Vinh Long Outlaws Association (VLOA)
"www.vinhlongoutlaws.com"

Vinh Long Outlaws Spring/Summer 2025 Newsletter

Spring/Summer. | The VLOA is a 501(c)(19) nonprofit, tax exempt war veterans' organization. | **1st. / 2nd. Quarter 2025**

Inside this Issue:

National Director's Corner

By– Jim Donnelly

Greetings all.

The planning for the DC reunion is ongoing. We have hired Armed Forces Reunions Inc to facilitate the contracts with the hotel and vendors. This is the second time we've used this company and so there should be no surprises. I will elaborate more on the activities as they become finalized. The Museum of the Army and the Air and Space Annex are two we will most likely go to. Good news is the admission is free to both.

If you haven't gone on the website lately, please do. Phil Van Alst has done an extensive job working with Harlow Media to update and modernize the website. This is the public face of our association along with the newsletter and so is important to present them as best we can.

Bob Sharp as usual has done a splendid job with the newsletter. I can't thank him enough for doing it for so long. We would be lost without his commitment.

The one thing organization lacks is participation in the offices that are necessary to keep organization going. On that note, I am asking if anyone would be willing to spearhead the Anderson silent auction for the 2026 Reunion. Ivan White did a great job at the last reunion and deserves to be able to sit back and enjoy the next reunion, so we need someone to step up, please.

I look forward to continuing to do the preliminary planning for the reunion. I really enjoy contributing to the VLOA Association whose members I honor for their contributions and dedication to our great Nation.

If you need me or just want to talk l am here. Stay well and safe.

VLOA National Director.

Mr. James Donnelly

Washington, DC.

VINH LONG OUTLAWS ASSOCIATION (VLOA) Financial Statement - 1/1/2025 thru 3/31/2025

Balance effective 12/31/2024		**$31,156.78**
REVENUES:		
Dues - Annual, Life and Patriot Life	**$50.00**	
Bank Intrest	**$0.74**	
TOTAL REVENUES	**$50.74**	
EXPENDITURES:		
Newsletter,printing and mailing	**$904.31**	
Harlo Media - website modernization	**$3,200.00**	
TOTAL EXPENDITURES this Quarter Only	**$4,104.31**	
CASH BALANCE - as of 12/31/2024		**$27,103.21**
Dues: - 2024		
Annual Memberships (AM): - 2024		
	$50.00	
Sub-Total	**$50.00**	
Lifetime Memberships (LM): - 2024		
Sub-Total	**$0.00**	
Patriot Lifetime Membership (PLM) - 2024		
Sub-Total	**$0.00**	
TOTAL MEMBERSHIP REVENUES	**$50.00**	

With Memorial day fast approaching and many programs with many speech's that will be delivered that most revered day, this article, "The Path of the Warrior", is most fitting. You all who read this have "Been There—Done That"!

So with that said, we wish you all a very memorable Memorial Day and a most sincere, "Thank You For Your Service". Thank you Dear Lord for returning all these Veterans home to their families and God Bless the many that did not !

The Path of the Warrior

In every society there are many callings – teacher, caregiver, statesman…Of these, the path of the Warrior is one of the most difficult. It is the hardest of the paths of service.

Throughout history, Warriors have been called upon to protect their families, communities, and countries…To fight for others' safety and freedom, knowing that this path of service may include their life and the suffering of their loved ones.

The path of the Warrior requires the qualities of courage, commitment, and resilience; Courage to face the horror and brutality of war – Commitment to leave your loved ones behind to make sure they will remain safe – Resilience to keep your humanity in the face of inhumanity –

Politics and public opinion ebb and flow like the ocean's tide, but the path of the Warrior is steadfast. He understands Duty and Honor.

No one desires peace more than the Warriors and their families, for they know the true cost of war. They know that freedom has never been free; that the price of freedom has always been the blood of the Warrior. These Warriors have never sought war, but never flinched when their country called.

It is through their actions that we enjoy the blessings of Liberty, and it is through the tears of their families that we have the freedoms we often take for granted.

Submitted by Bob Allen.

Vinh Long Outlaws New Website

Explore, Engage, and Contribute

Welcome to the Vinh Long Outlaws New Website!

We are thrilled to announce the launch of our new website, designed to offer you a seamless and engaging online experience. This platform is crafted to provide easier access to information, updates, and resources pertinent to our community.

Login Information

If you haven't done so already, please take a moment to check out our new website. Logging in is simple and secure, ensuring your private information stays protected. https://vinhlongoutlaws.com. Your feedback is invaluable to us, so if you encounter any issues or concerns, feel free to reach out.

Newsletter Contributions

Our community thrives on shared knowledge and experiences. If you have anything of interest that you believe would be valuable for our site, please don't hesitate to pass it on to me. I am more than happy to post any appropriate article or news piece that can enrich our community's online interactions.

Site Features

- User-Friendly Interface: Navigate through the website with ease, finding the information you need without hassle.
- Regular Updates: Stay informed with the latest news, articles, and announcements pertaining to the Vinh Long Outlaws.
- Resources and Archives: Access a wealth of information, including historical archives, resources, and guides relevant to our community.

How You Can Get Involved

We encourage all members to actively participate in the growth and enrichment of our website. Here are a few ways you can contribute:

- Submit Articles: Share your knowledge and stories by submitting articles for publication on the site.
- Feedback: Help us improve by providing constructive feedback on the website's functionality and content.
- Stay Updated: Regularly check the site for new content and updates to stay informed and engaged.

Contact Information

Your input is crucial to us. If you see anything of concern or have suggestions for improvement, please let me know. You can reach out via email at vinh.long.outlaws@gmail.com. Let's work together to make this platform the best it can be for all Vinh Long Outlaws members.

Conclusion

Thank you for being an integral part of our community. We hope you enjoy exploring the new website and find it to be a valuable resource. Happy web surfing!

Warm regards,

Phil Van Alst

Vinh Long Outlaws Webmaster

Who Is the mysterious Outlaw???

After leaving the 175th, still having time on my enlistment I was luckily stationed at Wheeler AFB (Now known as Wheeler Army Airfield). I was lucky because Hawaii was and still is home. The other lucky part is that in the time that I was stationed at Wheeler I was able to use my GI Bill for flight training. I already had my Private Pilot's certificate and thanks to all the military in Hawaii there were 3 or 4 flight schools to choose from. After work and weekends, I would train so that when I left the Army in 74, I had all my ratings and took a position as a flight instructor. I also helped in the maintenance department so I went back to Wheeler and my old commander certified my application to take the civilian Airframe & Powerplant (A&P) tests based on Military experience.

The Army National Guard offered me full time Maintenance Officer job with the Army Aviation Flight Activity in Hilo, big Island of Hawaii. The job was great and then one lucky day I was hired by Aloha Airlines flying the Boing 737. I then converted my guard position to the Air Guard drill status to finish my 20.

Sadly, Aloha Airlines joined too many good airlines closing their doors in 2008. I decided it was time to retire. To stay busy, I volunteered at the Pearl Harbor Aviation Museum. Two years ago, they offered me a part time position teaching in the Education Department. I use the museums UH-1 when doing helicopter classes. To my surprise an Outlaw had visited our museum as I found in finger art (the Huey is in desperate need of paint, very faded) on the tail boom "502nd Outlaws 64-65"

Anyone visiting the museum in the future please ask for me. If I'm away leave your information as I would love to meet fellow Outlaws and if you have the time, I can set up a private tour of our museum and Ford Island. Cocktails at a local watering hole can easily be added to the agenda.

Aloha from the Islands,

Phil Van Alst

AKA: Pineapple

Hello,

My name is Bob Slick and I enlisted in the Army in August of 1964. I took basic training at Fort Jackson, South Carolina. After training, I was waiting for orders for Airborne School, but somehow I got orders for Viet Nam for 502nd Outlaws in Vinh Long and that was in June of 1965. After my twelve month tour, I extended for three months hoping to get discharged early, but that didn't happen. I was reassigned to Fort Dix, New Jersey for the remaining ten months to train troops for night recon. Now, back to Vinh Long, I was trained to work out of the firehouse refueling the choppers.

Fast forward, I had about two weeks before I was to leave for home and was then assigned to the ammo dump to distribute what the choppers needed, i.e. rockets, flares, ammo. One night while asleep, inside the building where the cots were, I was awakened by a loud boom. Oh no, we were under mortar attack so I grabbed a small mattress off of a cot and wrapped it around me until the mortaring stopped. Next thing I knew pilots and crew chiefs were coming in for flairs so they could light up the perimeter. I proceeded to bust open wooden boxes with an ax to break the metal bands around them so as to retrieve more flares. As I was breaking the bands one flew back and gashed my ring finger on my left hand. One of my buddies, I don't remember his name, said "we have to rush you to the dispensary." The medic applied a butterfly bandage and wrapped it up and my buddy then said should he get a Purple Heart for being injured. I proceeded to laugh and so did the medic. Later the next day I was told that an unexploded mortar was found in the ammo yard.

So, in closing, I was thankful that the good Lord had his protection over me that night.

P.S. I still have the scar on my finger to remind me of that night.

"Outlaws not the first 175th Aviation Company"

(From the 25th Aviation Battalion 1966 Historical Supplement page 3.)

APRIL : On the morning of 2 April 1966 the main body of troops of the 25th Avn. B. debarked the U S Gordon and came ashore at Vung Tau to the strains of the martial music provided by the U S Navy Band. Troops were immediately loaded on 2 1/2-ton trucks and transported to the air strip at Vung Tau where Air Force C-130 aircraft were waiting to shuttle them to the Tan Son Nhut Air Base. Further transportation to the Cu Chi Base Camp was provided by CH-47 (Chinook) helicopters. The main body closed at Cu Chi in the late afternoon on 2 April.

The first several nights at Cu Chi were spent in pup tents, however tent kits and tent kits general purpose medium were available and construction of what was to become the permanent Avn. Bn. living area was seen in progress.

The 175th Aviation Company (Airmobile Light) which was destined to be redesignated Co. A Avn. Bn. arrived at the Port of Vung Tau on 9 April. Through prior coordination with the 12th Aviation Group, arrangements were made for aviators of the 175th Avn. Co to proceed to various units in country to receive orientation and training. Crewmembers of the 175th proceeded directly to the host units from Vung Tau while the remainder of the unit was airlifted to Cu Chi. Maintenance personnel of the Avn. Bn. and Co. B teamed up with the maintenance personnel of the 175th Avn. Co to begin the methodical de-preservation for the 27 UH-1D's and 6 UH-1C's (armed helicopters) belonging to the Avn. Bn. which had also arrived at Vung Tau. Armament kits were installed, the aircraft test flown and weapons test fired prior to delivery to the Bn. at Cu Chi.

Several aircrews of Co.-B also commenced in-country training with the gun platoons of the 68th Aviation Company at Vung Tau on 3 April. The remainder of the armed helicopter crews reported to Soc Trang and Vinh Long on 16 April for in-country training with the 114th, A/101st, 121st and A/502nd Aviation Companies. All crewmembers received their baptism of fire participating in several operational combat assaults from Song Be in the Central Highlands to Vi Thanh in the Mekong Delta.

On 26 April all aircrews returned to Cu Chi base camp.

On 1 September 1966 Company A 502nd Aviation Outlaws) were redesignated the 175th Assault Helicopter Company. Captain Bert Rice was Maverick Lead when we (502nd) Mavericks In Country trained a portion of "B" 175th Airmobile Light 25th Aviation Battalion gunship crews. Their helicopters were UH-1C's, we hadn’t seen C's before as we were still flying UH-1B's .They caught on quick and we (502nd) liked flying with them (175th?)

Submitted by Doug Wilson.

The Great Toilet Paper Conspiracy.

Submitted by Ken McElroy.

In the summer and fall of 1970, a fiendish assault on the morale of Americans in Vietnam's IV Corps occurred, "the great toilet paper shortage". I know this shortage was rampant in Vinh Long and Can Tho but I would like for readers who remember this barbarous affair in other areas to report where and for how long they suffered so the full extent of this debacle can be documented.

How it started was unknown, all we knew was that toilet paper became extremely scarce. Supply officers were unable to receive toilet paper through official channels and the PX had also run out of this commodity. The Vietnamese didn't use American type toilet paper so it could not be purchased in any of the IV Corp cities. Before it ended, GIs were even asking their folks to send this item in their next care packages.

At first, the shortage was thought to be only a temporary event. People with rolls of toilet paper in their hootche's (for whatever reason) were originally willing to share their resources until they began to notice the length of the shortage. Once it was apparent that a crisis was at hand, resources were kept under lock and key and were rarely shared even with bunk buddies.

Newspapers were the first option to replace toilet paper. This included the Stars and Stripes, or any newspaper sent from home. Some people preferred to tear the newspaper sheets into strips and other people preferred to tear the sheets into squares. The size of the newspaper sheet had to be taken into account for either of these approaches. People waited at the PX for any new issue of newspapers, not to read, but horde. I noticed that the National Enquirer was the last newspaper to disappear.

The next source of paper became paperback books. Most units got monthly boxes of paperbacks from the States for the troops to read. These books became the backbone of a free rotating library in most units. Although these book pages were passable for daily functions, their shortcomings became apparent with outbreaks of diarrhea. No one confessed to being desperate enough to appropriate books from the base library, but it was noticed that several volumes disappeared during this period. There was even discussion of consuming the hymnals in the chapel but our two "sky pilots" kept a sharp watch on their tomes.

In Vietnam, the only real American money was pennies and twenty-dollar bills (higher denominations of bills might have been available but I didn't run in those circles). The common coinage between the penny and the twenty-dollar bill was filled with military script issued in the common monetary denominations (5 and 10 cents, quarter, 50 cents, dollar, five and ten dollars). The attached picture shows several versions of the 10 cent notes that were issued over the years. I believe that the submarine was the actual script used during this period. Lower denominations of currency were more widely circulated, and the constant handling of these lower value notes had made them more acceptable for use during this paper shortage. Thus, nickels were the first to be used. People justified using the paper currency with comments like "It's just another form of a pay toilet".

Cont'd. on pg. 9.

Cont. from pg. 8.

As the crisis continued, dimes, quarters, half dollars, and even dollars had to be used. This had two effects. First, the local economy began to dry up as people no longer had spending money. Second, constipation began to set in as people hated to use the higher denominations. I did notice that the Vietnamese "manure burners" started paying enthusiastic attention to the manure each day. Their observed exertions gave a new meaning to the term "Money Laundering".

Just as dollars were becoming standard bathroom paper, toilet paper suddenly reappeared in abundant quantities. As soon as everyone could squirrel away a roll or two for future emergencies, the local economy began to recover.

I heard that there was a humorous story in the Stars and Stripes newspaper about some unit in I Corp receiving two huge truckloads of toilet paper when they had ordered two cases. That was scant humor if there really was such a story but during this period the Stars and Stripes was too valuable to read so I must have missed that particular article.

This is an article I wrote for our American Legion Newsletter.

Hello Fellow Veterans:

Greetings and hope you are all well and happy. I am so very pleased as I have been blessed again in my life with a great honor. I was selected to join 9 of my fellow veterans from Freeborn County to go on the Honor Flight to Washington, DC. It was a day that I will never forget. Spending the day visiting numerous Veterans Memorials and being at the Changing of the Guard at The Tomb of the Unknown Soldier at Arlington National Cemetery. I was also humbled by all the people and the students visiting the memorials and as we passed by them, they stood and cheered and applauded. They also thanked us for our service to this great country. It was respect and patriotism that we have not seen for some time. It was very humbling and so greatly appreciated by myself and my fellow veterans.

I would like to try and thank everyone that has made that trip possible from donating large amounts of money to sharing their time and talents to make this day happen. So many volunteers that helped with setting everything in motion that you cannot imagine, like stuffing bags with caps and a beautiful handmade lap quilt. Someone even had schoolchildren write letters to the vets so on the plane coming home we even had "Mail Call"! Touching letters thanking us and being thoughtful about how hard it was to be away and apart from our families. Loading and unloading in the airports they were guiding us through doors and passages, so we didn't get lost or off the trail. They loaded and unloaded about 30 wheelchairs on the plane and then on and off the 4 buses that took us to the "Iwo Jima-Marine Memorial" and then to "Arlington National Cemetery". Then to "The Lincoln Memorial", the "Viet Nam Memorial", the "Reflection Pond" and on to the "Korean Memorial", and back on to the "World War 11 Memorial". After that it was off to the "Air Force Memorial", and then over to the "Pentagon Memorial". We then boarded the bus and back to Reagan Natl. Airport for the journey home. We were late getting headed home to Rochester, Mn. But we had a nice little dinner, and the flight was good as we touched down at 10:40 pm to an awesome welcoming party. There were family members and friends, a band and just many wonderful people waving flags and signs and wishing us a welcome home. It was very touching and so greatly appreciated.

A special thank you to the volunteer Medical Team members that accompanied us every step off the way making sure we got off and on the buses at each location and helping the vets with any medical problems. It just could not have been a better trip. The weather even cooperated as it was sunny and 70 degrees with no rain.

I want to commend the North Star Honor Flight Committee for a marvelous job, WELL DONE! It was a well-planned excursion, and they plan on doing another flight this fall of 2025. So, if you can I would urge you to help sponsor that trip with donations of time and money if you can. Also, a huge thank you to all the guardians that accompanied each of us veterans and paid their own way. Thank You!

God Bless you all and God Bless America.

Bob Sharp, Cmdr.

VFW Post 447.

Project's DAV Chap. 16 have been working on.

'I DON'T FEEL SO

TRAPPED INSIDE'

Ruth Olson sits in a wheelchair at the top of the ramp recently built outside her house. SARAH STULTZ/ALBERT LEA TRIBUNE

Organizations come together to provide ramp

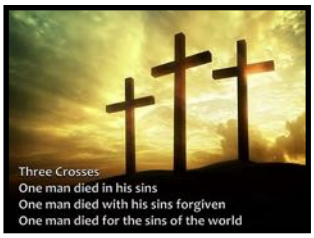
Local DAV Cmdr. Bob Sharp said that as she had served in the USAF for a year and could not find her records BUT, she still had her dog tags, and we were able to help her. Along with the Amer. Legion Riders the two organizations were able to come up with enough pieces to provide her with the means to get out of her house to get to her medical appointments. "As Cmdr., I am really proud of all the members that were able to help", he said. "The DAV, we're all old and disabled, but they still have time to get out and help their fellow Veterans". "I'm proud of every one of them for spending the time and putting forth the effort to get the job done". Happy 85th. Birthday!!!

DAV Chapter 16 Cmdr. Sharp w/ Chapter Officers and members.

DAV Chap.16 Presenting 5 young students each with a $1,000.00 scholarship entering the medical field at the Albert Lea High School scholarship awards program. Congratulations!!

L/ Bob S. and Sid T. at USAF Memorial. R/ Bob and his guard./ friend/ Bro- in- law. Todd B. WWII.

The Back Pew



Life is full of surprises and I'm no different than any of us. As I left the last meeting of this organization I told Bob Sharp that I would be unable to continue the Chaplains Corner as I would be very busy with my daughter Cheryl's care while trying to regain her ability to earn a living.

Good news!!! She has regained the use of her left leg and we are hoping she will regain her ability to walk and support herself. We are very pleased with the support and prayers that many people have provided.

Cheryl will continue to move ahead and we are hoping that the results will afford her the opportunity to restart her career while helping those who need her help. Her specialty is helping resolve assets for those going through a divorce.

But, I have even more good news! As you may recall my wife Linda Minyard, of 60 plus years, passed away on Christmas day 2023.Since then we have received great support from our church as they have visited our home and provided any help that we needed.

One of the people providing help is now my wife, Sue Henderson Isbell. We were married by our pastor a little over a month ago and Sue is a wonderful person as we now both provide support for Cheryl with the needed home care, food preparation, and transportation.

Sue is very good in all the things that need attending too, including ME.

Best wishes to everyone. You are all invited to stop by our home at 4201 Inverness Way, Denton, TX 76210. Tele- 214-529-3778.

Ernest Isbell, VLOA Chaplain. God Bless you all!

Vietnam – A time to kill… a time to die.

By Chuck Howard – aka: Roadrunner (Excerpts from 'Tales from the Cockpit').

In a speech at Akron University on October 21st, 1964, two weeks before the presidential election, President Lyndon Johnson stated; *"We are not about to send American boys nine or ten thousand miles away from home to do what Asian boys ought to be doing for themselves."*

On January 20th, 1965, Lyndon B. Johnson was sworn in for a second term.

On March 8th, 1965, two months and one week after his inauguration, the first American troops arrived in Vietnam. By *1969 more* than 500,000 U.S. military personnel were stationed in Vietnam. Ultimately 2,709,918 Americans served in Vietnam.

After eight years of American intervention, there were 58,220 U.S. military fatal casualties of the Vietnam War. Another 303,704 were wounded in action, of which 153,329 required hospitalization. More than a thousand sustained one or more multiple amputations. This number was nearly four times that of WWII. Nearly 800 were detained as POWs. Of those more than a hundred died in captivity. Over 300,000 U.S. veterans and over 400,000 Vietnamese people died from exposure to Agent Orange from 1962 to 1972. Thousands more have committed PTSD related suicide, even decades after their service.

Before departing the states, I'd already been pre-assigned to the 1st Air Cav and was wearing the famed yellow and black "horse blanket" patch on my uniform. This meant I was certain to be headed for the dreaded II-Corps. However, in the mist of war, things can change rapidly. At that point in time the 150th Transportation Detachment in IV-Corps were in need of replacement test pilots. The 150th was the helicopter maintenance company charged with keeping the 175th Assault Helicopter Company's aircraft in combat ready condition. The 150th would later be absorbed by the 175th. Both the Commanding Officer and two of the unit's test pilots were reaching their DEROS (Date Estimated to Return from Overseas). Post haste, my 1st Cav patch was replaced with a 1st Aviation Brigade insignia. That provided me with *some* degree of a relief. That relief was short lived however, for two reasons. One, Vietnam was dubbed "The Helicopter War." Being a helicopter pilot was considered to be one of the most dangerous jobs in the war. I happen to agree. Although sources vary it is estimated that more than 12,000 helicopters were deployed to Vietnam… nearly half were lost to combat, taking the lives of an estimated 5,000 crewmembers. The life expectancy of a helicopter pilot in Vietnam varied widely depending on your mission. A Medevac Pilot on his first mission might not have lasted more than 20 minutes. Other estimates on the mortality rate of pilots ranged from 30 days to three months. Secondly, there were rumors going around that the real reason I was being reassigned to IV Corps might be that an insertion into a hot LZ had gone *very badly*. Just as a flight of fifteen fully loaded lift ships with South Vietnamese troops on board were setting down in an LZ full of high grass, the VC had caught on to the standard playbook practice of hiding in the tree lines and dealing with the gunships. Instead of firing from the adjacent tree lines, upon landing, they sprang up from the dense cover directly amidst the landing slicks while opening

(cont. on pg. 13)

(Contd. From pg.12.)—-fire at point blank range. According to the rumors, only two of the fifteen lift ships ever got out of the LZ, with the VC killing or wounding nearly two hundred crewmembers and ARVN troops. It was said to be a bloody massacre of unimaginable proportions. Word was that it took three days to retrieve the pilfered and mutilated remains out of the LZ. At this point I was ready to raise my hand and ask: "May I be excused?" Thankfully I never did come upon anyone that could confirm this rumor. Nonetheless, 2,002 pilots and 2,704 crew chiefs and gunners were killed in the "helicopter war." They account for a disproportionate 7 percent of the names etched in black granite on the Vietnam memorial wall.

Upon *arrival in Vietnam on April 26, 1968*, I was in-processed at Cam Ranh Air Force Base, after which we were told the uniform of the day was bathing suits! We were then bussed to one of the most beautiful beaches in the country, Cam Ranh Bay Beach. Free beer, burgers and dogs on the grill and an all-girl mini-skirted Vietnamese band playing our favorites from the "60"s. This was heaven… until our division unit assignments came in.

I soon found myself hitching a ride on an Army C-7A Caribou, a twin-engine supply transport plane, to Vinh Long Army Airfield in IV-Corps. Arriving at the same time was Tech Specialist John Price. John was assigned as my Crew Chief throughout my tour.

The Birth of a Specter

As fellow crew members John Price and I were both approaching our dates estimated to return from overseas (DEROS), our flight duties were pretty much reduced to local maintenance flights. We were no longer required to land in hot landing zones during combat assaults. Although, we did still respond to aircraft that were disabled in either what was considered to be a secure area or one that encountered maintenance issues while at another nearby airbase.

(Cont. on pg. 14)

(Contd. From pg. 13.)

On March 15th, 1969, John came to me to ask permission to sub out for a door gunner on one of the Maverick gunships. He said "*I want to kill a few more gooks before I go home.*" As his commanding officer I had the authority to either grant or deny that request. I reminded him that he was about to go home in twelve days and strongly *recommended* against it. None-the-less, I allowed him to make the decision for himself.

It wasn't long afterward that we got the word that a Maverick gunship had been shot down. On March 15, 1969, the 175th Assault Helicopter Company was operating in Chuong Thien Province that day. The Mavericks were providing close air support when one came under heavy enemy small arms fire (AK-47) causing the aircraft to catch fire and crash. Three crewmen on board suffered fatal injuries in the crash. They were aircraft commander 1LT Jeffrey L. Whynaught, (a former flight school classmate), door gunner SP4 Edgar G. McAdams and crew chief *SP5 John W. Price.* The copilot, WO1 Robins, survived his injuries. The aircraft burned and was completely destroyed.

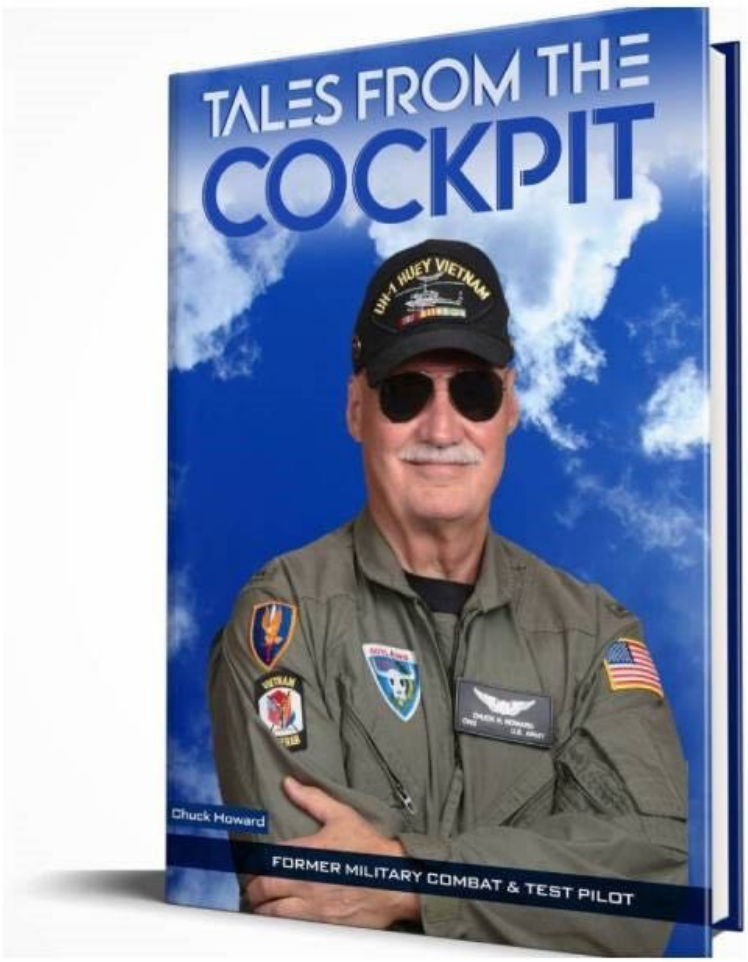
I could have, and in hind sight, *should have,* denied John permission. My non-decision, not only cost John his life, but his future as well as his families' future. There would be no wife, nor children or even grandchildren. The future for John and his parents had been brutally snatched from them. To this very day I'm tortured by my fateful decision. VA therapy did nothing to erase my eternal guilt. John, your specter will remain with me until the moment I draw my last breath. *I'm sorry John, and still grieve deeply along with your family.*

Over the years I'd considered approaching his parents and sister. Instead, I repeatedly elected to leave Johns' family memories of him as having been the hero that he *truly was*, and who had paid the ultimate price. Perhaps, instead of speaking about the circumstances of his death, I could have told them of the *countless* times, while under enemy fire, he did his job without a second's hesitation and of how he so often protected me… so that I would return to my family.

John is honored on the Vietnam Veteran's Memorial in Washington DC. His name is inscribed at VVM Wall, Panel 29w, Line 48. Just above on lines 47 and 46 are the names of fellow crewmembers: Jeffrey L. Whynaught and Edgar G. McAdams.

(Submitted by Charles Howard.)

Sub: by Chuck Howard—Author and VLOA member.



- ABOUT THE AUTHOR -

Chuck began flight training at age 16, soloing on November 27, 1964. He earned his Private Pilots' license at age 17. With the onset of the Vietnam War, Chuck joined the Army Aviation program, training as a combat helicopter pilot. He was then selected to attend the Army Test Pilot program. Chuck flew more than 625 combat missions.

He later piloted helicopters for a government agency which supported the NTSB, FAA, DEA, FBI, NASA and Marine One Presidential Helicopter Squadron.

His awards include: 25 Air Medals with "V" for Valor, two Bronze Stars with "V" for Valor, commendations from the DEA, FBI, FAA, NASA and Marine One Squadron.

Chuck was inducted into the NJ Aviation Hall of Fame in 2019.

www.chucktheauthor.com

Why I don't eat Shish-- Ka—Bobs.

Remember the survival school training we had in flight school? In my class our training was reduced from a week to a single day so we could get to Vietnam sooner. We did sample the chocolate covered ants (tasted like a chocolate bar with Rice Krispies in it), dried grub worms (tasted like pumpkin seeds), and snake (had the texture of and tasted to me like white fish). But this didn't prepare me for what I would find in Vietnam.

I was on an ash and trash mission in the western delta when he stopped for lunch The Vietnamese officer I was flying offered me a biscuit with meat cooked inside. The biscuit was nice and soft. The meat was a ground dark meat that had a slight sweet taste. I liked the combination and asked for another one. The officer said that it was dog meat. No problem, the second one still tasted good.

At our Vinh Long Officer's Club in the Vietnam delta, we were noticing that our steaks seemed to be getting tougher and chewier. The shish-kabobs were so tough they tasted like a rubber eraser. We knew that IV Corp, where we were, was close to the end of the Government supply line but we couldn't understand why we couldn't get tender meat occasionally. Our platoon hooch's (barracks) backed up to that Officer's Club. One of our pilots on restricted duty was spending his days sunning himself on top of the platoon bunker that overlooked the Officer's Club parking lot. He thought he saw the local rat catcher visit the back door of the Officer's Club with lots of rats in the cages he carried on his shoulder. Maybe he had a contract to catch rats at the club?

The next day, that officer noted that the rat catcher's cages were full of trapped rats when he knocked on the Officer's Club door. However, the cages were empty when the rat catcher left. Whoa Nelly, what happened to the rats?

The following day he had two other officers watch the Officer's Club with him. Sure enough, the rat catcher approached the Officer's Club with cages full of rats but didn't have any when he left. After one more day of observation, a committee was formed to talk to the Officer in charge of the Officer's Club.

The investigation revealed that the ladies working in the Officer's Club were replacing the issued meat with our steaks with the rat meat. The ladies would then position the steaks in their underwear for their ¾ mile walk in the summer heat to the front gate where they could catch a motor scooter or rickshaw for home. I shiver to think what those steaks finally tasted like. This incident did teach us that there is a difference between caged rat and field rats. The meat from caged rats was not as tough and if ground could pass for hamburger. However, the meat from field rats was always tough and chewy even when ground up.

After I got back from Vietnam, I was having supper with my girlfriend who was the consummate animal lover. We were eating in a Mexican food restaurant in Plainview, Texas and I mentioned that the meat tasted like dog. She was sure that I was teasing her for her animal convictions. However, two weeks later that restaurant was closed for serving dog meat. If you add a tablespoon of molasses to a ground beef patty, you will duplicate the taste.

To this day, every shish-kabob I see reminds me of those rat meat morsels at the Officers Club in faraway Vinh Long, Vietnam and I just have to reach for anything else on the table.

(Submitted by: Ken McElroy)

Outlaws Newsletter

by Frank Estes

When the Vinh Long Outlaws Association (VLOA) was unofficially formed during a 1998 mini-reunion, the gathering noted that it needed to communicate with former members to truly and fully officially form the organization. So, the first effort was to locate former members in order to develop the newsletter mailing list.

That search effort finally identified more than 150 former members, and the newsletter took flight. Tony Clemente volunteered to be the first newsletter editor, and began developing newsletters using Microsoft Word. If you have ever tried to do a flier or newsletter in Word, you know that it can be a pain in the rear end.

Anyway, Tony suffered the pain for a couple of years, until another volunteer stepped up - - - yours truly. I was consulting with numerous international aerospace companies at that time, and used Creative Suite 2 for all my technical writing and illustrations. The sub-programs in that Suite were relatively easy to use in merging documents and photographs. In turn, I was comfortable with producing the *Outlaws Newsletter.*

During our 40th Anniversary Reunion at Fort Rucker, a hand-full of former leaders opined during our business meeting that others needed to assume some of the more important duties. Nell Moist, Al Moist's wife, volunteered to become the *Outlaws Newsletter editor. She did a marvelous job for a number of years before becoming ill, and had to give up being the editor.*

Since Nell needed to give up the editor's position on short notice, I assumed that role again until we could find someone else to be the editor.

Quite a few years later, Bob Sharp stepped up at our 2012 Roundup and volunteered to become the *Outlaws Newsletter editor. And, he has been doing it since then.*

Copies of all issues of the published *Outlaws Newsletter are shown on the Outlaws website. I recommend you take some time to look at some of them to get an idea of the progress the VLOA has made throughout the years, along with the many Roundups and other activities of various members.*

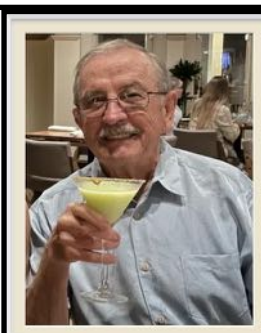
You might be wondering why this article on the background of the *Outlaws Newsletter editor is here. Well, every editor has faced the same problem - - - getting members to submit articles, pictures, etc. It's like pulling hen's teeth. Or, even harder. This is not "Bob's Newsletter." It is* ***your*** *newsletter; you should be helping Bob by submitting something of interest about your time with the Outlaws.*

I publish a bi-monthly newsletter for the local chapter of the Military Officers' Association of America. Over time, I have developed a requirement for six of our officers and directors to provide their input based on their positions in the MOAA Chapter. I foresee that the VLOA could use something similar; for example, we have 13 officers and directors. They could, or should be writing something for the newsletter to keep members up-to-date on what is happening in their area of responsibility or year-group. The five At-Large-Directors could be contributing articles for their year-groups - - - something that happened during those two years with the Outlaws in Vietnam.

It is sometimes hard for me to watch as Bob tries to pull things together that are of interest to the rest of the Outlaws. It's time for the rest of us to start helping him out. The *Outlaws Newsletter only comes out three to four times a year. We have over 580 VLOA members. Surely there are six or seven stories in there somewhere that would be of interest to the rest of us. Won't you consider stepping up and giving Bob something for upcoming newsletters?*

Finally, I think we owe Bob a huge "THANK YOU!!!" for all he has done and continues to do to keep the newsletter alive and informative.

Richard P Donahue.
2/3/1944—12/14/2024



It is with great sadness that we announce the passing of Richard P. Donahue on Saturday, December 14, 2024 at the age of 80. He was the beloved husband of Donna (Galante) Donahue.

Dick was born on February 3, 1944 in Brockton and was the son of the late Lawrence G. Donahue and Anne A. (Paulin) Donahue. Raised in Brockton he graduated from Brockton High School in 1962 and enlisted in the Army shortly after, serving proudly during the Vietnam War. Dick was a crew chief with Co. A, 502nd Aviation Battalion, Helicopter Division and received 12 Air Medals during his distinguished military career.

Dick served as a Firefighter for the City of Brockton for 29 years before retiring. He loved being a Firefighter and met many lifelong friends during his service to the city. There was so much more to Dick than being a husband, a dad, a papa, a brother and an uncle, he was a great friend, coworker, biker, golfer, skier, gardener, master carpenter, the list goes on and on.

Dick met the love of his life Donna when they were 16 years old and married in 1965. Together they built a beautiful life and family. They traveled many places with their Firefighter families, visiting old Vietnam Veteran friends, vacationing with family and wintering in Lido Key, Florida. Most of all Dick enjoyed spending time with his family and he loved them very much.

He is survived by his wife, Donna (Galante) Donahue, his children, Kathleen Keating and her husband Tom, Kristine Barbati and her husband Jim and Richard Donahue, Jr. and his longtime partner Janice Quevillon. He was a loving Papa to Mack Keating, Karlie Keating, Jake Barbati, Jenna Barbati, James Barbati, Chloe Quevillon and Reese Quevillon. They brought him so much joy and happiness. He is also survived by many nieces and nephews whom he had a very close relationship with. He was preceded in death by his parents Lawrence and Anne Donahue, his brothers Lawrence Donahue Jr., John Donahue, George Donahue and his sister Mary (Donahue) Hayden.

Following cremation a Celebration of Life and Memorial Service will be held at the Russell & Pica Funeral Home, 441 South Main St., (Rt. 28) West Bridgewater on Saturday, January 4th from 12:00pm-2:00pm followed by a funeral service in the funeral home at 2:00pm. There will be a private family burial at a later date. In lieu of flowers, the family asks that you make a donation to St. Jude Children's Research Hospital, 501 St Jude Place, Memphis, TN 38105 http://stjude.org

Virginia Smith Hess

12/23/1942——-8/14/2024

Mrs. Martha Virginia (Smith) Hess, wife, mother, grandmother, and great-grandmother, age 82, of Ozark, Alabama, passed away Wednesday, August 14, 2024, in Ozark Health and Rehabilitation Center where she had been living for the last five years. She left this world peacefully with her family members beside her for her last breath on this earth. Funeral services for Mrs. Hess will be 3:00 P.M. Monday, August 19, 2024, in the Chapel of Holman Funeral Home in Ozark with Reverend Dr. Jason Thrower and Chaplain Major Raymond Moncrief (United State Air Force, Retired) officiating. Interment will follow in Westview Memorial Cemetery, Holman Funeral Home of Ozark directing. The family will receive friends at the funeral home in Ozark Sunday from 2:00 P.M. until 4:00 P. M. Pallbearers will be Charles B. Hess, Brandon T. Moncrief, Jean A. Latimer, Judson A. Blackmon, M. Stacy Grizzard, and Chaplain Major Raymond Moncrief (United State Air Force, Retired). Mrs. Hess was born in Birmingham, Alabama on January 23, 1942 to John Bernard Smith, Sr. and Sara Frances Kizziah Smith. She was raised in Coaling, Alabama with her two siblings, Bernadine and John Bernard, Jr. "JB". She was a 1959 graduate of Brookwood High School and held several positions as school leader over the years including Class Song Leader, Secretary-Treasurer Student Counsel, Vice President, President, Glee Club President, Beta Club, Honor Society, Assistant Editor of the “Pantheon”, Youth Leadership Representative, Pep Squad, Senior High "Who's Who" and Citizenship Girl. She went on to attend the University of Alabama where she graduated in 1963 with a degree in Social Work. She came to Ozark, Alabama to be the organist/secretary at Ozark Baptist Church where she met her future husband, Carl Leopold Hess. He was going through flight school at Ft. Rucker, Alabama and was attending Ozark Baptist at the time. They dated for one week and married at Coaling Baptist Church in Coaling, Alabama November 2, 1963. Together they had two children, Jennifer Lee Hess Blackmon of Ozark, Alabama and Charles Bernard Hess of Puerto Vallarta, Mexico. While living the Army wife life, she was able to travel outside of the state of Alabama, to include being stationed in Ft. Benning, Georgia, Ft. Rucker, Alabama, Ft. Hood, Texas, Ft. Belvoir, Virginia, Ft. Sill, Oklahoma, Omaha, Nebraska and Quarry Heights, Panama Canal Zone. She was the church secretary at most of the places her family resided and was very active with the military wives during those times. She enjoyed playing softball, tennis and swimming. Mrs. Hess enjoyed reading before she became too blind and then she enjoyed her husband reading to her. She was a Sunday School Teacher and Children's Director through the years along with going on Youth trips as a chaperone and a Mission trip to South Africa to teach VBS. She was able to visit several South American and Central American countries while being stationed in Panama and enjoyed entertaining the Missionaries traveling through on furlough back to the United States. When her husband retired from the Army in 1982 and she moved back to Ozark she obtained her real estate license and sold real estate for several years and later became her son's Office Manager for his law office in Ozark. She and Carl enjoyed spending time at the beach, traveling, and spending time with her grandchildren. In addition to her parents, she was preceded in death by her brother, John Bernard "JB" Smith, Jr., and her brother-in-law, James A. Roberts. Survivors include her loving and faithful husband, Carl Leopold Hess; her daughter, Jennifer Hess Blackmon; and her son, Charles Bernard Hess. She is also survived by her sister, Bernadine Smith Roberts of Coaling, Alabama and her sister-in-law, Wanda Phillips Smith of Collinsville, Mississippi. She has three grandchildren, Emily Moncrief Latimer (Jean) of Palmetto, Florida, Brandon Tyler Moncrief (Anna) of Wicksburg, Alabama and Judson Andrew Blackmon of Ozark, Alabama. She has two great grandsons, Denver Alexander Latimer and Brandon "Adler" Moncrief. She is also survived by nieces and nephews as well as great nieces and nephews. In Lieu of flowers or plants, the family is asking that donations be made to the First United Methodist Church, 167 East Broad Street, Ozark, Alabama 36360.
(Note from Carl.) **“**We lived in the Harmony Church trailer park, Ft. Benning and Virginia played the organ for three services at two chapels (Artillery Chapel/Harmony Church) almost every Sunday so many folks may remember her at church and listening to her play.”

I would like to do a little photo tribute to my long time friend Richard "Dick" Donahue. (Bob Sharp)

I met Dick when we went through Aviation maintenance school in Ft. Rucker, AL. In April, 1963. We completed 4 different classes and when we completed our UH-1 (Huey) class we were all given order's to report to the newly formed 11th. Air Assault Division at Ft. Benning, Ga. Out at Harmony Church. We moved into WW11 barracks that had been closed after the Second World War ended. We cleaned everything up and moved in. We started getting new aircraft from the factory in Texas and proceeded to practice moving troops and playing war games. We tested the new aircraft and like all NEW things they were not perfect. So we rode a few of them into the pine trees of Georgia and doing so in the dark of night can be rather scary. We did that for 18 months and then in August of 1964 we got our orders to go with the 62nd Aviation AML to a place called Viet Nam. What was so awesome about our group was that we went to school together and trained together for 1 1/2 years and then to VN together.

So we were very close as it was 2 years that we ate, bunked, worked, and flew together. We became dear friends that has lasted for over 62 years. There are not a lot of the original guy's left. Iller, Estes, Isbell, Sharp, and I don't know how many more for sure. We became very good friends that lasted for a lifetime. Dick and Donna (MA) drove all the way to Minnesota to Gloria and my wedding 15 years ago in 2010 as did Duane and Jan Truman (MO), Phil and Lynn Horne GA), and there were many more. They came from all over the United States and I was so very proud that my friends would do that for me. I am eternally grateful!

I am also grateful for this organization, The Vinh Long Outlaw's. This has been one of the highlights in my life. I have been so fortunate that if I had something going on in my life it happened on the year we didn't have a reunion. (Sickness, new knee, death of a spouse, you name it.) I have been able to attend every one since 2000 and it has been the best thing ever! Thank you Lord for allowing me to participate and thank you for all my dear friends! God bless you all and to the ones no longer with us, God rest and bless their souls.

Dick and Donna were able to attend many of the VLOA Reunions.

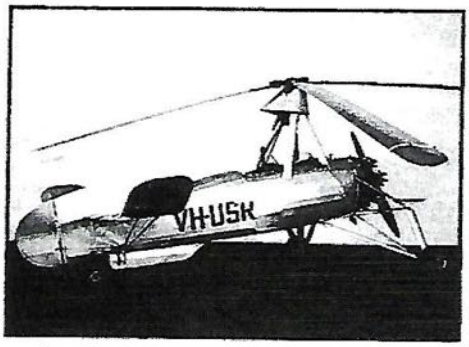
Ft. Rucker, 2004 40th anniversary. L/R-Don Palmer. Bud Allie, Bob Sharp, Phil Horne, Duane Truman, Dick Donahue, Jimmy King.(5 Dec'd)

WHERE EAGLES DARED:

Focke and Flettner's WWII German Helicopters

By Ken McElroy,
175th Assault Helicopter Company

When I first saw the movie, "Where Eagles Dare," I believed that I had caught Hollywood in a somewhat minor technical error. The movie, set in WWII, showed the German's landing a helicopter in the confined courtyard of an Alpine prisoner of war facility. Having worked as an engineer for Bell Helicopter, I recognized the Bell Model 47 with a Sikorsky style modified tail rotor. I knew that the Germans in WWII definitely did not have Bell helicopters but I was less certain whether WWII Germany had in fact used helicopters during the war. I assumed that Hollywood had taken a bit of dramatic license with the film.



Juan De la Cierva's Model C30 Autogyro.

Recently while doing research on military use of the helicopter in WWII, I learned that not only did the Americans use the helicopter in the last years of the war, but the German military used practical helicopter crafts as well. While Igor Sikorsky designed his first helicopter in 1939 for American military use, two German aeronautical engineers, Heinrich Focke and Anton Flettner, were the pioneers for German development of the helicopter used by the Third Reich in WWII. Early German helicopter models fell into three categories: auto-gyro with no main rotor power, contra-rotating rotors on either side of the fuselage, twin synchronized contra rotating blades on top of the cockpit fuselage. A fourth concept, the rotor-tip motor, was primarily a prototype and was never produced for use in WWII.

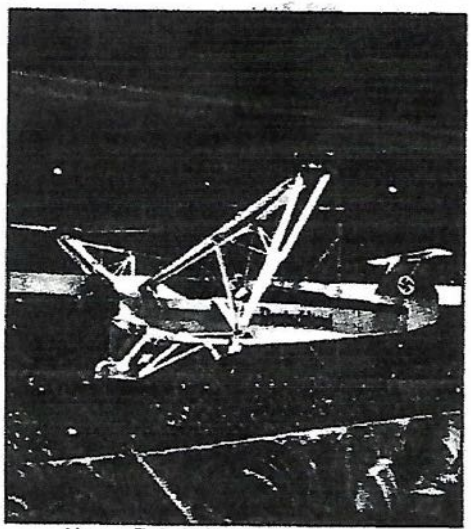
With Germany being such an innovator in aircraft design prior to and during WWII, you might suppose that German engineers would the first to have worked out the technical problems associated with the development of the helicopter. This was not the case, as in 1930, the Focke-Wulf Company, led by Heinrich Focke, licensed the C-30 auto-gyro helicopter for German production from the Spaniard Juan De la Cierva. At the time, De la Cierva, was not trying to build a helicopter, but was really trying to develop an aircraft that could safely land if it had an engine failure. To this end he developed the auto-gyro, a wingless airplane with a prop in front that pulls the plane forward, and a non-powered main rotor mounted above the cockpit. As the plane moves forward, the rotor provides lift for the aircraft. Should the engine fail, the craft would safely auto-rotate which is what happened to De La Cierva in January of 1920 when his model C-4 auto-gyro suffered engine failure but landed safely. With a non-powered rotor, there was no problem with counteracting main rotor torque and it was also De la Cierva who first worked out practical designs that solved the issues of rotor tilting, feathering and cyclic controls.

By 1930, the Spaniard had come up with his C-30 design which powered the main rotor prior to take off, built up enough inertia which "jumped" the aircraft into the air, where the rotor was disengaged and the aircraft motor flew the wingless aircraft like a normal auto-gyro. De la Ciervas's work greatly influenced German aviation engineers and his C-30 was licensed not only to Germany, but to France and the US, where Igor Sikorsky used many of De la Cierva's rotor designs in the first American helicopters. Several hundred of his auto-gyros were built before De la Cierva was killed in a commercial airplane crash in 1936. A video biography of Juan de la Cierva may be found at www.youtube.com/watch?v=PbalOh4smnM

After obtaining De la Cierva's auto-gyro design, Focke began a systematic engineering analysis, determined to develop his own improved models. By 1934, Focke had built a twin rotor helicopter model powered by a two stroke engine. This model had counter rotating rotor blades on either side of an airplane body. Shortly after the prototype flew, Focke was forced out of the Focke-Wulf company at the insistence of the Nazi party because he did not want to turn his production facilities over to the building of the Messerschmitt. However, the German Air Ministry was so impressed with Focke's flying helicopter model, they arranged for him to partner with noted test pilot Gerd Achgelis in a new aviation company, Foche-Achgelis.

Foche, made numerous design innovations based on the auto-gyro which led to the development of the FW-61 helicopter in 1936. This 160 horsepower, single seat, counter rotating craft was the first practical helicopter to fly. The FW-61 was flown in May of 1937 by Hanna Reitsch, the first woman to fly a helicopter. Reitsch, a close personal friend of Hitler, test flew Junker's JU-87 and Dornier's DO-17 and during the war she tested the Messerschmitt ME163 Komet rocket propelled bomber and made several flights testing mechanisms designed to cut balloon cables.

The FW-61 had two counter rotating, 21 foot rotors mounted on extended arms on either side of an airplane fuselage. The counter rotating blades solved the main rotor torque problem and led to a series of helicopter records including an altitude record of 8,008 meters, and a top speed of 76 mph. In February of 1938, Reitsch flew the FW-61 inside the Deutschlandhalle sports stadium in Berlin every night that February. Such a display of flight agility in such a tight envelope was certainly a media coup for Hitler and for the use of the helicopter. A video of an actual flight can be seen at www.video.google.com/videosearch?hl=en&safe=off&q=fa-330&um=1&ie=UTF-8&sa=N&tab=wv#q=fw61&hl=en&emb=0. Focke next designed a six passenger version for Deutsche Lufthansia Airline, the FA-266 Hornet, which flew in August of 1940. The Air Ministry asked Focke to upgrade the Hornet as a military transport. This new model, called the FA-223 Dragon, had two three bladed rotors with 39 foot diameters, a 1,000 horsepower engine and was capable of speeds of 109 mph. In 1941 the Defense Ministry ordered versions armed with machine guns, the first gunships, and one version armed with two


Hanna Reitsh flying the FW-61 in the Deutschlandhalle in Berlin.

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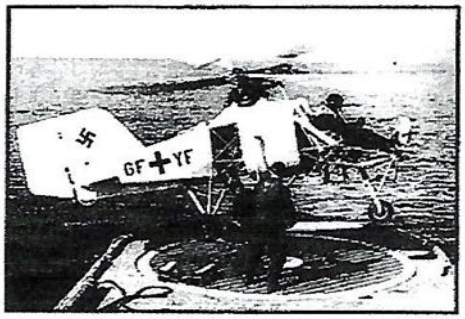
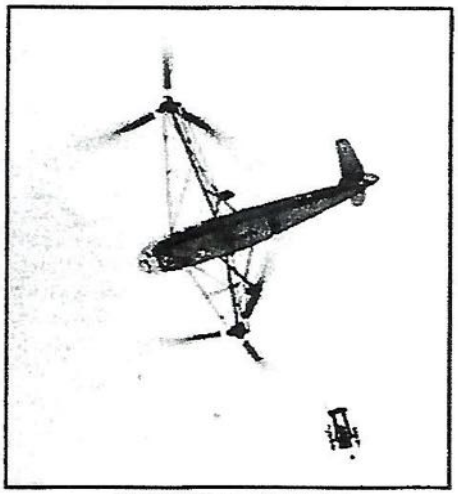
250 kg bombs or naval mines.

Two of the FA-223s were assigned to the mountain warfare school outside of Innsbrook, Austria where they operated in high altitude and extreme cold. In one 29 day period they completed 83 tactical missions. Allied bombing raids limited production throughout the war but they were still being produced in February of 1945 when the Russians overran their production plant and captured three of the helicopters. The English captured one craft which was the first helicopter to fly across the English Channel. This machine crashed on its third flight in England and was never rebuilt. After the war, the Czechs built several from captured parts with limited use. Because Focke could not build aircraft in Germany after the war, he built a civilian version of the FA-223, the SE-3000, for a French company but it was not commercially successful when put on the market in 1948. For a video of the FA-223 in flight, go to,www.video.google.com/videosearch?hl=en&safe=off&q=fa-330&um=1&ie=UTF-8&sa=N&tab=wv#q=fa223&hl=en&emb=0) .



FA-282 "Hummingbird" landing on German Naval ship



FW-61 "Dragon" carrying Krupp Mountain Howitzer

By 1942, the Foche-Achgelis Company developed the motorless, single seat FA-330 Wagtail. This 160 pound gyro-glider, also known as a rotor kite, was designed to be stowed on a submarine which would then pull the craft, like a kite or a glider, on the end of a 500 foot cable. The FA-330, flying at 120 meters of altitude, increased the observation range of a submarine from 5 nautical miles to 25 nautical miles. The FA-330 was installed on at least three submarines that saw duty in the South Atlantic and Indian Oceans. It was credited with the sinking of the Greek steamer Eithalia in August of 1943 by the submarine U-177. The allies obtained one FA-330 when they captured the U-852 intact in the Indian Ocean in May of 1944. An excellent video showing one of the remaining FA-330 craft may be found on the internet at www.video.xfree.hu/?n=nyiloszeml9a723de3bce677018842ed9c627188d5 and a short video showing the FA-330 on a German submarine, can be found at www.video.google.com/videosearch?q=fa-330&hl=en&emb=0&aq=f#

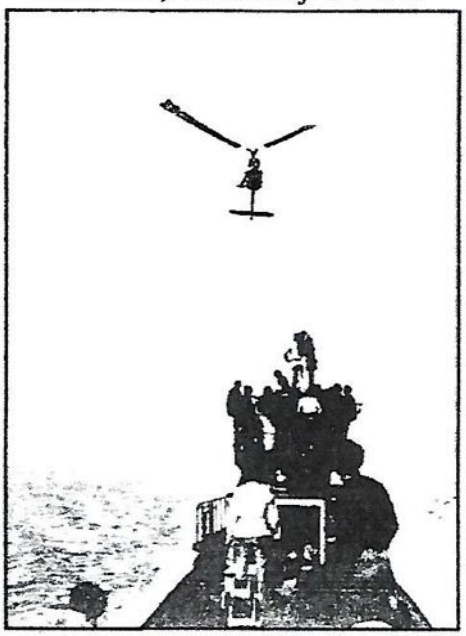
While Focke worked to improve the C30 auto-gyro and to develop his own innovative designs, another German aeronautical engineer, Anton Flettner, was also working on a single rotor auto-gyro model. Flettner had started his aviation career working for Graf Zeppelin and after WWI had designed record setting nautical sailing ships and rotary ventilators for various transportation vehicles. In 1936 he proposed a single rotor auto-gyro, labeled the FL-184, which had cyclic pitch control. His first flying prototype caught fire in flight and the project, initially shelved was brought back into action by the German Navy. The Navy envisioned using the auto-gyro as a ship to shore transport. The Navy contracted with Flettner for a new and improved FL-185 which came with a non-powered main rotor and two horizontal rotors on each side of the airplane style fuselage for furnishing power and for controlling torque created by the main rotor.

After the initial success of his FL-185, Anton Flettner began to design aircraft with counter rotating and synchronized rotor blades. These craft had two main rotors, one on each side of the gearbox, and tilted at slight angles to each other. In 1938, Flettner built the single-seat, 160 horsepower FL-265 aircraft for the German Navy. After initial problems with rotor blades striking each other, were worked out, Flettner's third version, the FL-282 Hummingbird was produced and was considered my most experts to be the best helicopter of its day. It first flew in October of 1941 and proved to be so agile and stable that it could be flown with hands off the controls. In one series of flight tests, it was able to evade two fighter planes for 20 minutes.

Originally the cockpit of the FL-282 was open, but was enclosed in later models and an observer's seat was added late in the war. The body for this helicopter showed the characteristic airplane fuselage but the engine was mounted behind the pilot. By 1943 it was seeing service in the Baltic, Mediterranean, and Aegean Sea theaters as an observation, scout, and light transport vehicle. Flettner claimed that the German Defense Ministry had ordered 1,000 FL-282s but due to allied bombing raids, the production of this many craft was never possible. By the end of the war, Flettner was working on his FL-339 model that would have carried 20 passengers. After the war, he immigrated to America but had little success in the aviation industry. Several of his designs are used on the Kaman family of helicopters. A video of the FL-282 can be seen at http://video.google.com/videosearch?q=fk-282&hl=en&emb=0&aq=f#

Helicopter usage was in its infancy in WWII for both the Americans and the Germans and this is a fact that many WWII historians are not aware of. Apparently Alistair Mclean knew of the use of such craft and included the helicopter landing in his novel that was later turned into the movie, "Where Eagles Dare." What I thought was a Hollywood error, the dramatic landing by a helicopter in the very small courtyard of a WWII German prison camp, was I have come to find out, very possible after all. While Hollywood may have gotten the exact helicopter model wrong, they did get their historical facts right. Score one for Hollywood!

Please see next page for websites in a clear, unbroken format....



FA-330 "Wagtail" being towed behind a German submarine

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We Return to the Battle of An Loc.....

In the July/August 2009 issue of the Aviator you did a good job on the coverage on the Battle of An Loc. There were many brave and gallant men that showed their meddle during this period (me, I was just scared to death).

I was an aircraft commander of an AH-1G with F/79th. In one article it was noted that "the TOW missile systems were mounted on UH-1H's and were first used there,...a special airlift our of Dover, AFB...went directly to Major Larry Mckay's unit of the Blue Max..." To fill in some of the information and correct some, I provide a small anecdote.

The afore mentioned unit arrived one day at Lai Khe, whether or not they were attached to F/79th I am not sure, but I don't think so. When I shutdown between missions I went over to talk to the pilots. It turned out that one of the pilots was a man I went to Flight School and Cobra Transition with (we lived together at Cobra Trans.). We went over the tactical situation at An Loc. I noted that An Loc was a siege scenario and that the ARVN/Advisors were in the middle of 10's of thousands of NVA , and the everyone in the NVA seemed to have .51 cal and there was a mess of 23mm (including the ZSU-23-4), 37mm etc. I noted that the method of using the TOW (at that time), that I was aware of, was to "pop up, acquire the target, and fly the missile, while maintaining the aircraft relatively still at very low altitude. This would make them a sitting duck in a shooting gallery. After some intense conversation we said our good byes and I left to return to another fire mission at An Loc.

When I returned the Hellfire team was not in sight, and I had not heard any radio traffic relative to their activity over An Loc. Being concerned for them I questioned where they were. Someone said that they went out to do some practice work, which I found encouraging. I never saw them again and understood that they went up to DaNang to work the battle going on around Hue and that they were very successful there. The reason being, the battle was being engaged along a FEBA (Forward Edge of the Battle Area). This was the scenario the system was developed for (European).

I want the membership to know that I also have available two 2 documents that might be of interest. One is a letter of Commendation from one of the U. S. advisers on the ground during the siege at An Loc and the second is the Presidential Unit Citation for the some of the units involved in this battle (229th Assault, Cos. A, B and D), troop F, 9th Cav, Battery F/79th ARA, and 362 Aviation Co.) Contact me at the below e-mail address and I will send them your way.

I am proud that I was a member of a great team (F/79th Blue Max) during the battle for An Loc and that we were chosen as Aviation Unit of Year (it shows up in '73). I am also proud to be member of 229th Aviation Bn that received the Presidential Unit citation. More importantly is, it pleases me that we as a unit were able to be praised by the men on the ground, who were fighting day in and day out. The fact that these guys thought that we were doing our job is more important to me than anything else that can be added to the history of the battle.

As in all campaigns there is a lot to tell and much that never is.

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Having a hard time typing in all those internet link's in Ken's story about German Helicopter Operations in WWII?

Well here they are again, in an unbroken line format....

Also, please note that these links, and the links provided in Ken's main story, may have had some inadvertent hyphens added to them due to the text pagination problems inherent in our printing process.
None of the links provided in either story place are designed to be typed into your search program with a hyphen in them.

A video biography of Juan de la Cierva may be found at
http://www.youtube.com/watch?v=PbaIOh4smnM

A video of an actual flight of Hanna Reitsch flying the FW-61 can be seen at
http://video.google.com/videosearch?hl=en&safe=off&q=fa-330&um=1&ie=UTF-8&sa=N&tab=wv#q=fw61&hl=en&emb=0)

A video of the FA-223 Dragon can be seen at
http://video.google.com/videosearch?hl=en&safe=off&q=fa-330&um=1&ie=UTF-8&sa=N&tab=wv#q=fa223&hl=en&emb=0)

A video showing a museum FA-330 Wagtail can be seen at
http://video.xfree.hu/?n=nyiloszeml9a723de3bce677018842ed9c627188d5

A video of a FA-330 wagtail being assembled and flown over a German U-boat can be seen at
http://video.google.com/videosearch?q=fa-330&hl=en&emb=0&aq=f#

A video of the FL-282 Hummingbird can be seen at
http://video.google.com/videosearch?q=fk-282&hl=en&emb=0&aq=f#

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Spring/Summer 2025

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 Jim Donnelly, 2413 General Longstreet Drive, Virginia Beach, VA 23454

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/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:
_____