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~FIRST IN ~ LAST OUT  
WITH THE H-34~

Jan.—Feb. 2008

Volume 13, Number 1

## The Ugly Angel Memorial Foundation Newsletter

### Tom Hewes Has Done It Again!!!

Our masthead reads “**The Ugly Angel Memorial Foundation Newsletter.**” Let anyone forget, that foundation was created to allow us to fund, design, build and install the THE WING, shown below with the names and dates of departure of our 30 fallen Ugly Angels and one Recon guest. For many of us, July 8, 2000 was one of our most memorable days. Approximately a hundred of us with as many family members, guests and MCB Marines participated in dedicating THE WING. It was a magnificent day, honoring our dead, recollecting our service as members of the first and last reciprocating helicopter squadron to serve in Vietnam. Also present were many family members of our lost brothers.

For most of us, the assumption and the promise of the Corps was that on the field near the Chapel would be the home of this memorial for “as long as there is a Marine Corps.”

A few years ago, we learned of the new National Museum of the Marine Corps that was to be built near the base. It was going to

have a park to house unit memorials. Ever alert to a good move, Tom Hewes approached the officials of the Museum and suggested that THE WING would be an excellent first choice. It is now installed and will soon be joined by other units’ memorials but once again HMM-362 was first, thanks to Tom and company.



UAMF Founder and first president, Tom Hewes, 2nd from left, with crew of former Marines employed at MCB Quantico installing THE WING at Semper Fidelis Park on the grounds of the National Museum of the Marine Corps, 13 November, 2007.

**Reunion on the Horizon !!!**  
**August 14-17, 2008, Washington, DC**

The following arrived 1-21-08 from CO, Pop A Smoke, Bruce Colbert:

**The Reunion is 14 -17 August in Washington, DC. We have almost the entire Washington Hilton blocked out so we shouldn't have any problems. There will be several, very good optional trips planned which will be voluntary and at additional cost.**

**The Registration Packets are going out in the mail in mid March.**

**To get one, you need to be a paid up member of Pop A Smoke.**

**Re-enlist at <http://www.popasmoke.com/fng.html>**

The website for the Washington Hilton is <http://www.washington.hilton.com>

It is a very fine hotel and only a ten minute walk from the National Zoo and minutes from the Metro Station and lots of good restaurants and watering holes. At least there were in my former life when I frequented such establishments.

This is the one reunion that you ought to make if you are only going to do one in your lifetime. The basic schedule will be different from most of the other reunions that we have had. First off, it will be held in the Nation's Capitol with all it has to offer. Secondly, it the geographic center of the Marine Corps. For example, Pop A Smoke will be the entire audience at the Evening Parade at the Commandant's House over on 8<sup>th</sup> and Eye on Friday night.

That is normally when we would have had our Squadron Dinner. Instead we will have one very busy Friday starting at the National Museum of the Marine Corps <http://www.usmcmuseum.org/> at opening time. Note, the Museum is close to Quantico, about an hour or so, south of DC. This will give you a chance to visit our Memorial, THE WING in its new home.

Following that (approximately 1300 to 1530) will be our Squadron Luncheon with an interesting program you will not want to miss. Prices for the buffet will be in the \$20-25 range. This will be held at the Officer and Enlisted Club at MCB Quantico; the same folks who hosted the reception after dedication of THE WING and supper later that night. From there it will be a quick trip back to the city to get ready for the busses to take us to 8<sup>th</sup> and Eye and our own private Sunset Parade. On Saturday night, there will no doubt be the big Pop A Smoke Dinner. Above in the notice from HQ, you will see references to additional tours and trips. One most of will want to make is to THE WALL to see "our guys." There is also the Air and Space Museum and two new museums that have arrived on the Mall since I used to work there; the United States Holocaust Memorial Museum and the National Museum of the American Indian. The more I think about it , the more I realize that some of you are going to be spending a week there.

Basically that is all I know for now but now is the time to start planning and contacting your buddies. As soon as you are reasonably sure that you are coming, let me know by responding to this message. Don't send any money just yet BUT, if you are driving, let me know how many extra seats you will have in your car so we can start to decide if we will need busses for those of you flying in.

Remember, this reunion will have more to offer than any other we have had, except of course, the two in Inola. Let me know if you have any questions or concerns and I'll try to put them to rest.



## The Editor's Page

Since **THE WING** is on the cover in two places and holds a central place in the lore and development of the UAMF, Tom thought it would be worthwhile to give a recap of how it evolved. Here's as much as I know. When I first found Pop A Smoke, Tom wrote and said since I had found the Big Deal, I would also get the news from 362 and included a few past newsletters; one of which included the speech from the 1986 Reunion that Shakespeare keeps stealing from Tom. An idea emerged and I wrote to him as follows:

Seemed to have a bit of insomnia last night around 2. Your remarks about never forgotten Fallen Angels struck a cord and I started thinking about some sort of a permanent memorial. My place came to mind immediately but realized that likelihood of someone even finding Hopkins, SC was pretty remote. Pensacola came to mind next, probably on account of it being the next reunion and its still not bad although pretty much associated with the officer class. The next idea was right on the grass with the H-34 at New River.

What I was kind of thinking about for a memorial would be like an exact copy of the stone and font from the Wall but as if it were smashed out of the Wall (like jagged edges or something) and of course, the only names on it would be our guys with their dates of departure. Anyway, that was my thought for the day. Maybe it would be worth running by the membership to see if there was any interest or better ideas along the same line.

### Tom wrote in response:

Your idea about a permanent Ugly Angel memorial along the lines you described is flat wonderful. And New River may be the perfect place for it as it is the home base of HMH-362. I can picture it sitting next to the UH-34D that graces the left side of the main gate. Anyway, I am going to pass along your idea to "Gunny" Sachs ( former Ugly, reunion spark plug, and prominent Vermont attorney ) for comment. No doubt the idea will find its way into the next edition of the newsletter.

**Next came** a conference call with Tom and Rusty and plans to incorporate as a non-profit whatever. That was pretty much the end of the deal for me for awhile. Pretty much all I heard for awhile was information on formalizing the UAMF and a lot on fund-raising. It is my understanding that all of us were asked to make a contribution and then Mark Stanton, Ben Cascio, Rusty and Tom went into the fund raising side of the operation. I have no direct proof but got the impression that Mark, as an investment guy suggested to all of the people whom he had made rich were welcome to contribute. He also put together a pretty neat deal where he got a friend to reproduce the 66-67 cruisebook which sold for something like \$25.00. Mark estimated recently that these four collected about 20-25K for the project. Many of you chipped in too.

Meanwhile, on the left coast Lew Barnes with the rumored assistance of two other crew chiefs, Tim Wilson, our auctioneer and KD Logue, went to work on getting the memorial designed, created, built and shipped back east. I remember asking Lew how they ever came up with such a great design. He told me that it was actually a young woman who worked for the memorial company who did that part. Scuttlebutt has it that Lew probably put up some pretty heavy financial assistance but he has not returned any of my requests for information so I can't verify that part.

As most of you know, everything came together July 8, 2000 in an incredible ceremony at MCB Quantico. I hope you were there. If you weren't you need to come to the reunion as Romy might make up some CDs of the doings. He did the last time, anyway.

A final note of interest is that when Tom put the above plan into the newsletter, my old hydraulics compadre, Bob Case suggested that we ought to paint the Navy's Mary Kay Pink H-34 at PNAS our colors. We did and thus got two memorials and an association out of one insomnia....., and that, folks, is as much as I know.

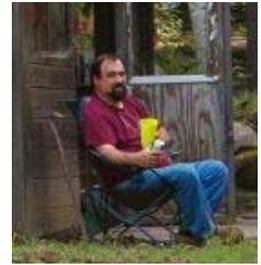
**Bob**

## Our People: Coming and Going, Lost and Found

### RTB—Curt Gray Classes –66-67-68



Curt departed about the same time the last issue went to press. When Rob and I left he said he was going to call 911. Nancy kept us up to date as he went from the hospital to hospice and then final departure. I had known him for all of 40 years but learned a great deal about this guy in that one weekend. He was undoubtedly the most amazing guy I have ever known; definitely his own man. He was a woodsman, a hunter, an animal lover, a craftsman, a poet, a novelist, devoted to his family; (i.e., Nancy and his whoever showed up for the Sunday morning skeet shoot) as well as his Corps and his Ugly Angels. When we were with him, he knew he was on the way out but was absolutely fearless. I think that spending the last weekend with Ugliers really made him happy. I can't tell you how much he loved you all.



### RTB—Charlie Morgan Class of 68—69

COLONEL CHARLES DAVID MORGAN, (retired) 64, passed away on November 13, 2007. Charlie was a devoted and loving husband, father, brother and friend. He was preceded in death by his granddaughter, Taylor Bassett. Charlie was born in Brady, Texas on February 22, 1943 to Gwen and Floyd Morgan. Charlie often told people that everything good he was able to accomplish was due to the unconditional love and guidance of wonderful parents. He graduated from Texas Tech and went on to serve in the United States Marines. He enjoyed a 31 year career in the Marines and retired as a Colonel. He was a helicopter pilot in the war and was a proud "Ugly Angel" pilot on MediVac missions. Charlie also enjoyed his civilian career as a Hospital Chief Financial Officer. He has worked for various Houston, Dallas, Corpus Christi hospitals over the last 25 years. Charlie was a man of great integrity. He loved his family and was a loyal friend. He is survived by his wife Linda Morgan, a daughter, two sons and their children.



### RTB—Mike Fulstone Class of 66-67

We just received word that Mike Fulstone passed away on the 13th of February. He was one the regular line guys who always did his job and flew his missions. You may remember when, a year or two ago, when I was trying to get the website up after a long hiatus, Mike volunteered to help out and he pretty much would have taken it over except dealing with some of the material caused him to relapse into PTSD. He did get some care but I don't think he was ever very well after that. Mike was the father of two children, Leia and Patrick. He also had grandchildren and a former wife. Mike ran a couple of interesting websites that showed an interesting mind and far ranging interests.

If you have any interesting stories of remembrances that you would be willing to share with his children they may be sent to his friend Michael (Max) Larson at <dmitri\_karpov@msn.com>.

### Found Corpsman Finds Missing HAC. Missing Corpsman Turns Up.

Imagine this happening to you. For assorted reasons you never really wanted to be a Marine. You join the other sea going service, the one with the boats and stuff. Somehow fate throws you a wicked curve and there you are at some place like Ky Ha , Phu Bai or Quang Tri and you are supposed to be taking care of these people who you were suddenly thrust among as their "beloved Corpsmen." Suddenly there is a new wrinkle. Now you are going to get to ride in their weird flying machines only you are the one in back who only gets a pistol and they have M-60s—and you're the one who might have to get out and go grab some wounded grunt. Now suppose something really lousy happens like everyone on the helicopter, or almost everyone gets hit on a mission. You get hit bad, get medevaced, spend a couple of years in the hospital and rehab and have lost all connection with the guys you served with.

Suddenly, forty years later, you are surfing the internet and start to discover that these guys you were with have gotten together. How would you feel?

About two years ago **Rob Roy** showed up like that. He was flying with **David Niederhaus** and **Vince Pilck**, Crewchief **Joe Williams** and a gunner from another squadron when everyone except Joe was hit. They managed to get out of the zone but for the next 40 years Rob wondered what happened. In the last newsletter I mentioned that he really wanted to talk to **David Niederhaus** who had saved them all. He still had a lot of questions. Well a few days later Orm Hall, crew chief of YL 42 who had also been WIA wrote to me with the Captain's phone number and address and I called him and a few days later he got in touch with Rob and they are both talking of making it to DC in August. BY the way, Rob was shot in the lower right leg where the bone was shattered but he kept his leg after a long time in the hospital.



Recently we got another similar letter from a wounded Corpsman, **Harrison Rainey III**

You have no idea how surprised I was, stumbling on Popasmoke's website late one sleepless night some months ago. Through that chance discovery, and a question I posted to the webmaster, Ben Cascio was good enough to forward a reply concerning our mutual friend Bob Jones. The bitterness of Ben's news about Bob's passing was mitigated somewhat by his connecting me to your Ugly Angel network, which heretofore was unknown to me.

Like Bob Jones, I was a corpsman who flew with HMM-362 from late November, 1967, to early February, 1968, when I was transferred to Quang Tri. I flew somewhere in the neighborhood of thirty missions with the Angels. I was shot during a mission out of Quang Tri on Feb. 15, 1968, somewhere along the DMZ. The circumstances of that mission remain fairly vivid, though I cannot provide you any crew names, or even which HMM was involved. What I can tell you about that mission is that our crew chief was shot in the thigh, and both pilots were also shot, left seat in his right leg, right seat in his cyclic arm, (could see their blood dripping from pant leg and sleeve as I lay on the deck below them). This occurred during my second attempt at that particular mission. Earlier in the day, with a different bird and crew, the plane was so badly hit we were forced to abort. Returned later to attempt hoisting wounded through a hole blown in the canopy. As soon as we went into hover, fire opened up. Bang, bang, bang. At some point the bird fell almost into the trees. Somehow, that wounded flight deck managed not only to arrest decent, but to evacuate us to a mountain clearing, where another 34 was waiting.



That crew loaded and transported us to an aid station nearby. Where that was, or who that crew was, I'm afraid I cannot tell you. I was a little out of it. What I can tell you is, the men I flew with on that mission were the bravest most competent men I've ever known. I owe them my life. I have waited decades for the opportunity to thank them. Eyes well up just thinking about them. The poor gunner, the only untouched crew member, stood frozen in absolute shock and horror.

I was shot in the right lower leg. (Same as Rob. *editor*) The bullet fractured my tibia and fibula and ruptured the artery and nerves. Thanks to the unspeakable bravery of the bird's crew, and the magnificent evac system the Marines and Navy maintained, I walk on that leg today. After a couple weeks at NSA Da Nang, surgeries on Guam, and hop scotching back to the world, I ended up at Quantico Naval Hospital, and later at Bethesda. I spent several months at Quantico. The staff there was nothing short of spectacular. I cannot speak enough praise for the surgeons and nurses who helped heal and rehab my group of evacuees (we were the first VN cases that little hospital received). I spent six months on limited duty in the dispensary at the Naval Supply Depot in Mechanicsburg, PA. Following which I underwent another round of bone grafts at Bethesda, and was placed on the TDRL in early summer 1969. I was retired in May, 1973.

(Editor's Note: It appears that it was HMM-163 who flew the 34s out of Quang Tri at this time. Harrison has written to PopASmoke requesting information on that particular mission such as who the crew members were and their respective fates. If any of our readers have information please contact him at <pitchstone@embarqmail.com>. Hopefully, like Rob, Harrison can

### Planning for DC as of 2-19-08

Wally & Becky Waldrath	Gene and Marsha Camp	Bob & Ginny Case
Willie Sproule	Bert Palmer	Archie Flemming
Bob & Madilyn Skinder	Tom Hewes	Ben Cascio
Romy Myszka	Louisiana Bill McNair (2)	Texas Bill McNair
Jean Gonneville	Pete Burt	Wally Waldrige (2)
Del York (2)	Ron Gall(2)	Rob Roy
Harrison Rainey III	Mark Stanton	BJ Sigman
Frank Matucheski		Mike Zacker

## ~Sons of Ugliers Do Us Proud~

Since the last newsletter we have seen at least two articles about two of The Vietnam Era Ugliers' sons who are or were involved in the War on Terrorism. Nick Turner, son of Captain Larry Turner, class of 66 was the star attraction in the October, 07 article in the Marine Corps Aviation Associations Magazine about the Ugliers deployment at the controls..= Not only that man," Larry, plenty proud with a addition to flying and fathering past years activities of 362, most Sand.

There has a lot written also about man. A couple of years ago, Jack took it off. Many of us followed then to the hospital, then the m-dleton to greet his former platoon word that he was going to get to is getting promoted to Gunny.



to Iraq with more than one photo of him but it seems as if he has made his "old new aviator just added t the family. In Nick also found time to fill us in on the of which occurred in or slightly above the

Jack, the son of retired MGYSgt BJ Sig-lost his leg in a firefight when an RPG the story from when he was first hit, torcycle ride from Virginia to Camp Pen-when they got home. Then there was stay in the Corps and now we find out he

"Is this a great country, or what? Follow these two guys. I doubt that the full story has been told.

### Not Your Average Reunion

Remember, this will be a once in a lifetime opportunity. Even if you spent your entire career in the Pentagon or HQMC, you could never do what we are going to do in one weekend.

- See brothers you haven't seen in 40 years and meet new friends you won't forget
- Visit the brand new National Museum of the Marine Corps
- Visit our memorial, THE WING and remember our guys who never came home
- Visit THE WALL, and remember ALL the guys who never came home
- Squadron Luncheon with a very important mission at The Club, MCB Quantico
- Be one of the Guests of Honor at the Sunset Parade, 8th and Eye

## Ugliers in the Desert—1991 version

*(Editor's note: In the last newsletter I remarked that the Iraq deployment was the first combat action sine 1969. Duane Spurrier has heretofore set me straight and submitted the following. No wonder I couldn't make E-5! Enjoy and be educated in 362 History-advanced)*

HMH-362 deployed to Desert Storm with six CH-53D helicopters under the command of LtCol Bob "Frosty" Forrester in early Jan 1991 (on or about 2 Jan). The remainder of the squadron was kept at MCAS New River to cover some contingency operations in the Caribbean. That detachment was under Major Tom Hanks. Another six RH-53D helicopters from the Alameda Reserves, HMH-773 Det A, joined the squadron overseas to make a full squadron in place. The deployment of 362 was made by USAF C-5's from MCAS Cherry Point to the Saudi Arabian air base in Jubail. MAG-26, Col Mike Williams (later Asst CMC) spent a month or so at Jubail building up aircraft and getting oriented to desert flying. In Feb, MAG-26 forward deployed to a spot on the map that became known as "Lonesome Dove". The only feature in the area was marked "Gravel Plain" and wasn't that the truth. Nothing for miles around except camel turds. Lonsome Dove was somewhere near N 28 32' E47 27'. If anyone has more exact coordinates, I would appreciate the information. I do have the place marked on a map I have. The weather was cold, cloudy and wet. Strange combination for a desert war....





Sandstorm @ Lonesome Dove

I was a Captain serving as the Assistant Aviation Maintenance Officer under Major Jose Villarta. The XO was LtCol Bob Griffin and the OPSO was Major Marty 'Peatmoss' Peatross. Captain Doug "Knob" Doerr was the Director of Safety and Standardization. GySgt Bob Williams was the QA Chief and GySgt 'Doc' Pierson ran the Flight Line. 2Lt Rob MacFarland was the Maintenance Material Control Officer and also qualified as an aerial observer/gunner. Paul "Rim" Harris was the Flight Line OIC. Capt Kenny "Nasty" Smith was the Squadron Weapons and Tactics Instructor working out of OPS. Capt "Scar" Henkle was the S-2 OIC.

Capt Brian "Johnny B" Good was the S-4 assisted by 1/Lt Al "Cujo" Bennett. !/Lt Jon

"Shadow" Douglas was in the S-3. Anyway, the Uglies flew a lot of hours in various roles, primarily external transport of the amazing amount of "stuff" that accumulated in Saudi. When the ground war kicked off the squadron flew just about every mission type we had in our book. Fortunately the war was short, or unfortunately if you consider what may have been.



Upon the end of hostilities in March 91, the squadron redeployed to Jubail. The six helicopters were flown aboard Navy shipping for return to CONUS. I was the OIC of the det on the USS Raleigh with four helicopters (I think). The majority of the squadron flew home to New River and the aircraft floated home while getting a good scrubbing along the way. I seem to remember that we flew off and returned to New River on 15 April 91.

We brought home everyone we left with and all the aircraft. Not without several near misses though. I have to say that several of us were very lucky. That desert was a very hostile environment to operate in. The sky was full of aircraft at all altitudes with very little control down low. The weather was bad, the smoke from the oil rigs was atrocious and every landing off-site was a thrill with the brownout. The only good thing was that the Iraqis seemed to cooperate. I don't know of any Uglies taking fire. I did fly in one really ugly night assault. Task Force X-Ray, 56 aircraft with a Battalion of grunts and their vehicles for an anti-armor blocking force. The mission was aborted en route for artillery fire in the LZ (that is what they told us anyway). The mad scramble that followed is a whole other story.....I remember the Uglies having four aircraft involved; two CH-53D's and two RH-53D's.



The next two or three years were a wild ride for the Ugly Angels with several deployments. Five months after returning from Desert Storm (Oct 91), HMMH-362 deployed back to the Persian Gulf aboard the USS Saipan, LHA-2. This deployment was unique in that HMMH-362 was the ACE for 26 MEU. We deployed with twelve CH-53D's, four AH-1W's, three UH-1N's and six AV-8B's. No Phrogs. All under the command of LtCol Tim Hill. Return was in April of 92. I left the squadron in May 92 to attend Embry-Riddle Aeronautical University to get my degree (I was a Mustang and needed to get a degree to continue on).

Soon after that deployment was an experiment aboard the USS Theodore Roosevelt, CVN-71. I wasn't on that deployment but I remember six CH-53D's and some UH-1N's with a reinforced company of Marines replaced an F-14 squadron on the aircraft carrier to serve as some sort of self-contained assault force. Six months in the Med. That concept was never repeated due to the difficulties of operating the mixed fleet of jets and helos. Lt Col Marty Peatross was the CO.

Soon after return from that saw a series of deployments in support of Haitian contingency operations. I had returned to the Uglies and the squadron made four deployments on three different ships during the next eight or nine months under LtCol Peatross.

Within a year or so of the end of the Haitian mess, HMMH-362 closed up shop in MCAS New River and moved to their new home at MCAS Kaneohe, Hawaii.



Ain't no place like home!!

To respond to the original issue, there were many Combat Aircrew Wings awarded for Desert Storm. Pretty much all the regular crew chiefs qualified and many of the observer/gunners that we trained in theatre. I can think of a few names; Sgt Craig Culpepper, Sgt John Kayda, Sgt Jeffery Warner. I need some references to come up with any others. Another time....

**Duane Spurrier**

## Uglies in the Desert—2007

The Ugly Angels began the second half of Calendar Year 2007 (CY07) amid their combat deployment in support of OIF 06-08. Operating out of Al Asad, HMH-362 provided the Marine Corps with a heavy lift helicopter asset for many of the higher threat landing zones in the Multi-National Forces West Area of Operations (MNF-W AO). The squadron accomplished General Support (GS) missions including: passengers/mail/cargo (PMC), Enemy Prisoner of War (EPW) transport, Relief In Place (RIP) movements, Personal Security Detachment (PSD) lifts, external lift resupply missions, and Very Important Persons (VIP) lifts. The Ugly Angels also regularly provided one section of aircraft, which were on a one hour alert, in support of potential deliberate Tactical Recovery of Aircraft and Personnel (TRAP) missions. Additionally, HMH-362 conducted multiple tactical raids and several Aeroscout armed reconnaissance missions. The squadron also continued to conduct the required Combat Sustainment Sorties (CSS) throughout the deployment to enhance Squadron readiness.

Daytime GS missions were normally flown to Hit, Haditha, Rawah, Al Qaim, COP North, COP South, Waleed, Trebil, Al Taqaddum, Camp Gannon, COP Bastard, LZ Timberwolf and Korean Village. Night-time GS missions primarily went into the eastern zones such as Ar Ramadi, Blue Diamond, Hurricane Point, Habanniyah, Camp Fallujah, Al Taqaddum, and Balad to support the II MEF and the Multinational Coalition Forces. During the month of July, The Ugly Angels provided daily GS and TRAP standby support. HMH-362 also executed a tactical insert and four Aeroscout missions in two AOs. Additionally, squadron personnel participated in the MAG-29 change of command ceremony. Towards the end of the month, the C.O. of MAG-24 Col Edward Yarnell visited and flew with The Ugly Angels. HMH-362 fought through the intense heat of August providing reliable GS and TRAP standby assets. Further improving an already solid tactical reputation, The Ugly Angels executed 8 Aeroscout missions and a tactical insert which led to the discovery of a large cache find. The C.G. of 2<sup>nd</sup> MAW (FWD) BGen Timothy Hanifen also flew with the squadron on 9 August.

During the month of September HMH-362 continued to consistently provide GS and TRAP assets. The Ugly Angels also executed an Aeroscout mission and 2 heliborne raids, keeping the operational tempo high. On 11 September BGen Timothy Hanifen flew as a copilot with the squadron. Additionally, on 27 September the C.O. of MAG-29 (REIN) Col Haines flew as a copilot with the squadron. The end of September brought on the end of the deployment for the advanced party. They departed Al Asad on 28 September, arriving in Kaneohe Bay, HI on 3 Oct.

With the advanced party back in Hawaii, the main body work load increased during the month of October. The Ugly Angels continued to provide the same GS and TRAP standby assets throughout most of the month while preparing the aircraft and gear for retrograde, and turning over with VMM-263. On 8 October, pilots from VMM-263 began flying jumpseat rides on HMH-362 aircraft to familiarize themselves with the AO. BGen Hanifen also flew as a copilot with HMH-362 on 9, 10, and 18 October. On 19 October, The Ugly Angels flew the last mission of their deployment. The TOA was completed with VMM-263 on 21 Oct, and the majority of the main body departed Al Asad, Iraq on 23 Oct. After a brief stop in Kuwait, they arrived back in Hawaii on 25 Oct to friends and family for a much-welcomed 96 hour liberty.

**The success of HMH-362 during OIF 06-08 is easy to see. The Ugly Angels flew 4015.3 mishap-free flight hours, carrying 19,859 pax, and 2,883,919 lbs. of cargo. Our stellar reputation led to ground combat element commanders from both the Marine Corps and the U.S. Army requesting The Ugly Angels by name.**

November consisted of reorienting to life and operations back in Kaneohe Bay. Additionally, most of HMH-362's warriors took post-deployment leave. Even with a considerable number of personnel gone at any given time throughout the month, HMH-362 made solid progress on rebuilding aircraft and began sending aircrew on warm-up and training flights. The squadron also resumed ground training, with a gas chamber and Semper Fit training on 19 Nov, and a PFT on 30 Nov. Pilot ground training resumed as well, with Capt Heiken and Capt Turner giving classes. Finally, November closed with Maj Olson taking the helm as the new OPSO.

Olson taking the helm as the new OPSO.

The Ugly Angels entered December at full speed, recharged from post-deployment leave. The first half of December was busy with the continued rebuilding and transferring of aircraft. The squadron also supported several CSI frags and conducted TERF, FCLP, and external lift training flights. In preparation for the spring 2008 course, WTI candidates Capt Gruba and Capt Turner began NSI pre-cert flights. Pilot training classes continued, with Capt Buck and Capt Gruba giving classes. The squadron also sent Marines to the rifle and pistol range from 3-7 December. Amidst this aggressive training schedule, HMH-362 provided personnel for the 11 Dec MAG-24 change of command ceremony and the week of rehearsals preceding it. On 12 Dec, the III MEF C.G. LtGen Zilmer visited The Ugly Angels and was given a brief on the squadron's history and success during OIF 06-08. Afterwards, he was given an aerial tour of the Oahu and the island's various training areas. The second half of the month brought on the beginning of the holiday leave periods.

Once again, HMH-362 maintained an aggressive training plan, including NSI pre-cert flights and NVG TERF externals. With no operational inertia to overcome in January, The Ugly Angels are already setting up for a successful CY08.

**Submitted by Capt. Nick Turner**

## Ugly Angel Change of Command

Ugly Angels,

On February 14, 2008, the Squadron colors changed hands again. This is definitely a bitter-sweet time for me, bitter because it is hard to leave something knowing you can never return in the same capacity yet sweet because of having had the opportunity and honor to have commanded the best Squadron in the Marine Corps. I wanted to send a short note out to all Ugly Angels past and present to say thank you for all your support, your friendship and your caring for our Ugly Angels. You have and continue to represent the Squadron well. You were an integral part of our success during combat operations in Iraq. You will be an integral part of whatever our Nation may ask of her Marines and her Ugly Angels in the future. LtCol Jeff 'Face' Hagan is now the Commanding officer of the Ugly Angels. Face and I have known each other for years and he is an excellent choice to lead the Squadron into whatever may lay ahead. Without hesitation, I know you will give Lynda and Face all the support Sherry and I have enjoyed. From Sherry and I, may God continue to bless each of you, your families, our Ugly Angels, Marine Corps and our Nation.

Semper Malus

Brian Cavanaugh

LtCol USMC

HMH-362 Commanding Officer

## Belated Merry Christmas, Marc!!

Like an idiot, I forgot to remind us to send Marc Sohm a Christmas card so I decided that a public one will be best. In case you don't recall, Marc is incarcerated in Florida. The photo will remind Marc of one of the best experiences of our days when a gang of us went to the Pensacola Naval Aviation Museum and repainted their old pink H-34 with our markings. Marc was a tinbender and had flown a lot of missions as gunner. He is the center front guy between Willie and Sherard from Intel. Marc's address is :



Marc Sohm, V22133, J-2  
Tomoka Correctional Institute  
3950 Tiger Bay Rd.  
Daytona Beach, FL 32124-1098



~FIRST IN ~ LAST OUT  
WITH THE H-34~

**Bob Skinder**  
**20 Claytor Rd.**  
**Hopkins, SC 29061**

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Mailing Address Line 3  
Mailing Address Line 4  
Mailing Address Line 5



**PROPOSED 362  
Collector COINS**



Board Member, Bill McNair, the Texas one, has suggested that members might like to exchange this type of coin with other collectors. I think he got hooked at the Medal of Honor dinner he attended last Fall. Bill is working with Sergeant Grit to produce these and I think that the proposed cost would be somewhere around \$5.00 a piece depending on how many you all might be interested in getting. I also believe that target date for delivery would coincide with the reunion. Please take a minute and decide if you are interested in such a product and, if so, how many you might like to have AND which model. You can reach Bill at yl3cc@yahoo.com or drop me a line.

Reunion Updates will be every 4 to 6 weeks from now on out. Let me know if you are coming and how many of you'll be there. Now is the time to start hounding your buddies, particularly those who have never been to one of these. My two targets are Joel Vignere and Charlie Appleton. Whose are yours? Remind everyone that they ain't gonna live forever. Talk to you all next month.

**Bob**