter 2021

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**VLOA Reunion !!
Sept. 22-26-2022!**

See you in San Antonio, TX.!!

National Director's Corner

By- **Bert Rice**



Greetings everyone! I hope you are doing well. Once again, we find ourselves dealing with pandemic related concerns, thus the reason for rescheduling our VLOA Reunion in San Antonio to 22 to 26 September 2022. Things are looking up!

I have been in touch with Armed Forces Reunion, Inc (AFR) to make arrangements with the Holliday Inn in San Antonio to reschedule the reunion. The hotel agreed to host the reunion but with a small increase in the room rate. Considering that the initial room rate was negotiated in 2019 I don't believe the increase is unreasonable.

We are now working to finalize the new schedule of events. You can expect it to be somewhat similar to the previous schedule. Also, to reduce costs a bit I am looking at all aspects of the reunion to include tours and food costs. I am hoping this might encourage you to attend.

I am pleased that the full registration fee incurred for the immediate past scheduled reunion was returned to all registrants. VLOA picked up the AFR, Inc. registration fee of \$15.00 for each person which was greatly appreciated. Registration information should be available in the next newsletter and will be available on the website. More to follow as arrangements are finalized.

As you may recall, I had mentioned in the previous newsletter that we had 87 people registered to attend with 53 rooms reserved at that point. Just prior to rescheduling the reunion, the numbers had increased to 91 attendees with 55 rooms reserved. We would have likely had a few more attend. The hotel is again holding 70 rooms for our reunion. I am hoping that we will have over 100 attend our reunion. When registration information becomes available, please register as soon as possible which will help us determine the final room requirement. As before, dates will be provided for the initial and final payment of registration fees.

I look forward to seeing you in September! Plan to come and enjoy the camaraderie and fun with fellow Outlaws and guests. My association with the VLOA over the past eight years has been one of more memorable experiences in my life. I credit each one of you for making that a reality. I will always be thankful!

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
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- 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..

Vinh Long Outlaws Association (VLOA) Financial Statement - 9/30/2021		
Balance effective 01/01/2021		\$36,845.84
REVENUES:		
Dues - Annual	\$175.00	
Dues - Lifetime	\$500.00	
Dues - Patriot Lifetime	\$400.00	
Sales - reunion shirts	\$1,390.00	
TOTAL:	\$2,465.00	
EXPENDITURES:		
Newsletters, reunion expenses, shirt purchases, & bank statements	\$6,480.58	
TOTAL:	\$6,480.58	
CASH BALANCE - as of 9/30/2021		\$32,830.26
Details: 9 months period ending 9/30/2021		
Revenues Detail		
Sales - reunion shirts	\$1,390.00	
Sub-Total	\$1,390.00	
Dues: - 2021		
Annual Memberships (AM): - 2021		
Robert Tidd	\$25.00	
John Salzer	\$25.00	
Gary Bradford	\$25.00	
Fred Jacobs	\$25.00	
John Diamond	\$25.00	
William Cotham	\$25.00	
Frederick Stetson	\$25.00	
Sub-Total	\$175.00	
Lifetime Memberships (LM): - 2021		
James Martinson	\$100.00	
Gary Groth (Associate Life Member)	\$100.00	
Bill Quinn	\$100.00	
Raymond Hoff	\$100.00	
James Bloxsom	\$100.00	
Sub-Total	\$500.00	
Patriot Lifetime Membership (PLM) - 2021		
Phil Van Alst	\$400.00	
Sub Total	\$400.00	
Total Revenues - 9 months period 2021	\$2,465.00	
Expenses Details		
Bob Sharp - 4th Qtr 2020 - Newsletter	\$679.05	
Bob Sharp - 1st Qtr 2021 - Newsletter	\$680.43	
Bob Sharp - 2nd Qtr 2021 - Newsletter	\$751.38	
Bob Sharp - 3rd Qtr 2021 - Newsletter		
Armed Forces Reunion (AFR) 2022 Reunion Deposit	\$1,500.00	
Reimburse AFR for 2021 Reunion registrants' admin fee	\$1,350.00	
Reunion shirt purchases & mailing to 2021 reunion registrants	\$1,372.58	
Paper bank statements	\$13.50	
Postage & supplies	\$133.64	
Total Expenses - 9 months period 2021	\$6,480.58	
INCOME (LOSS) - 9 months period ending 9/30/2021		-\$4,015.58



A Little Bit of History:
Outlaws' II Corps Operations – August 1965
 provided by Doug Wilson



The majority of this document comes from Dave Logan's Mavericks Journal (updated 9 January 2017), with VHPA Incidents added by Doug Wilson.

- 31 July 1965 – Saturday, Dave Logan ACMAV36. Today received word at Top Secret briefing we'll be going to Cam Ranh Bay for two weeks to support the training of the newly arrived 1st Brigade 101st Airborne Division. Their mission presently is to secure the Bay area for a projected multi-million-dollar port.
- 1 August 1965 – Sunday, Dave Logan ACMAV36. Prepared maps and operations equipment and packed.
- 2 August 1965 – Monday, Dave Logan ACMAV36. Departed VINH LONG 0900. Three flying hours and 8 hours later we arrived. Set up camp after the slicks arrived with our gear.
- 2 August 1965 – VHPA UH-1B 63-8584, OL18 damaged on administrative mission, AC CPT S. W. Henault.
- 3 August 1965 – Tuesday Dave Logan ACMAV36, finished setting up.
- 4 August 1965 – Wednesday Dave Logan ACMAV36, started training. Escorted slicks around with one fire team and the other team stood by.
- 5 August 1965 – Thursday, VHPA UH-1B 62-2001, OL14, helicopter damaged - proficiency training incident, AC W. Campbell, CP H. D. Quattlebaum, CE J. W. Talley, DG C. S. Briggs.
- 6 August 1965 – Friday, VHPA UH-1B 63-8706, MAV35 took 2 hits, UH-1B 63-8710, MAV38 took 1 hit, UH-1B 62-2057, OL17 took 1 hit, UH-1B 62-1891, OL24 took 3 hits, UH-1B 62-2040 OL25 took 1 hit.
- 8 August 1965 – Sunday, Dave Logan ACMAV36, Escorted platoon recon to beach landing. Gave suppressive fire almost against their wishes. Expended on suspected target and went back to my tent-home. Later escorted accident board to where Outlaw 14 had a hard landing in a burnt LZ.
- 10 August 1965 – Tuesday, Dave Logan ACMAV36. Escorted slicks with VIP's from Nha Trang to Cam Ranh Bay. Safe as Hylan Blvd. Got the word we were needed in Pleiku. When we finished the escort, we returned to our gravel strip. The company packed up and in 4 hours were on our way. We stayed the night in Nha Trang.
- 11 August 1965 – Wednesday, Dave Logan ACMAV36. We flew to Quin Nhon for fuel, then turned inland for Pleiku. Arrived at Pleiku at about 1030. At Quin Nhon, we heard the 1st Air Cav would be here this month to be placed at An Khe. H-13 and H-47's with guns are coming as are many other innovations. Pleiku is a plateau with the main base at Camp Holloway. Holloway's runway has a 12% slope to it. The base sits on and around a knoll on the plateau.

(Cont. on pg. 4)

(Cont. from pg.3)



From flight school, here is Jim Clary, Don Fite, Jack Budd, Ron Rendleman, Jim McAndrews, Jerry Ritchey, and Johnny Guerin. They Hate it. Right now besides the 119th which belongs here, are the 117th, A/1st, A/502ne and the guns from the 120th.

12 August 1965 – Thursday, Dave Logan ACMAV36. We were put on standby today and finally scrambled to escort 2 ships into Duc Co. It was my first time into an area which had heretofore been a bad news area. An outpost had been under attack for several days and no relief force could reach them. That is when they called the other chopper units in here. Our escort was uneventful.

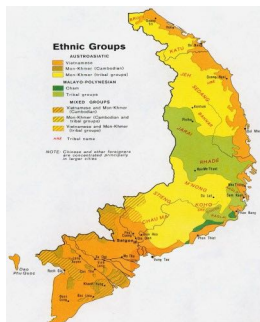
12 August 1965 - VHPA UH-1B 62-2040, OL25 combat damage AC J. H. Maguire, CP M. G. Madigan, CE J. Westrick, DG R. J. Willis.

13 August 1965 – Friday, Dave Logan ACMAV36. We were on standby for one mission, but that was canceled. We went as the third ship in a heavy Crocodile fire team escorting slicks carrying Americans (173rd) on search missions. One patrol leader burned a village, captured some mountain yards, and then got word to release them and make friends (after burning their village). I don't like the escort procedure here. It is about 60% as effective as our way. The mission was uneventful.

14 August 1965 – Saturday, Dave Logan ACMAV36. Escorted some VNAF H-34's here today. They were picking up a patrol that had been out. They are an outstanding bunch of pilots unlike those in the Delta.

15 August 1965 – Sunday, Dave Logan ACMAV36. Back to Dong Ba Thin (across the bay from Cam Ranh) today. We flew at 7,000 feet over the Mang Yang pass because of its reputation. It was all we could do to stay airborne.

16-31 August 1965 - Dave Logan ACMAV36. Those were days of much misery and little action, but I'll recall what I might. We supported a 1/18th Infantry operation and all my fire team did was bore holes in the sky. On the second and final day we stood by at the operational CP.



What Matters and What does NOT Matter.

All of us old Viet Nam veterans are at the point in our lives where we must realize how grateful we should be that we have been able to continue with a life that has given us many blessings and many rewards. However, whether we're ready or not, time itself dictates that we must accept some inevitable facts. What, in our lives really mattered, and what did not?

What won't matter?

When our time comes, all the things we've collected, whether treasured or forgotten, will pass to someone else. Whatever wealth, fame and temporary power you have attained will become irrelevant.

What you owned or owed will not matter.

In the same way that your hopes, ambitions, plans and to-do lists will disappear, your grudges, resentments, frustrations and jealousies will also finally disappear.

The wins and losses, that once seemed so important, will fade away. It won't matter where you came from, or on what side of the tracks you lived at the end.

What will matter?

How will the value of our days be measured?

What will matter is not what you bought, but what you built. It won't matter what you "got" but what you "gave". Your significance, not your successes, will be remembered.

It won't matter what you learned, but what you taught.

What will matter is every act of integrity, compassion, courage or sacrifice that enriched, empowered or encouraged others to emulate your example.

Remember that what will matter is not your competence but your character.

What will truly matter is not how many people you knew but how many will feel a lasting loss when you're gone. God Bless.

A Little Bit of History: Outlaws' II Corps Operations – September 1965

provided by Doug Wilson

The majority of this article comes from Dave Logan's Mavericks Journal (updated 7 February 2017), with VHPA Incidents added by Doug Wilson.

- 1 September 1965 – Wednesday, Dave Logan ACMAV36, Prior to 1 September we didn't do too much here, but on the 1st, things began to happen. The night of 1 September we went out to support a SF camp under attack.
- 2 September 1965 – Thursday, Dave Logan ACMAV36, we escorted a lift in and out.
- 3 September 1965 – Friday, Dave Logan ACMAV36, my team covered an operation that rounded up 30 POWs for the ground unit. We escorted a medivac into a spot to pick a US wounded LT. The medivac crew had to get out to get the litter because the US ground troops had been under fire and wouldn't get up. That evening we escorted a lift in to relieve that unit.
- 4 September 1965 – Saturday, Dave Logan ACMAV36, Troop lifts same area.
- 5 September 1965 – Sunday, Dave Logan ACMAV36, we escorted another lift into yesterday's area and the LZ was under fire from the entire forward flank. The battalion here doesn't send its gun platoon in to look at an LZ before they use it. They just check it out from the altitude, then the slicks go in first.
- 5 September 1965 – VHPA UH-1B 63-8682, OL15 combat damage AC Quattlebaum, CP D. J. Delany.
- 6 September 1965 – Monday, Dave Logan ACMAV36, we ran into some turbulence today on a lift escort. Some old pilots said it was the worst they'd ever seen. I had my hands full just keeping the aircraft level. The lift was going into a "Y" shaped valley with 1500- to 2000-foot hills and cliffs on either side.

This morning a US patrol ran into some trouble and were running low on ammo. When we first arrived, the patrol marked the VC area and we fired. They said cease fire, we were too close. They marked again (the same area) and we fired again. We were firing 1200 meters from the patrol and they said we were too close. When the Air Force FAC tried to put an air strike in, it took him 20 minutes of pleading to get the patrol to tell him where they were and where the VC were. I finally broke and marked the target myself. The air strike never did hit the right area because the radio operator couldn't describe his location. When we went back on station later, we established the entire operational situation. We found the patrol visually, we located an LZ for their extraction, and we knew the location of the VC that were firing on us. When the 52nd Combat Aviation Battalion arrived to make the extraction, their S3 told the Mavericks to break off and then told the 117th aircraft that there was no enemy fire. When we got back, I was angered to a point of blowing my temper at the incompetence of the battalion's personnel.
- 8 September 1965 – Wednesday, Dave Logan ACMAV36, today we escorted resupply runs all day. One mission was to pick up 800 pounds and 2 passengers at 0830. The lift turned out to be 2700 pounds and 4 passengers, i.e., four aircraft loads instead of one.
- 8 September 1965 – VHPA UH-1B 62-2057, OL17 helicopter incident AC M. Anderman, CP C. P. Haney, CE M. A. Masten, DG Gerrometta.
- 9 September 1965 – Thursday, Dave Logan ACMAV36, standby all day.

(Cont. on Pg.7)

(Contd. From Pg.6)

- 10 September 1965 – Friday, Dave Logan ACMAV36, escorted 2 lifts and 2 feint lifts in to an operational area. Then just before dark, we escorted a resupply of these troops. The mission went on into the darkness and then things got sticky. The clouds were low and the terrain was high and bushy. We had to hold off till morning to complete the resupply.
- 11 September 1965 – Saturday, 1965 Dave Logan ACMAV36, we finished the resupply, escorted another, then escorted a medivac and then the engine on Outlaw 27 quit.
- He landed nicely in the trees. The aircraft flipped on its side on landing and started burning after it hit the ground. Everyone got out but Hal Scott had a crushed disc. The crew chief had a broken leg and arm, but will not be permanently injured.
- 11 September 1965 – UH-1B 62-2047, OL27 helicopter crash AC H. W. Scott, CP David R. Smith, CE S. Taylor, DG Dennis Abella.
- 11 September 1965 – Saturday, Malcom Campbell xxxxxxxxxxxxxxxxxxxxxxx
- 12 September 1965 – Sunday, Dave Logan ACMAV36, Standby. One medivac escort.
- 13 September 1965 – Monday, Dave Logan ACMAV36, we escorted a medivac into an LZ that was about 4 feet bigger than the rotor disk.
- 14 September 1965 – Tuesday, Dave Logan ACMAV36, we escorted a resupply into an area where some 101st people were supposed to be. The only trouble was we had been given the wrong coordinates. So, we had to hunt for our LZs. Then standby.
- 15 September 1965 – Wednesday, Dave Logan ACMAV36, standby all day.
- 16 September 1965 – Thursday, Dave Logan ACMAV36, escorted another resupply and standby.
- 17 September 1965 – Friday, Dave Logan ACMAV36, we've been trying to find new and better systems for our ships, and we may have a system to replace the unreliable pod we've been using. All we have to do is test it, which may take months. The non-availability of materials for trying such things in using unit is ridiculous. When we have ideas for improvement it seems someone would want to listen, but no one does.
- 17 September 1965 – At a meeting, the Special Forces said that the LZ was shaped like a horse shoe with vegetation on 3 sides and open on the front side. This is a VC training camp and if you fly in from the back side you might catch them eating breakfast. It was probably the 52nd Combat Aviation Battalion that decided to enter the LZ from the front side.
- 18 September 1965 – Saturday, Dave Logan ACMAV36, deep doo-doo day. We took off at about 0600, half an hour before light. We were escorting the Outlaws working with the 117th. We made the first lift into the first LZ at first light. We were the second element with a flight of six marine H-34's as the 3rd element. The last marine chopper was the first to receive fire. On the second lift 4 of the 117th slicks were hit and 2 of their gunships. 2 Outlaws, 1 Maverick, 5 Marines all got hits. When the slicks came out the 2nd time, we were spraying everything in sight with machine guns and rockets. We had to refuel and re-arm before the 3rd lift. On the 3rd lift the Outlaws received so much fire they didn't even go in to land. This time 2 117th slicks went down in the LZ, 1 Marine went down, 3 more Outlaws were hit, 4 more 117th slicks, 1 Maverick (same crew as 1st time) and 2 117th gunships took hits. Then, they decided to hold the operation until the LZ was secure. Of the 170 troops that went into the LZ, 65 became casualties by sundown to include 15 American KIA's. The whole operation was a farce. An error of planning. The LZ was chosen in a valley. It was not reconned. There was no route into the LZ that was positively clear or could be positively made clear.

(Cont. on pg. 8)

(Contd. From pg.7)

The LZ was under fire from 360 degrees and both ground level and hill side level. There was no place to turn to get safely out. There was no planning for a resupply route or any line of communication. Since all of the slicks were downed because of bullet holes and 2 pilots were hit, we had to get help from the 1st Cav. We still had Mavericks to support them so we escorted the first lift in. The formation was wild, erratic, and spread out; it looked like a flight school class. When they went into the LZ they were almost in autorotation. By now, a safer LZ had been selected. I took no chances and laid a cover of rockets as close as 50 meters on final. I think I came close enough to scare them on the way out, my side of the formation was tucked in pretty tight. Fortunately, this LZ was OK.

By dark the lift was complete. We came back at 1930, almost an hour after dark. We in all had 31 aircraft downed by enemy fire. Two air crewmen killed and 6 more wounded.

- 18 September 1965 – Operation Gibraltar / The Battle at An Ninh begins 3-day battle. 2 pilots WIA. Almost every helicopter hit by ground fire. As soon as the helicopters began descending into the landing zone, heavy volume of small arms, automatic weapons, and mortar fire pounded the area. All three rifle company commanders (2nd Bn 502nd Inf 101 Abn) were either killed or wounded. One and one-half companies made it into the landing zone. The rest of the assault force was waved out of the area by a Captain who was later killed by ground fire. Reinforcements were the 2nd Bn 327th Inf 101st Abn. VC Losses 226 KIA.
- 18 September 1965 – Patrick Deck was wounded but lapsed into a coma and died 2 February 1977, pilot Larry Page was seriously WIA.
- 18 September 1965 – David Amason, we were staging from a sand bar in the middle of a river. UH-1B 63-8708 OL21 took 1 hit in the flight controls on the first lift in, AC Doug Eady, CP Unknown, CE Al Moist, DG David Amason. Doorgunner Amason continued to fly the missions that day in the first platoon.
- 19 September 1965 – Sunday, Dave Logan ACMAV36, even today, the first LZ isn't secured. We were to escort medivac into the area to bring out the 14 US dead and 21 US wounded, but we had to wait 3 hours while a relief force secured the area.
- 20 September 1965 – Monday, Dave Logan ACMAV36, Standby today.
- 21-30 September 1965 – Dave Logan ACMAV36, Forgotten.
- 27 September 1965 – Approximately 3 AM, ACOL Malcom Campbell was awoken and designated "Flight Commander" for a Medevac mission. Two Slicks and one gunship were sent out in the midst of a down pour. The LZ was only light by flashlights. The two slicks and one gunship extracted the wounded 2nd 502nd Airborne troops. Doorgunner David Amason gave up his seat to the wounded and spent a night in the jungle. He was picked up the next morning.

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and David Amason (361) 776-3534 amason1989@yahoo.com

Attention!! All VLOA Newsletter Recipients!

To all members of the Vinh Long Outlaw association. Bob Sharp is our Newsletter editor. He has done a bang up job for us as editor, however he is no Houdini. From time to time he needs help putting an addition to bed, but just lacks that page or half page to finish, so give him some help in the way of articles, stories, photos, experiences you had while serving in the "Tropics" err Vietnam and in particular that small barley above sea level airstrip known as Vinh Long. Many of us only served one tour. Our views of what was going on during that time, your experiences during that tour, help to fit that piece of the puzzle together for the rest of us who either served before you or after you.

Yeah I know, we are all not great writers, I'll be the first to admit I'm no Hemingway, I'm a horrible writer. Send it anyway!

Now it doesn't matter what MOS you were, officer, enlisted, your views and experiences are needed and welcome. Heck pictures and captions are good starters. Small things like "Food" (ah! Brings back the taste of those "C" rats Lima Beans and Ham) Fun at the open air theater, and the tradition of rolling empty beer cans towards the screen and Yelling how short you were (I remember the first time I went, I had over three hundred days to do yet so I didn't say anything, and hoping my untailed Fatigues didn't give me away!) Those could be starters for articles.

Just to say how important the Newsletter is a real understatement, it keeps the organization together and keeps us in contact with other members of our Elite Group "The Vinh Long Outlaws".

Roadrunner Regards to All

Bob Koonce

P.S. Bob Sharps' e-mail address is at the top left, back page of the newsletter.

Thank you.



ROADRUNNER

Here are two photo's from Bob Koonce and he had no info with them.

As you can see there is a White Tiger on the left front door with a "Blue" 2nd Platoon marking of the slicks out of Soc Trang, the 121st. Aviation Co. APO 96296.



I have similar photo's here so I decided to share them.

My name is Robert Sharp and I was part of the 62nd Aviation Co. that was deployed out of the 11th Air Assault Division from Ft. Benning and was part of that group from it's inception. So I was with most of the people for almost 2 years when we were sent to Vinh Long ,Republic of South Viet Nam.

Shortly after we arrived at Vinh Long a number of us were transferred to Soc Trang, the 121st Aviation Co. (Soc Trang Tigers). Also known as "Mortar City" as I can full well verify!

I believe there were 4 of us. Two pilots, WO Billy Hampton and WO Angelo Spelios. Two crew chiefs, Spec. Martin Schroeder and Pfc. Robert Sharp.

The Outlaws and the Mavericks flew many missions together with the Tigers and the Vikings.



Below are two photo's of my aircraft, White Tiger- 9 after it was brought down by a round to the engine. It was sling loaded back to Soc Trang and was later salvaged for parts as you can see in photo no.2





Veterans Day—11/11/2021

Hello to all my fellow Veterans: On this most special holiday I would like to render a “Special Thank You” to all who have served in The United States Armed Forces. No matter where or when you served you were all part of a special group of people that cannot be shared or understood by anyone else. President Ronald Reagan once said, “Some people live an entire lifetime and wonder if they ever made a difference in the world.”——”A Veteran doesn’t have that problem.” ——God Bless you all and God Bless America!
Robert J. Sharp,--Cmdr.-VFW Post 447, —Cmdr.-Disabled American Veterans Chapter 16, Albert Lea, MN.

In Flanders Fields

In Flanders Fields the poppies blow
Between the crosses, row on row
That mark our place, and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow.
Loved, and were loved, and now we lie
In Flanders Fields.

Take up your quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders Fields.



They Did Their Share

On Veterans Day we honor soldiers who
protect our nation.

For their services as our warriors; they de-
serve our admiration.

Some of them were drafted; some were
volunteers.

For some it was just yesterday, for some
it’s been many years; in the jungle or the
desert, or land or on the sea, they did
whatever was assigned to produce a victory.

Some came back, some didn’t. They de-
fended us everywhere. Some saw combat;
some rode a desk; all of them did their
share. No matter what the duty, for low pay
and little glory, these soldiers gave up
normal lives, for duties mundane and gory.

Let every veteran be honored; don’t let
politics get in the way.

Without them, freedom would have died.

What they did, we can’t repay.

We owe so much to them, who kept us
safe from terror,

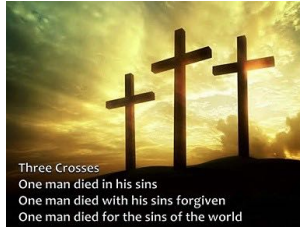
So when you see a uniform,

Let’s say thank you to the wearer.

By Joanna Fuchs



The Back Pew



For Everyone Concerned About Covid, this message is for you and your family.

Linda and I are living in my hometown of Paducah, Texas, a small town on the lower edge of the Texas Panhandle. The population has dropped from 3800 when I was born (1941) to what's likely to be less than 1000 when the census numbers are released. It's a great little town but the nearest Wal Mart is 30 miles away in Childress, Texas. Even so, it's only a 30-minute drive since there is very little traffic on US Highway 83 from Paducah to Childress. Lots of deer to watch for and sometimes there may be a cow or two that find the grass alongside the highway to be better than what they have on their side of the fence.

Paducah's population and the lack of hassle plus the fact that we bought a two-bedroom brick home 17 years ago for the whopping price of \$9,900 (it was a government repo) are the reasons we moved from the Dallas/Fort Worth metroplex when the Covid pandemic began. The house is complete with everything we need and USAA tells me that I have to insure its replacement value at \$300,000. It has a concrete storm cellar in the back yard, a She Shed for Linda that's complete with bathroom, central heat, and is perfect for her sewing machines and her quilting hobby. We have renovated the house and it meets our needs. But we do miss our friends so the next time any of you are travelling from Colorado down to the central Texas area on US 287, turn south at Childress and you can be at our house in 30 minutes. The She Shed can handle two really close friends and it's available to all of you.

The local population has lots of older residents and I'm sorry to report that Covid has taken its share of people who were struck by the disease. Linda and I are vaccinated and we intend to get the booster when the Moderna vaccine is available. I bring this up because recently an elderly couple both died of Covid. They were in their mid 80's. He died first and his wife passed within the next week. She was heard to say that she regretted that she and her husband had not gotten the vaccine.

They are not the only one's who have been taken by this pandemic, yet I find it amazing that lots of seniors have decided not to take the vaccine. If you or your family members are not yet vaccinated, please be a leader, indeed a former Outlaw, and set the example needed to protect yourself, your spouse and all your extended family.

At our age range we all need to be leaders by example, just as we were when we followed our country's Call to Arms and served our country in the past.

May God Bless You and Your Family.

Ernie Isbell, Chaplain, VLOA, October 2021

Outlaws' Quartermaster Revived!

by Frank Estes, Tom Anderson, & Jim Donnelly

Because of the pandemic, and the cancellations of our Reunion, the Vinh Long Outlaws Association (VLOA) has not had a viable source of revenue for the past two years. Normally, The Reunion's Silent Auction, along with the 50/50 Raffle have provided sufficient income to ensure the continuance of the VLOA for the next several years. Additionally, the VLOA has experienced a marked decline in membership applications. These sources are no longer available, unless we hold biennial reunions.

To replace the lucrative Silent Auction, and 50/50 Raffle revenues, the VLOA has decided to revive the long dormant VLOA Quartermaster position on the VLOA Steering Committee. We will be doing this in order to implement a new ***Quartermaster International Page on our Outlaws' website.***

The following details the processes, responsibilities, expected results, and purpose of the Quartermaster International initiative.

The processes are quite straight-forward, and similar to the process of donating items for the Silent Auction.

+Anyone desiring to donate an item for listing on the Quartermaster International Page will notify the Quartermaster via email with a brief description of the item, a picture in .jpg format, and an estimated fair-market-value or price which should be asked for the item.

+The Quartermaster will evaluate the donation for meeting the established listing requirements, and provide the information to the VLOA Webmaster for posting to the webpage.

+Once the item is listed, anyone visiting the webpage may purchase the item. Unlike the Silent Auction, there will be no bidding on items. The purchase price is the final offer a buyer will pay, plus shipping. All items are "as is" and on a "first-come, first-served" basis.

+The Quartermaster will accept the offer and notify the donor, buyer, and VLOA Treasurer of the transaction. The transaction will be by PayPal only; no credit card, cash, or personal check payments will be accepted. The donor ships the item to the buyer via the least-cost-means.

+Following the completed purchase transaction, the VLOA Treasurer will provide the donor and buyer an email notifying them that their donation, purchase, and shipping cost is tax-exempt, as defined by the Internal Revenue Service (IRS) letter dated April 30, 2010: "...donors can deduct contributions made to or for the use of your organization." Donors and buyers should discuss this matter with their tax preparer.

(Cont. on pg.14)

(Cont. From pg. 13)

Responsibilities performed by VLOA Steering Committee persons are: Quartermaster – Jim Donnelly; Treasurer – Frank Estes; Director of Communications-Website – Phil Van Alst, and Director of Communications-Newsletter – Bob Sharp.

The Quartermaster may be contacted at:
VLOA.quartermaster@gmail.com.

Your VLOA Steering Committee's expected outcome is that this initiative will keep the financial status of your VLOA sound for the foreseeable future. This initiative is designed to provide revenue for the VLOA and a tax deduction on the donor's and buyer's Federal income taxes.

Initially, the Quartermaster will be approving items that are Vietnam-era, military, and military-related. However, specific Outlaw, Maverick, Bushwhacker, Roadrunner, 28th Signal Detachment, and attached unit items should also be considered for display on the webpage. The Quartermaster is the final arbiter on items for listing on the webpage. In the future, the Steering Committee will consider providing a limited number of Outlaws-related items, such as shirts with logo, hats with logo, scarves, patches, etc., for purchase from the Quartermaster International webpage.

In summary, the purpose of this initiative is to raise funds for the VLOA caused by not being able to conduct a reunion in 2021, coupled with a marked decline in Outlaws' memberships in all categories. Cancelled reunions caused the loss of revenues from our Silent Auction and 50/50 Raffle, which provided enough funds to operate the VLOA for the following two years. These funds covered the expenses for the quarterly Outlaws Newsletter, webhosting, domain names, administrative expenses of postage and supplies, and some reunion-related expenses.

So, here is your chance to help replenish our treasury. This is an opportunity for you to help keep our VLOA financially viable for the foreseeable future. Take a look in your closets and storeroom for items that are just sitting there, and consider donating them for listing on the VLOA's Quartermaster International Page on our website. If you have any questions, please email the Quartermaster, Jim Donnelly at the email address shown above.

Thank you.

This article was taken from Hawk Magazine, January 1970.



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-

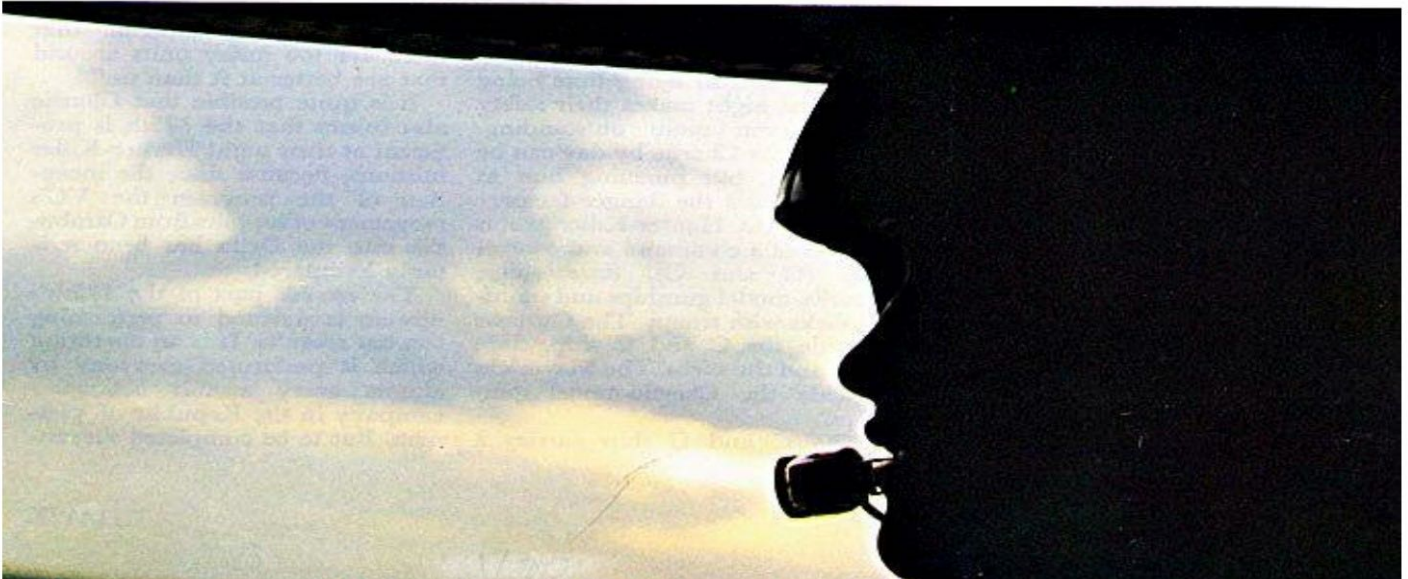
OUTLAWS

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.



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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 standby 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-

Contd. From pg. 16.



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

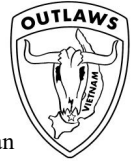
the OK for the slicks to make an insertion," says LT Phillips. "Between the two of them, we Outlaws feel confident our ships will be safe in the LZ."

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.



Rescue of Navy Seawolf Gun Ship Crew By CPT (Ret) Michael Willsey, US Army



This article was taken from the Vinh Long Outlaws History Files maintained by Jim Donnelly, Outlaws Historian

My name is Michael Willsey and I was the Aircraft Commander of Outlaw 133, the slick that made the rescue of the Navy personal on the 23rd of March 1969, south of Ha Tien. What follows would be my first and only written account of the incident.

My Crew and I were fairly close on a resupply mission near Ha Tien when a Navy Seawolf Gun Ship came up on Guard Frequency with a Mayday call out. We responded and when arriving in to area we were informed that the Seawolf was totally expended but that they (the Seawolf Gunship) would draw fire as we attempted the evacuation. On short final, we saw the second gunship, it was on its side and on fire. There were a large number of what appeared to be North Vietnamese Regulars (web gear, red star etc.) advancing on a few GI's.

Just as I came to a hover, I was shot in the right leg. I pulled up on the collective and my left foot went down on the pedal. The aircraft jumped up about twenty feet and started doing three sixties at a high hover. I managed to turn my left foot sideways to equalize the pedals and the spin slowed. Kent Graham, my Copilot, assumed control and got the aircraft moving down field and we took off. This all happened very fast and we were taking hits all the way in and all the way out. We flew around a hill mass and outside a tree line in a circle.

I had an excellent crew chief and gunner, and we had been together for some time. We still had sufficient ammo. My Crew Chief Peock and my Gunner Zipansky were both large strong men. Zipansky had a monkey belt, which allowed him to detach the M60's and free fire. There was no doubt in my mind that leaving these guys on the ground was not an option. There were no other aircraft in the area and the men on the ground would not last another five minutes.

On the second approach, we were taking heavy fire. I was wounded a second time. Kent Graham put the aircraft almost on top of the wounded. While trying to load the wounded, we were in the process of being over-run. I was firing a 45 pistol out of both doors. I knocked down several enemy soldiers. At this point an NVA soldier ran to the front of the aircraft less than six feet from the nose of my slick. My 45-caliber pistol was expended. As the NVA soldier leveled his AK 47, I was attempting to pull a grease gun (45 caliber machine gun) off my seat when the barrel caught in the slot between the armor plate on the side of the seat and the seat back. The wounded soldier, who we were parked over, shot the NVA soldier in the chest. The soldier flew up in the air and did a summersault. Through all the noise and gunfire, I heard a voice boom out "did you see that banana"! I later found out that man was a Navy Seal named R.J. Thomas who was also responsible for a large number of bodies we saw in the rice paddy.

I've always been grateful he beat Charley to the draw that day. We were able to evacuate the wounded men, the pilot Dick Barr and the Seal R. J. Thomas along with Petty Officer Dan Riordon and the Gunner Rick Abbot. My Pilot Kent Graham had only been in country a short time but was unbelievably courageous and flew with cool determination. An interesting side note, Kent later picked Plexiglas & shrapnel out of his hand and dressed his own wounds as he felt ours were the only "real" wounds. I was always sorry I lost contact with the other men. It's been a huge thrill to be contacted by R. J. Thomas as the last time I remember seeing him was in the rice paddy south of Ha Tien.

I remember these events clearly and in detail. I would testify to the accuracy of my statement under oath.



Robert J. Wegner

10/07/1949-06/22/2021



Robert J. Wegner Jet-pilot and golfer, Robert J. Wegner, has died at the age of 71. He was born to Helen and Donald Wegner on October 7th, 1949 in Queens, New York, where he matriculated until leaving for active duty at 19.

Bob Wegner's aviation career began with The United States Army, as a helicopter pilot during The Vietnam War in South East Asia. During his service, he was shot down several times; not only did he survive but he saved the lives of several other service men in the aftermath. The Army Commendation Medal and The Distinguished Flying Cross were awarded to him for, "single acts of heroism or extraordinary achievement while participating in aerial flight."

He began a nearly fifty year marriage to Terry Monica Kraus at a Long Island celebration hall in 1973. They had two children together, Nicole and Zach. Although the family spent the majority of their lives as residents of Gaylordsville, CT, Bob was a man of the world, traveling to almost every continent during his storied career as a jet pilot for Time Magazine and The Rockefeller Family's Wayfayer Ketch Company. He flew Gulfstream jets for decades and later became one of the NetJets company's pilots. In his early forties he began his journeyman pursuit of golf: a sport which he mastered up to a 4 handicap. Many in the New Milford community knew him as a carpenter, a handy-man, chef, and baker, notably through the abundance of loaves of bread and "to die for" chocolate croissants baked for friends during the earliest days of the COVID-19 pandemic. His handiwork lives on in The John Pettibone School's wooden playground and backdoor patios across the tri- state area. An avid learner, reader and seeker, Bob often reminded those around him that, "Nobody ever learned anything while they were talking."

For almost thirty years he led a life of sobriety, and shepherded many others to do the same in the meeting spaces of Alcoholics Anonymous. Some of the local men in recovery are said to have never missed a meeting helmed by "Bob the Pilot." Ever since his October diagnosis he fought to live against the growing metastasis with the same passion he had done everything. Only in his final months could he ever be observed lying down. He left his body on Wednesday June 22nd, 2021 after the 10-month battle with esophageal cancer had ended.

He is survived by his daughter Nicole, his son Zach, his wife Terry, his mother Helen, and his brother-in-arms Joseph Sheeran. Bob was honored next to the 18th hole in a celebration of life at The Club at River Oaks at 2 Evans Hill Road, Sherman, Ct on July 11th, 2021 from 1-5 pm.

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Fall- 2021

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 “doorgunners.”

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: _____