



Vinh Long Outlaws Association (VLOA)

"www.vinhlongoutlaws.com"

Vinh Long Outlaws Summer 2020 Newsletter

April-June

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

2nd. Quarter 2020

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Sept. 23-27, 2021!!

VLOA Reunion !!

San Antonio, TX!!

National Director's Corner

By- **Bert Rice**



After reviewing my comments for the last edition of our Newsletter, I could almost say "ditto" and let it go at that. I lamented about the situation we find ourselves in and things haven't changed much since then. I hope you are all safe and continue to work at staying that way. There is a glimmer of hope as the states are gradually permitting the opening of some businesses and various activities. This is expected to be a gradual, lengthy process. There is concern about opening too quickly which might lead to a resurgence of the pandemic. Point is we all need to do what is necessary to stay safe!!

I consulted with several VLOA leaders and after receiving their thoughtful comments, I have rescheduled the reunion to Thursday (Welcome and dinner), September 23rd, to Monday, (Breakfast and departure), September 27th, 2021.

The decision to reschedule was a difficult one. I, like many of you, would love to gather sooner than later. We just like to gather to socialize and tell our stories, don't we? After considering many factors, a reunion this September as planned just didn't make sense based on restrictions and risks in bringing a large group together. Then it became a matter of delaying six months or rescheduling to September 2021. Some felt that in six months we may still not know all the issues related to the virus. So, rather than dither around waiting to make a decision, it seemed more prudent to make a decision that has a high degree of certainty that we can, in fact, hold the reunion. There may even be a vaccine by then. So, 23 to 27 September it is!!

I have been in touch with Armed Forces Reunions, Inc. (AFR) who will continue to assist us with the reunion. The venue (Holiday Inn) selected this year in San Antonio has agreed to support our reunion next year. Fortunately, the room rates negotiated this year will remain the same for September 2021. AFR will now go to work on a new agenda and tours schedule. I hope that what was planned for this year will be available for next year's reunion. For now, you need not do anything. Once we get the agenda and tour planned, the registration form will be provided by way of the newsletter and on the website.

Tom Anderson has written another article for this newsletter regarding the shirts designed for our next reunion. I have acquired two, one for a lady friend and one for myself. They are beautiful and very comfortable. So, please go ahead and order shirts now!

In closing, by all accounts this virus is serious and deadly. So, please do what is necessary to remain healthy and safe. I look forward to seeing all of you at our reunion in September 2021! If you have never attended a reunion, I assure you that you will be glad you did! God Bless every one.

Bert Rice

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Bert Rice, - National Director
 Odenton, MD.

Irwin Katz,- Deputy Director
 Buffalo Grove, IL.

Doug Wilson, -Secretary
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Terry Khachadourian, -Distaff Advisor
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Tom Anderson, -Permanent Advisor
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Ernie Isbell, -Ex Officio (2002-04)
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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..

Treasurers Report– 2nd.Quarter. 2020

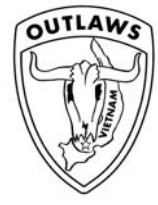
By: Frank Estes.

Vinh Long Outlaws Association (VLOA)		
Balance effective 01/01/2020		\$35,307.74
REVENUES:		
Dues - Annual	\$175.00	
Dues - Lifetime	\$1,200.00	
Sales - reunion shirts	\$992.00	
TOTAL:	\$2,367.00	
EXPENDITURES:		
Newletters, bank statements, purchase reunion shirts	\$2,228.60	
TOTAL:	\$2,228.60	
CASH BALANCE - as of 6/15/2020		\$35,446.14
Details: 6 months period ending 6/15/2020		
Revenues Detail		
Sales - reunion shirts	\$992.00	
Sub Total	\$992.00	
Dues: - 2020		
Annual Memberships (AM): - 2020		
John Diamond	\$25.00	
Frederick Jacobs	\$25.00	
Norris Marshall	\$25.00	
George Storer	\$25.00	
Joe Gossum	\$25.00	
Armand Constantine	\$25.00	
Ernest Shreve	\$25.00	
Sub Total	\$175.00	
Lifetime Memberships (LM): - 2020		
Greg Wordman	\$100.00	
Harold Feathers	\$100.00	
Walter Bogdanowicz	\$100.00	
Mark Fontenot	\$100.00	
Roger Foust	\$100.00	
Angus Desveaux	\$100.00	
James Tornillo	\$100.00	
Gregory Lightner	\$100.00	
Matthew Fleming	\$100.00	
Robert O'Brien	\$100.00	
Timothy Murphy	\$100.00	
Charles Phillips	\$100.00	
Sub Total	\$1,200.00	
Total Revenues - 6 months period 2020	\$2,367.00	
Expenses Details		
Bob Sharp - 4th Qtr 2019 - Newsletter	\$638.01	
Bob Sharp - 1st Qtr 2020 - Newsletter	\$646.22	
Bob Sharp - 2nd Qtr 2020 - Newsletter		
Bob Sharp - 3rd Qtr 2020 - Newsletter		
Paper bank statements	\$7.50	
Purchase reunion shirts	\$936.87	
Total Expenses - 6 months period 2020	\$2,228.60	
INCOME (LOSS) - 6 months period ending 6/15/2020	\$138.40	



Outlaw History

How Did it Begin?



In late 1964, chaotic political tensions were running high in South Vietnam. Moreover, throughout the US government, conflicting political differences about the US role in Vietnam were also running high. Viet Cong strength had increased dramatically throughout Vietnam. In the Mekong Delta, two US Army helicopter companies were stretched thin in supporting three ARVN Divisions. A Department of the Army (DA) decision was made to activate another helicopter company for rapid deployment to South Vietnam.

Because of the urgency to provide that third helicopter company in the Mekong Delta, in Fort Benning, Georgia, a UH-1 helicopter company was rapidly pulled together from assets in the 11th Air Assault Division. That unit was given the initial designation as the 62d Aviation Company.

The unit was given 34 days from activation to begin deployment! During that time, all personnel had to be assigned. Equipment had to be drawn, crated, and loaded onto railroad cars for shipment to Mobile, AL for further transshipment to Vietnam. Company internal structure had to be organized. All personnel had to receive a total of 6 shots, for a variety of reasons. All accompanied equipment, to be shipped with the unit, had to be collected, itemized, and packed into CONEX containers to make it quickly available upon arrival in Vietnam. Married personnel had two weeks to relocate their families to homes all over the US and get back to Benning within a few days. The workload on every man was mind-boggling.

On 18 September 1964, a small, 6-man advance party from the 62d departed Fort Benning for Vietnam to coordinate the details of the reception of the main body upon arrival in Vinh Long.

On the evening of 25 September 1964, the main body of 172 personnel boarded buses at Fort Benning and was transported to Warner-Robbins AFB, Georgia. Later, well into the night, the unit was loaded onto five World-War II era C-118 prop-driven aircraft and departed on the first leg of their five-day, 9000-mile deployment to Vietnam.

Vietnam archives show that, when the 62d left Fort Benning in September 1964, it spear-headed the massive US military buildup in Vietnam by being the very first unit to be deployed at the beginning of that immense buildup! In less than a year the 11th Air Assault Division itself became the famous 1st Air Cavalry Division, deployed to Viet Nam, and immediately became locked in combat in the highlands of central Vietnam. By mid-1965, five other US combat divisions were either in, or on their way, to Vietnam as well as hundreds upon hundreds of support units!

When the Outlaw unit arrived in Vinh Long in September 1964, other than Special Forces detachments, only 7 US combat units were in place in South Vietnam. All 7 of those were helicopter companies, formed into 3 Battalions and all were assigned solely to support the ARVN. When the 62d arrived in Vinh Long, there were about 23,000 US forces in Vietnam, primarily Army Aviation units, US advisors and US Special Forces units.

Cont.on pg .4



Even the Battalion to which the 62d was assigned was so new it was still known as the Delta Aviation Bn (Prov). It would soon be renamed the 13th Aviation Battalion.

US Army Vietnam (USARV), with only a 2-star in command, was the major Army command. MACV was still a year or more into the future. There was no Long Binh support base. There was no 1st Aviation Brigade. There were no US infantry to provide airfield security. Our next higher headquarters, the Delta Battalion, was the only command link between the company and USARV in Saigon. It was immediately clear that the 62d would have to be extremely self-reliant, self-sufficient, and self-supporting.

But, the Outlaws were good! And, we led the way! We brought with us experience gained from tough training with the 11th Air Assault Division and, upon arrival, we acquired the experience of combat tested people who transferred into our unit from other in-country units.

We took the radio call-sign of Outlaw and, of course, named ourselves the Vinh Long Outlaws. The Mavericks (and what a great name that was!) provided gun support for the slicks. "Roadrunner" people pulled the unit out of one tight situation after another with their maintenance skills. The 28th Signal Detachment, always behind the scenes but out front with their avionics support, kept us communicating with each other.

Volunteer door gunners were picked up from the 25th Infantry Division in Hawaii because our TO&E did not yet provide for that critical support. We had mechanics, cooks, supply people, ammo specialists, medics and countless others who contributed to the unit's success in many unsung ways. The Outlaws formed a fantastic, and immediate, ready-for-combat team and took great pride in its growing accomplishments.

Why the name changes? The **62d Aviation company** was formed using funds from the FY64 11th Air Assault Division budget. Within a few months, an Aviation unit at Fort Hood, (**Co. A, 502d Avn Bn**), was deactivated and its numerical designation, and Army budget funds, were transferred to fund the Outlaw unit in Vietnam. In the following FY 1965 budget year, permanent funding was allocated to support the Outlaw unit and the unit was once again renamed as the **175th Assault Helicopter company!** However, notwithstanding the three name changes, the unit always retained that great name, Outlaws!

When the initial Outlaw cadre rotated a year after arriving in Vietnam, they left the continuing history of the Outlaws to be written by 8 years of other Outlaws. And what a history that little helicopter company, down in the Mekong Delta, made for itself throughout its 8 years of existence in Viet Nam. Today, we all share that prideful Outlaw history.

From their initial activation in Fort Benning on 6 August 1964 to their stand-down in Viet Nam in 1972, the Outlaws were always a very unique Army Aviation unit.

(Note: This little story of how the Outlaw history began needs an ending. It would be great if one or two of the last-year Outlaws would write the story (for this Newsletter) about the events that took place as the unit was standing down and being disbanded.) Submitted by Tom Anderson

The Chapel at Vinh Long

Vinh Long Army airfield had the unprecedented distinction of being the first Army installation in the Delta region to have its own chapel. But how the chapel came to be is an interesting story in itself.

With the arrival of the Outlaw unit in late 1964, along with the 114th Aviation Company, plus a number of other nearby US personnel, the Vinh Long area totaled nearly 1000 US personnel. Vinh Long religious services were being conducted at such places as a swept-out theater, a curtained briefing room, out in the open air. Plus, in 1964 the amenities of "home" were still part of the mind-set of many men stationed in the area, some of whom began discussing having a local chapel. The idea of building a chapel took form but, after some official inquiries and requests by the Installation Commander, it was determined that no funds or other support would be made available, and the idea began to fade. It was with this denial that the uniqueness of a Vinh Long chapel was born.

Individual military personnel, of all ranks, at Vinh Long took it upon themselves to organize, promote funding sources and develop support for the construction of a small chapel. Coordination with the civilian construction contractors at Vinh Long was obtained and their cooperation, and support, proved to be invaluable. Donations were accepted, offertory collections became building funds, equipment and furnishings were gratefully received. In short order, when enough start-up funding was collected, chapel construction was underway. Troop labor was donated as well as the use of indigenous labor hires.



Chapel construction nearly complete

An article in the June 1965 edition of the Stars and Stripes newspaper noted that the US Army Chief of Chaplains, Major General Charles Brown, who was on an official visit to Viet Nam, came to Vinh Long and presided over the dedication of the chapel. Three military chaplains, stationed in the Delta, also participated in the dedication.

To those present, the simple dedication ceremony was viewed with considerable pride, as the chapel marked an unprecedented, independent financing achievement in the Delta.

The chapel was interdenominational and proved its worth many times over. Protestant and Catholic services were regularly performed. Military honors and recognition services were routinely conducted to recognize those lost in combat. Religious programs were conducted in the chapel. Even a small military choir was reportedly formed at one time to support the services.

A visitor to Vinh Long reported several years ago that the new Vietnamese government had totally razed the Vinh Long compound as well as the airfield. The chapel, of course, is gone but the significance, and the memories, of its existence, and purpose, still lives in the minds of many of us who served in Vinh Long.

LOST OUTLAWS!

By Frank Estes

Admit it. We are all getting older, and feeble, and forgetful, and uuhhhh! What was I going to say? Oh, yes. Lost Outlaws.

From time to time, we try to follow up on VLOA members whose newsletters are returned due to “doesn’t live here anymore,” “undeliverable as addressed,” and “addressee unknown.”

Thanks to the efforts of Doug Wilson and Jim Donnelly, a follow-up search is made about every other year to locate our Lost Outlaws. The following is a list of rostered Outlaws we have now lost contact with. If you know any of those listed, please help us locate them and get updated information for our roster. I’ve only included city and state due to our policy of protecting personal information on our rosters.

First Name	Last Name	City/State
Trell	Berry	Zachary, LA
William P.	Cotham	Parsons, TN
Robert G.	Deppey	Reno, NV
Randy	Diuguid	Fuquay-Varina, NC
Lloyd L.	Dyal	Brooker, FL
Charles E.	Dominy	Brookings, OR
Paul D.	Elmore	Temple, TX
Therman A. "Shorty"	Farley	Sugar Land, TX
Robert E. "Bob"	Frair	Shinglehouse, PA
Steven M. "Steve"	Gray	Selden, NY
Alvin R.	Guthery	Weirsdale, FL
John J.	Hand, Jr.	Aurora, CO
Floyd G.	Hartrick	Enterprise, AL
John	Horn	Lake Charles, LA
Jerry L.	Jobski	Page, AZ
Launie	Jones	Huntsville, AL
Gene	Kennedy	Fern Park, FL
James A.	Koepfelle	Clearwater, FL
Robert F.	Lannerd	Avinger, TX
Anthony C.	Law	Bellview, FL
Jack A.	Lawson	Redondo Beach, CA
Brian L.	Long	Lancaster, PA
William P.	Lowie	Orlando, FL
Jim	Martinson	San Antonio, TX
Charles B. "Charlie"	Matlock	Meridian, MS
Wayne	McCarthy	Massillon, OH
Herbert D.	Merritt	Oro Valley, AZ

Robert J.	Morgan	Baytown, TX
Keith D.	Ohm	Auburn, WA
Larry F.	Page	Charleston, SC
Larry	Parsley	Nobleville, IN
Ron	Petty	Prescott, AZ
Gil	Procter	Tucson, AZ
John P.	Reynolds	Albuquerque, NM
Richard H. E.	Schiederer	Marysville, OH
Jimmie J.	Scoles	Oklahoma City, OK
Louie	Seagers	Ashford, AL
Steven K.	Smith	Tampa, FL
Jim	Spiers	Gainesville, GA
Ronald L.	Stam-schor	Kellogg, MN
Charles W. "Chuck"	Struemke	River Falls, WI
Charles R.	Sturtevant	Centreville, VA
William "Bill"	Washburn	Flint, TX
Robert E. "Bob"	Weath-ersby	Tupelo, MS
Lee J.	Williams	Watonga, CT
Fred	Wilson	Malvern, AR
James "J.R."	Wright	West Plains, MO

If you are able to locate any of these Outlaws, please email their information to me at estesf@troycable.net or Doug Wilson at junglucruiser335@gmail.com.

Didja Know?

You will hear the uninitiated speak of the flag’s being at “half-mast” when there is no “mast” closer than the nearest naval installation. The Army flies its flags from a staff. The proper Army expression is “half-staff”. “Half-mast” is Navy lingo.



ROADRUNNER

Roadrunner Delivers the Goods



ROADRUNNER

December 1964, Pan Am had a labor dispute, and went on strike. At the time nobody really thought much about it. Wasn't until sometime later as the strike continued that we all at Vinh Long started to get concerned, No Mail, No Care packages, because Pan Am had the mail contract for the whole country, so because of the work stoppage there was no planes flying, which meant that mail was piling up in the states, and not getting to us.

As the strike continued and with no one receiving mail, let's say things were getting a little testy. Morale was going south real fast, to say the least.

A few weeks, into the strike (seemed like months) I was on the flight line doing my regular daily inspection, and catching up on some maintenance, when Captain Bisch, and Big Jim Kirkley and this case of whiskey appeared, O.K. another "parts run," (I thought to myself) where to this time? Vung Tau, or Saigon? I guess I'll find out when we get there! "You know how us crew chiefs are "First to go Last to Know" as the saying goes! Well Saigon was our destination "figured it out as we landed at a nice grassy area close to some warehouses at Tan Son Nhut, this was part of the 145th Av co. (Saigon Cowboys) "ere", home of the Razorbacks. I tied down the Rotor blade and waited for a fuel truck.

Bisch and Kirkley departed for a part procurement mission, I stayed with the chopper, (didn't want any of the 145th maint. people getting ideas of their own on parts procurement!) I was just sitting there in the troop seat just about ready to take a nap, when I heard a truck approach, it was Norwood from 4th Corps Liaison in a ¾ ton truck with all these big canvas bags in the back, the bags were full of mail, seems Pan Am had settled their strike, and all this mail was just waiting to be distributed. (I guess the mail came in and no Air Force flights were scheduled for the Delta that day).

Norwood asked if we were headed back to Vinh Long and if we could take this load of mail? Looking at the truck heaped over with mail, and looking at the cargo compartment of Roadrunner, I said we could possibly take some of it. As I started loading bags into the cargo area, Bisch and Kirkley showed up. Captain Bisch asked what I was loading. I told him mail! But added I didn't think we could possibly take it all. Bisch looked at what had been loaded and what was still left in the truck and said we'll take it all! I said I don't think it will all fit in the cargo area, his reply was "make it fit", there are guys back in Vinh Long that need this mail.

After sometime repacking, and fitting a bag here and there, got it all secured, leaving me with about 6 inch of troop seat for myself. We started up, got clearance for takeoff, Bisch pulled up on the collective and we hardly moved, I suggested over the intercom if I should "lighten the Load", answer back was NO! We tried again same results, then we started moving forward on the skids, started gaining some forward speed until we could finally achieve transition to flight, just slowly, then a few feet off the ground, still gaining attitude very, very slowly, up ahead I could see in the distance a chain-link fence, (Contd. On pg. 8)

(Cont. from pg. 7) It separated Tan Son Nhut from the ARVN Airborne school and it was coming up fast, but gaining height so painfully slow! (Again I was thinking maybe I should throw out a few bags of mail?) Then I started saying “come on “Come on” get over the fence and the barbwire on top, we made it but I swear I could have put my boot on the top strand of the wire.

Slowly gaining attitude we cleared the Saigon area, and were headed towards the Delta and Vinh Long. After a while we gained enough altitude , I started to relax just a little,” Wrong Again”, looking to our front could see thunder storms approaching, Oh great! I’m setting almost outside the cargo compartment, and the rotor blade isn’t an umbrella, O.K. I got drenched!

We finally have the Mekong River in our sights, and we are approaching Vinh Long Airfield, Bisch calls for landing instructions, as we are about ready for our final approach, we get clearance, and request that the alert truck meet us at our pad, and instead of a “Roger” We get back “What For”! What do you need the Alert truck for?

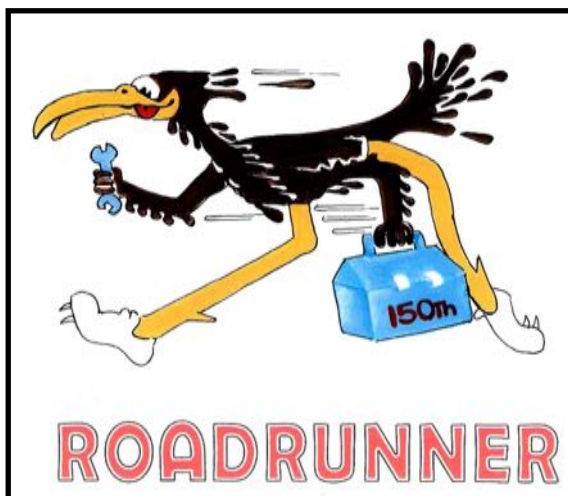
We explained that we had mail on board, we could hardly get that out and we got a reply back “Roger that”, and when we sat down at our pad the alert truck and another were there waiting.

Mail was unloaded and sorted and at 2200 hrs. We had mail call, the only mail call I can ever remember at that hour of the night. Needless to say morale immediately went up and there were many Care Packages shared that night!

Bob Koonce

One in the Same!!

Thank you Bob Koonce!





Importance of Your Membership Dues

By Frank Estes



How many requests for “donations” do you receive in your mail every month? A guess is that most of us receive at least 10 monthly requests hoping you will send some money for whatever good cause it is that they are promoting. Most of us probably discard the bulk of these requests and then possibly send some amount to a few of those which are normally not-for-profit, tax-deductible organizations.

The Vinh Long Outlaws Association (VLOA) is very fortunate to be an IRS approved 501(c)(19) not-for-profit war veterans’ organization. That means that every donation you make to and for the use of the VLOA is 100% tax-exempt. Your dues, monetary donations, and fair-market-value of items you donate for our Silent Auction are all considered tax-exempt for you.

The revenues we collect that keep your VLOA operating throughout the year come from two main sources: your dues (annual and lifetime) and the Silent Auction at our biennial Outlaws Roundups.

The \$25 annual VLOA dues is probably less than you would send to another non-profit organization. Those large organizations can afford to spend thousands on promotional requests for financial support. The VLOA must rely on requests such as in this *Outlaws Newsletter* to encourage members for support.

Our expenses are mainly for production and distribution of quarterly newsletters each year, protecting our website’s domain names, operating and updating our website, administrative expenses, awards, and administrative support to reduce costs of Outlaws Roundups. Our 501(c)(19) charter precludes any funds from being paid to or for any of our officers and directors; *they work for free*.

We currently have 500 members on our active roster, plus 46 members for whom we have no current mailing/contact information. We are fortunate to be supported by 73 Honorary Members.

Of the 500 members on our active roster, 213 are Life Members, 13 are Regular Members with dues current, 31 are Regular Members who paid annual dues in the past but are not current, and 243 who have paid no dues at any time. The inference from these statistics is that about half of our rostered members AND the 120± attendees at our biennial Outlaws Roundups are carrying the financial load for your VLOA.

So, your dues are very, very important to the continued successful operation of the VLOA.

If you are one of those 274 who are not current with your due’s payment, won’t you reconsider and help your VLOA by joining as a dues-paying member? Life Membership is a one-time dues payment of \$100. Regular and Associate Memberships are an annual payment of \$25. An Honorary Membership is bestowed free for any surviving family members, but they are not precluded from donating a one-time amount equivalent to dues for a Regular or Life Member.

Normally the income from dues and the Silent Auction is sufficient to carry us through the following two years. With the postponement of the 2020 reunion until 2021, with the resultant loss of Silent Auction income, the major component our expected revenue will not be forthcoming this year. While the VLOA treasury is not in jeopardy at this time, the Association’s fixed expenses will still need to be paid.

In closing, thanks go to all of you who support the VLOA through your timely dues payments and attending our Outlaws Roundups. As a reminder, our Outlaws Roundup scheduled for this September 2020 has been delayed until September 2021 due to impacts of the COVID-19 virus. If you plan on attending the 2021 Outlaws Roundup, please ensure your dues are paid timely, and submit them with your reunion registration form if your dues are not current at that time.

While it’s still fresh in your mind, sit down and write a \$25 check for an annual Regular Membership or a one-time \$100 for a Life Membership to VLOA and send it to Frank Estes, 407 Country Club Drive, Ozark, AL 36360.



2021 reunion Shirts Order Now!



Although the date for the 2020 reunion will not occur until September 2021, we can still order the good-looking shirts, for both men and ladies, now. A number of people had already mailed in their shirt orders over the past several months. (29 total). Rather than waiting for a decision to be made regarding when the reunion would be held, we went ahead and ordered those shirts and mailed them out. We received several very favorable comments about the shirts. The ladies shirts are especially good looking. The shirt colors are vivid and replicate, as closely as we could find, the actual colors of the Army Aviation branch.

At this writing, we are still looking toward a date in September 2021, that will allow us to safely hold the reunion and not have to practice safe distancing from each other. Bert Rice has worked with the Reunion group which is coordinating the reunion dates and agenda. Hopefully, by the time you read this Newsletter, a final date will have been announced and the reunion will be a GO !

However, it seemed practical, and appropriate, to continue to have shirts to be ordered well prior to the reunion. The embroidery company had one stipulation that, for practical reasons, they will ask for a minimum order of 25 shirts for each order.

So, if you'd like to get your shirt early, or even if you will not be able to attend the reunion, fill out the Order Form found in this Newsletter and send it in to Tom Anderson. Because of the cost for mailing the shirts, please include an additional \$5 for mailer and postage. When a total of 25 or more shirts is reached, we will have the shirts made up and sent out to you.

You can see what the shirts look like by going onto the VLOA website, www.vinhlongoutlaws.com, and see a picture of the shirt. Please be assured that (thank goodness), the geezer in the shirt picture does not come with your order.



2021 SAN ANTONIO - OUTLAW ROUNDUP

SHIRT ORDER FORM

The official **2021 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 t. 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
Qty	32-34	35-37	38-40	41-43	44-46	47-49	50-53	54-67	_____	_____

LADIES' SHIRT SIZES

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

* 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: _____

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, 2021!

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

Tom Anderson

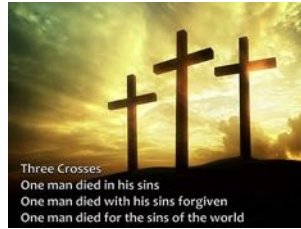
7880 Rolling Woods Ct #308

Springfield, VA 22152

Make checks or money orders payable to: VLOA not to Tom !

The Back Pew

By: Ernest Isbell



Hello! and I hope that you are all well and I would like to share this with you.

While growing up in west Texas and southern California my mother often used an expression that was something like this “God will help those who help themselves.” Perhaps your parents used similar language.

The thought inferred in this message is that during these times of stress and illness known as Covid 19 we must be sure that we take care of ourselves. Linda and I have taken refuge in our home in Paducah, TX, a small town in west Texas where I was born. About 13 years ago we bought a delightful brick home which more than meets our needs and avoids the crowds and turmoil that surrounds our home in the greater Dallas area. Even here we wear a face covering while in crowded stores and each time we get back in our vehicle we clean our hands with antiseptic solutions. We hope each of you are following similar procedures.

Discipline is how we protect ourselves and I would like to share a story of a couple of my experiences in Viet Nam. We are a veteran’s group and all of us survived the Viet Nam experience by depending on each other and our training and equipment to keep us safe. Congratulations to each of you.

I had the experience, good or bad, of serving three tours in Viet Nam. We went over with what became the Outlaws and Mavericks plus supporting personnel in 1964-1965, where I flew with the Mavericks. I was back to the Delta in July 1967-1968 where I served as a staff officer for the 164th Combat Aviation Group as well as the Group Headquarters Company Commander. I was promoted to Major during this tour. I was 26 years old.

My third tour was in 1971-1972 where I was the S-3 of the 229th Assault Helicopter Battalion (Reinforced) in the 3rd Brigade, 1st Cavalry Division. Along with three Infantry Battalions and an Artillery Battalion we were all that remained in country of the 1st Cavalry Division.

Contd. On pg.13.



The Back Pew

By: Ernest Isbell



Cont. from pg. 12

In the Spring of 1972, I traded jobs with the B Company commander and assumed command. At the time things were drawing down in the theater and it was relatively peaceful.

Upon assuming command, I noted that the aircrews were not wearing chest protectors and discipline was rather lax. I set up a demonstration and had my armorer fire a 30 caliber round into a chest protector at about thirty feet. All crews were required to watch, and I then ordered that all aircrews “were to wear the chest protector at all times” in flight.

There was immediate pushback to include one of my platoon leaders coming to my quarters at two AM complaining that he could not wear a chest protector as his arms weren’t long enough. He had been drinking and after listening to his rant I told him to make adjustment’s to his seat and get out of my quarters. He left.

About two weeks later I was a passenger in an empty aircraft flown by my Operations Officer and Yellow Lead, two Captains, as we went to arrange a non-combat move for an Infantry Battalion. In route I noted that none of the aircrew was wearing chest protectors. After we landed, I braced my Operations Officer and told him to radio Yellow Flight and say that any crew member that landed without a chest protector would be fined \$250. I also told my Operations Officer that if such conduct continued, I would relieve him and send him home with a nonrecoverable efficiency report.

This same officer was making a liaison flight two weeks later near the Cambodian border and while returning he elected to fly low level over an area that was a known “hot” area. The enemy took him up on his obvious blunder and they opened fire. The crew chief, in the left rear door seat, took a round in his left arm which at the time was over his chest protector. The chest protector saved his life and he came home to his family.

By the way, the crew chief and the Operations Officer are both alive today as far as I know. The Operations Officer continued his career ,



The Back Pew

By: Ernest Isbell



Cont. from pg.13.

He retired as a Lieutenant Colonel. He lives in the Fort Worth area and I have met with him a couple of times.

The calm was broken when the NVA attacked from Cambodia near the town of An Loc. They brought tanks and the Strella heat seeking anti-aircraft missile. The situation was grim for the ARVN soldiers but they fought bravely. Our Infantry forces were not committed to the fight.

We commanders and staff discussed the situation, especially with the Strella missile. In the first few weeks of use it had downed six UH1H aircraft up north and no one survived. We were told to try and evade the missile and fly into clouds if possible. Please note—we were flying usually at speeds of less than 100 knots and the missile flew much faster. We decided that our only recourse was to announce “Missile-Missile-Missile” on guard channel and alert all that heard this to take evasive action if possible.

The ARVN forces decided to move their airborne brigade that was fighting around An Loc North to support their actions in I Corps. They requested our aviation support to pick them up and move them to a friendly airfield for further move to the North. My unit was the lead of our troop movement effort. The Airborne Brigade had fought their way from An Loch about 5 miles south along Highway 13. They were carrying their dead in their tradition.

I was on the ground in the first flight of five aircraft sitting along the highway. It was about 3pm. As we were loading I heard “Missile-Misslie-Missile”. I looked up and about 500 meters away was a tree line with a very large puff of white smoke and it streaked overhead in a white trail. I followed it overhead and saw the tail boom of an AH1G Cobra falling.

We were loaded and took off back South headed to Lai Khe. I then saw the Cobra main fuselage coming down about two miles in front of us. They were turning slowly. Their radios were destroyed in the falling tail boom.

Cont. on pg.15



The Back Pew

By: Ernest Isbell



Cont. from pg. 14

At this time, the lead of the Cobra heavy fire team told me that the main body of the downed Cobra had crashed into the jungle and the crew was out and alive. There was no place to land but he asked if we could send a slick to try and help. I sent my number five aircraft to lend a hand. The pilots hovered over the crash site and while fully loaded lowered their aircraft, cutting down trees, until they were low enough for the Cobra pilots to climb up their AH1G body and rotor system and were assisted on board the UH1H by the crew.

They flew to Lai Khe, landed and the crew was safe. The front seat pilot had back injuries but the backseat pilot was unharmed. Both these men are alive today. One lives in Washington state and the front seat lives in Round Rock, TX. Neither continued their Army service.

While the slick aircraft commander and I looked at the damage to his main rotor blades. The young CW2 turned to me and asked "Sir, am I going to have to pay for the damage to this aircraft? I was astonished that he was that concerned about what had happened and I assured him that we would get another aircraft and not be charged anything. He is alive today and living in Missouri the last I heard.

I have told these stories because I believe that skill, discipline, training, and following what you have been trained to do will help God protect you and your family. It worked for all of us in our Army service and it will help keep you and your family safe during this pandemic.

May God Bless You.

Ernie Isbell, Chaplain

P.S. Linda and I continue my fight with cancer of the bladder.

I am awaiting another bout of surgery
as soon as it can be scheduled.

Ernie.

Huey's by Serial Number's and their location.

By: John Brennan

62-02010 UH-1B	Don Pratt Memorial Museum-Ft. Campbell	Clarksville	TN
63-08701 UH-1B	Veterans Memorial Park	Long Prairie	MN
64-13493 UH-1D	BVDS Inc	Billings	MT
64-13561 UH-1D	Galina Fire Dept	Galina	TX
64-13619 UH-1D	Dyncorp International LLC	Fort Worth	TX
64-13773 UH-1D	71 AHC Vietnam Memorial	Garland	TX
64-13852 UH-1D	Dakota Air Parts, SOLD prior to 2013	Fargo	ND
64-13903 UH-1B	Northwest Helicopters Inc	Olympia	WA
64-14112 UH-1M	Veterans Memorial Park, Wall South	Pensacola	FL
65-09606 UH-1D	Overseas Aircraft Support, Parts LLC	Lakeside	AZ
65-09617 UH-1D	Combat Air Museum, Forbes AFB	Topeka	KS
65-09781 UH-1D	Dakota Air Parts, 2013	Fargo	ND
65-09790 UH-1D	Precision Air Services Inc.	Selma	AL
65-09792 UH-1D	Minnesota Military Museum, Camp Riley	Little Falls	MN
65-09803 UH-1H	VFW Post 1037	Waupaca	WI
65-09805 UH-1D	Northwest Helicopters / Turbines LLC	Olympia	WA
65-09822 UH-1D	Military Tech Inc.	Eugene	OR
65-09823 UH-1D	Northwest Helicopters Inc	Olympia	WA
65-09871 UH-1D	USDA Forest Service	Augusta	ME
65-09952 UH-1D	Northwest Helicopters Inc	Olympia	WA
65-10133 UH-1D	U.S. Dept of Homeland Security	Washington	DC
66-00563 UH-1C	AAHF	Mesa	AZ
66-00740 UH-1M	Brown Helicopter Inc, Ferguson Airport	Pensacola	FL
66-00894 UH-1D	Campbell County Military Display	Caryville	TN
66-00903 UH-1D	Heli USA Corp	Clermont	FL
66-01026 UH-1D	Northwest Helicopters Inc	Olympia	WA
66-01174 UH-1D	Northwest Helicopters / Turbines LLC	Olympia	WA
66-15160 UH-1C	NAS Wildwood Avn Mus, Cape May Co AP	Rio Grande	NJ
66-15186 UH-1C	U.S. Air Force Armament Museum	Valpariso	FL
66-15211 UH-1C	Heartland Museum of Military Vehicles	Lexington	NE
66-15236 UH-1M	LZ Peace Memorial	Rockford	IL
66-16198 UH-1D	Northwest Helicopters Inc	Olympia	WA
66-16405 UH-1H	American Legion Post 77	Convers	GA
66-16439 UH-1H	West Vallev Aviation Inc.	Five Points	CA
66-16907 UH-1D	Tuscaloosa Co Vets Memorial Park, Univ Mall	Tuscaloosa	AL
67-17187 UH-1H	Dyncorp International LLC	Fort Worth	TX
68-16271 UH-1H	Bell Helicopter Textron Inc	Fort Worth	TX
69-15077 UH-1H	Overseas Aircraft Support, Mesa Falcon Field	Mesa	AZ
69-15425 UH-1H	Fort Lewis Military Museum	Tacoma	WA
69-15533 UH-1H	U.S. Dept of Homeland Security	Washington	DC



NEW AND POTENTIALLY NEW MEMBERS

NEW Members: (you may have these two already!)

Charles H. Phillips (Life)
470 Andover Drive
Pacifica, CA 94044-1716
650 359-2723

Ernest P. Shreve (Annual)
3226 Stakes Road
Crowley, LA 70526-0951
337 789-6762

Potential New Members:

Bill Feshler
3196 County Road 3430
Lampasas, TX 76550
Wildbill3430@hotmail.com

Ray Luty
5325 Fawn Circle
Kent, OH 44240

John McKey
5531 Moore Street, #2
Fort Hood, TX 76544
Mckeyjohn6@gmail.com
254 413-2422

Chris Oritz
575 641-0223
(may be a member?)

Danny Perkins
11121 E. Alki Street
Spokane Valley, WA 99206
509 926-8012

Bill Quinn
Wdquinn03@gmail.com
330 554-2256

John Selzar
335 Dangburn Road
Leavittsburg, OH 44430
330 717-8794

Jim Woldt
jimwoldt@yahoo.com
734- 626-9648

Didja Know?

On July 30, 1909, the Army accepted its first aircraft, the **Wright Military Flyer**, after a final test flight from the parade ground at Ft. Myer, Virginia. The aircraft was flown by Orville Wright. A year earlier, the Wright brothers showed an earlier version but, when a propeller split, the aircraft crashed, braking Orville's hip and killing his passenger, Lt. Thomas Selfridge. A gate between Ft. Myer and neighboring Arlington National Cemetery is named after Selfridge. The Wright Flyer was the world's very first military aircraft and has been in the Smithsonian since 1911. (Much of that parade ground is now a parking lot.)

Didja Know?

How did the hand salute originate? Way back, even before the Revolutionary war, it was a military custom for juniors to remove their headgear in the presence of superiors. However, with the advent of cumbersome headgear, like the busby, shako and bearskin hats, headgear could not readily be doffed. The act gradually degenerated into a gesture of grasping the visor, and finally became conventionalized into something resembling the modern hand salute.





An Original Outlaw !

CWO-3 Jimmie Kirkley



CW3 Jimmie (Big Jim) Kirkley passed away on April 28, 2020 at his home in Palm Bay, Florida.

Jim was born February 10, 1930 in Howe, OK. and attended high school at Poteau, OK. He left high school after two years to enlist in the Army at age 16! When asked how he managed to avoid detection of his age, he would merely say that, at that time, just after WWII, no one seemed to pay much attention to such details. Plus, he was big, and looked older than he was. After his first enlistment he left the Army but, as he once said, he got hungry, so he reenlisted.

He attended jump school at Fort Benning, GA and spent several years with the 82d Airborne Division where he earned his Master Parachute Badge. He earned his high school equivalency GED in 1952. Jim applied for Army Aviation flight training and received his Army Aviator wings, and Warrant Officer appointment, at Fort Rucker in June 1957. His first aviation assignment was to Europe where he flew CH-34 helicopters.

In September 1964, Jim was with the 11th Air Assault Division in Fort Benning, GA when he was selected to be the maintenance warrant officer for a newly formed helicopter company which was to be deployed to Viet Nam in 34 days. Because of his maintenance expertise, he was one of six members of the unit who comprised the Advanced Party of the 62d Aviation Company to Vinh Long in September of that year.

Upon arrival in Vinh Long, his expertise as an outstanding maintenance Warrant was immediately utilized when he was tasked with organizing and supervising the merging the 62d. and 114th Avn. Co. maintenance and service detachments for better efficiency. While on a maintenance test flight, in the Mekong Delta in 1965, he observed a UH-1 helicopter having been shot down by enemy fire. He diverted his aircraft and, under fire, rescued the crew of the downed aircraft.

Jim retired as a CW3 from the Army in 1967 as a Senior Army Aviator. He returned to Viet Nam the next year as a civilian Boeing Tech Rep and provided maintenance support for a Chinook company at Phu Loi. Jim's logbook would show he had amassed over 4000 career flying hours.

He married his wife Linda in 1987 and both were regular attendees at reunions of his Viet Nam unit, the "Outlaws". At the time of his death, at 90, he had the distinction of being the oldest living member of the Outlaw aviation unit. Burial will be in Arlington National Cemetery at a date to be announced.

**Fred David
Frye**

9-21-1942

To

12-13-2019

**May He Rest
In Peace.**



Mr. Fred David Frye, 77, of Valdese, passed away on Friday, December 13, 2019 at his home. He was born on September 21, 1942 in Burke County to the late Oren Moore Frye, Sr. and Dorothy Elbridge Watts. Mr. Frye was a Charter member of Amherst Baptist Church. He was an avid train collector.

In addition to his parents, he was preceded in death by a brother, Robert Frye. Those left to cherish his memory include his wife, Patricia Frye; daughters, Stephanie Poteet and husband Travis, and Amanda Frye; brother, Oren Frye, Jr.; grandchildren, Theron Poteet, Chloe Poteet; and great-grandchildren, Taylyn Reed and Kaeden Reed.

A funeral service honoring the life of Mr. Frye was held at 12:00 p.m. on Tuesday, December 17, 2019 at Amherst Baptist Church with Pastor Ernie Wilson and Rev. Harold Joplin. The family received friends, one hour prior to the service, from 11:00 a.m. to 12:00 p.m. at the church. Entombment followed at Burke Memorial Park.

Words of comfort may be expressed to the family at www.kirkseymorganton.com

Kirksey Funeral Home is honored to be serving the family of Mr. Fred David Frye.

Vinh Long Outlaws Association (VLOA)
 c/o Robert J. Sharp, Editor.
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 handybobsharp@gmail.com
 Cell 507-828-3062 –H Ph.507-373-6452



Summer - 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 “door gunners.”

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

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

First Name _____ MI -- Nickname _____ Last Name _____

Telephone # (home) _____ (work) _____ Spouse’s Name _____

Address: _____ City _____ State _____ ZIP _____

Rank (while assigned to unit) _____ E-Mail address _____

Dates assigned in Outlaws/attachments (Mo/Yr to Mo/Yr) _____ to _____

Unit/plt/sect/position _____ Radio Call sign _____

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

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

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

Comments: _____