



Ugly Angels, Past & Present

Ugly Angel

Memorial Foundation Newsletter

March/April 2012

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One of the most important things that the Ugly Angles Memorial Foundation does is communicate with its members! An informed membership means a stronger and healthier organization for all! We recognize this fact, and our own Romy Myszka has "stepped up to the plate" to provide the Ugly Angles with a truly first-class, professional newsletter. You can make submissions to the newsletter by sending email directly to romymouse@sbcglobal.net.

Publisher: Bill Greenman

Message from President Billy Ray McNair

Back in early 1968 when Tim Wilson was busy ditching 34s in the South China Sea, a bunch of us future Ugliers were attending Bas Hel school at NAS Memphis and marveling over that magazine article about crew chief Farley. We weathered the aftermath of MLK's assassination over in the city of Memphis but. George Zamora and I got caught up in a measles breakout during our power plants school so we dropped back a week in our schedules by spending several days in the Navy hospital. 43 years later, we are looking forward to a partial class reunion.

At Reno 2010, George Zamora, Bill Greenman and I reconnected with each other and had the honor of hanging out with Big John Nose who came for his first reunion. Now, 43 years since Bas Hel, and a few pounds of good living later, some of our class are looking forward to getting back together. This group includes myself, Zamora, Greenman, Rick Kersey (1st reunion), Frank Duda (1st reunion), and maybe "Benny" Benson – all former Ugly crew chiefs at one time. We were the last class of Ugliers in the H34 era and some of us got to come home and fly the old birds a few more months sans chicken plates, bullet bouncers, gun turrets and armor plates. I'm looking forward to seeing my old classmates once again under a hot Florida sun.



Reunion Ugly Angel Squadron Dinner in Orlando on Friday 13th July, 2012 Dick Moser

Our squadron dinner at the Pop-a-Smoke reunion will be on Friday, July 13, time TBA.

This year we'll be at **American Legion Post 286 in Orlando**. It's about five miles from the headquarters hotel and we'll have transportation available for those who don't have cars or just don't want to drive. We're still working on the menu, but there'll be plenty of variety for everyone.

Dinner will be \$22 per person, which includes two drinks. After two you're on your own.

Thanks to Pres. McNair for doing the legwork on this event. If you're inclined to pay in advance, your check should be made payable to Dick Moser 250 King Street, Unit 470, San Francisco CA 94107.

Payment at the door works, too, but let us know whether you're planning on coming.

The Dinner get-together is sure to be one of the highlights of the reunion. Don't miss it.



The following have signed up for the Ugly Angel Squadron Dinner, plan to join us.

Cascio, Ben	2
McNair, Billy Ray	2
Lt. Col. "Piglet" Pecina	1
Dick Moser	1
Rick Kersey	2
George Zamora	1
Frank Duda	2
Wally Waldrige	2
Del York	2
LaFontaine	2
Sheehans	2
Col. Tom Hewes	1
Street	2
Derylak	2
Rick Sarmiento	1
Tom Kane	2
Fergusun	2
Matucheski	2
Scanlan	2
Ron Ice	1
Dan Houglum	1
Ron Gall	2

USMC COMBAT HELICOPTER ASSOCIATION Reunion
To be held July 11-15, 2012
At the JW Marriott Grande Lakes in Orlando, FL

Please register online for reunion activities @ www.afr-reg.com/popasmoke2012

Wednesday, July 11

12:00-1800: Early Bird Registration open/SNAFU desk open. Evening on your own. Squadron Hootches open – TBD

Thursday, July 12

0830-1700: Registration open/SNAFU desk open, Vendor Area Open
 0945-1630: FANTASY OF FLIGHT (description follows)
 1300-1600: Board of Directors Meeting
 1800-2100: Welcome Buffet Dinner and cash bar

Friday, July 13

0800-1000: Registration open/SNAFU desk open, Vendor Area Open
 0800-1500: Golf Tournament (Shotgun start @ 0800)
 0830-1630: KENNEDY SPACE CENTER (description follows)
 1300-1600: CITY TOUR (description follows)
 1200-1700: Registration open/SNAFU desk open, Squadron Dinners

Saturday, July 14

0800-1200: Registration open/SNAFU desk open, Vendor Area Open
 0900-1400: USMC Aircraft Static Display – *To Be Confirmed*
 1700-1800: Happy Hour (description follows)
 1800-2100: Closing Dinner: Entertainment- Homeland Vocal Group

Sunday, July 15

Farewells and Departures. See you in 2014!!

TOUR DESCRIPTIONS

FANTASY OF FLIGHT

Thursday, July 12
 Board bus for Fantasy of Flight, home to an array of vintage aircraft, including the B-26 Marauder and the P-51 Mustang. Begin your guided tour learning about the history of flight. Various rooms trace the different periods of aviation history through interactive displays. While there, enjoy a sandwich buffet including salads, dessert, and beverage. After lunch, try your hand in one of the flight simulators that realistically capture the sensation of participating in a WWII aerial battle over the Pacific. Your day also includes the Restoration and Back Lot tour, as well as the Aircraft of the Day demonstration.

9:45am board bus, 4:30pm back at hotel.
\$72/Person includes bus, escort, admission, and lunch.

KENNEDY SPACE CENTER

Friday, July 13

Board bus at hotel for Kennedy Space Center, where America's space exploration comes to life. Upon arrival, enjoy time in the Visitor Center, before viewing the IMAX film, "The Dream is Alive," with footage of three space shuttle missions. The tour also includes a guided tour of the facility aboard a Spaceport USA bus. The tour showcases various attractions including the massive Vehicle Assembly Building and the six million pound Crawler Transporter. Lunch is on your own in the Visitor Center cafeteria.

8:30am board bus, 4:30pm back at the hotel
\$82/Person includes bus, escort, film, and tour. Lunch on your own.
\$72/Person for children under 12 years of age

CITY TOUR

Friday, July 13

After lunch on your own at the hotel, board bus for a driving tour of Orlando. Discover the historic districts of Lake Cherokee, Delaney Park, and Lake Copeland. Drive through Lochhaven Park and see several of the museums that make up the Cultural Center of Orlando. Continue the tour in Winter Park by driving down Park Avenue, home to many boutiques, restaurants, and shops. You'll have a brief period of shopping time in this exclusive area, known as Florida's Rodeo Drive. Learn about the fragile geological make-up of this area, which is responsible for the Winter Park Sink Hole. A community pool, a Porsche repair shop, and a home were lost when the sink hole formed in 1981.
1:00pm board bus, 4:00pm back at hotel
\$27/Person includes bus and guide.

Driver and guide gratuities are not included in the tour prices. Please plan to be at the bus boarding area at least five minutes prior to the scheduled time. All trips require a minimum of thirty people, unless otherwise stated.

Archie's Angel's 50 year Anniversary 15 April 2012



Lt. Col. A. I. Clapp
Commanding Officer HMM-362

The Ugly Angels hold the proud distinction of having served as the first Marine aircraft unit in the Republic of Vietnam, going ashore on 15 April 1962 as Marine Helicopter Transport Squadron Light (HMM) 362 with their Sikorsky UH-34s, arriving at Soc Trang in the Mekong Delta south of Saigon. Under the leadership of Lieutenant Colonel Archie Clapp. The task unit was called "Shufly" and its first operational employment involved lifting Vietnamese troops into battle on April 22. It was the evolution of "Archie's Angels" to "Ugly Angels" that gave HMM/HMH-362 their well-known call sign. HMM-362 served in the Republic of Vietnam until 1969, in addition to the first deployment to Soc Trang, the squadron also deployed to Ky Ha, Marble Mountain, and Hue/Phu Bai. During these years HMM-362 also supported operations in Vietnam from the sea, serving aboard the USS *Iwo Jima* (LPH-2), USS *Okinawa* (LPH-3), and USS *Princeton* (CV-37). HMM-362 lost a total of thirty-three Marines during their years of supporting combat operations in the Republic of Vietnam. The squadron would fly the last combat missions of the UH-34 "Huss" and on August 18, 1969 they held a ceremony at Phu Bai marking the end of its combat role. The final six aircraft in the squadron were

flown to Da Nang to be shipped back to the United States and the squadron's title was transferred to Marine Corps Air Station New River, North Carolina where they would transition to the CH-53 Sea Stallion and re-designated as HMH-362. *"February 4th, the advance party for the Ugly Angels departed for overseas to begin the last deployment of both the Ugly Angels for the foreseeable future and the CH-53D Sea Stallion. Main body departs right behind them in a few weeks. Please keep these amazing Marines and Sailors in your thoughts and prayers in the coming weeks and months as we continue to uphold the outstanding legacy of OUR amazing squadron. Semper Malus, LtCol. C. H. Oliver "Ollie" Commanding Officer HMH-362 Ugly Angels",*

It will mark the end of an era as the squadron will be placed in a cadre status awaiting the arrival of the Sikorsky CH-53K Heavy Helicopter in 2018. Use this link to stay updated with HMH 362's newsletter: www.mcbh.usmc.mil/mag24/hmh362/Dec%2011%20Newsletter.pdf

Archie's Angel's featured at the Flying Leatherneck Aviation Museum at MCAS Miramar in San Diego, CA

Submitted by SgtMaj **Mike Zacker**, USMC (Ret.), HMM-362 1965/66 & 1968/69 and HMH-463 1972/73 and 1975

At the Flying Leatherneck Aviation Museum where I volunteer as a Docent and as a Board of Directors member we already have photos of Archie's Angles in 1962 operating from Soc Trang, RVN. We also have a UH-34D (BuNo. 150219) that was an Ugly Angel when we retired the Squadron Colors of HMM-362 in 1969 (my second tour with the Squadron in Vietnam) at Phu Bai. Our Curator, SSgt Steve Smith, USMC (Ret.) has just announced a new Museum display in the works. He has given the International

Plastic Modelers Society a request for a three foot square diorama of a pair of Archie's Angels landing in a rice paddy carrying ARVN troops into combat. The finished display will be located inside the belly of the Museum's UH-34D with the cargo door open but the doorway covered with a sheet of acrylic plastic. Other plans are in work to celebrate the 50th anniversary of our Squadron's arrival in Vietnam, landing from the USS Princeton in 1962. The Flying Leatherneck Aviation is the only one of the four Command Museums maintained by the Marine Corps to have the mission of preserving, documentation of, and display of Marine Corps Aviation to all generations. The Museum now has an entrance on Miramar Road in northern San Diego between I-5 and I-15 that is open to the public from 0900 through 1530 (that's 9:00 am to 3:30 pm for all of you who never could figure out how the rest of the world keeps time). The hours are the same every day except Mondays and Federal Holidays when we are dark. Oh, did I mention that admission to the museum is free. Visit our website at FlyingLeathernecks.org Other Helicopters in our display include an HRS, a HTL-4 (Bell "bubble"), CH-53A, UH-1N, AH-1 T, Iraqi Bell 207, and the CH-46 (BuNo 154803) that ended the Vietnam War on the morning of April 30th 1975 when it lifted U.S. Ambassador Martin and his Marine security team from the roof of the Embassy in Saigon (I was there on my fourth and final tour in Vietnam). We also have an OV-10 from Desert Storm and a bunch of other well known fixed wing aircraft, including Joe Foss' F-4F Wildcat, an OY-1 Sentinel and one of the total of six TV-2 (the Navy/ Marine Corps version of the P-80 Shooting Star) the Marine Corps flew. We have aircraft from WWII, Korea, Vietnam, Desert Storm, and Iraq/ Afghanistan and a couple which never saw combat.



Return to Base

In memory: Colonel Archie J. Clapp, 80, died May 15, 2004, in Norfolk, Virginia. Colonel Clapp served as a carrier-based fighter pilot during World War II. He trained as one of the earliest Marine jet fighter pilots and flew helicopters during the Korean War. Colonel Clapp commanded HMM-362, the first Marine helicopter squadron in Vietnam, a group known as "Archie's Angels." Besides receiving unit commendations and campaign medals for his service in three wars, he was individually awarded the Legion of Merit twice, the Distinguished Flying Cross three times and nine Air Medals. Clapp was recently inducted into "The Golden Eagles" of The Early and Pioneer Naval Aviators Association.

Lyman A. Cokely, Jr., 69, Spencerport passed away suddenly on June 21, 2011 in Richmond, Va. Lyman served in the U.S. Marine Corp and was one of the original Archie's Angles HMM-362. He was a member of the Marine Corps League, the USMC Combat Helicopter Association (Pop-a-Smoke), the [VFW](#) and the American Legion Post 1026.

Major Calvin S. Champion, 74, of Rapid City, died Wed. May 25, 2011 at the Fort Meade V.A. Medical Center, SD. He proudly served in the United States Marine Corps from 1959 to 1979. Cal was a Vietnam era helicopter pilot who earned two Distinguished Flying crosses as

well as numerous other awards and decorations. He was retired from active duty after 20 years of honorable service.

MGySgt Thompson, Tommy (T C),

Died June 118, 2011. TC served 30+ years active duty Assigned as a crew chief on the UH-34D helicopter in Vietnam. He was awarded three Purple Heart Medals as well as thirteen Air medals, Vietnam Campaign Medal, Vietnam Service Medal, Presidential Unit Citation, Combat Action Ribbon, Vietnamese Cross of Gallantry, Vietnamese Unit Citation with palm and silver Combat Aircrew Wings. Tommy Thompson served as Helicopter Maintenance Chief during operation Desert storm of HMM-266 and over the rest of his Marine Career he was awarded the Arctic service ribbon, Kuwait liberation medal(Kuwait), Kuwait Liberation Medal (Saudi Arabia). Navy Unit Commendation ribbon. Combined Unit Commendation ribbon, Sea Service ribbon, Navy and Marine Corps Commendation medal, Marine Corps Good Conduct Medal (10 Awards), Gold Air Crew Wings. Joint Services Commendation Ribbon, Navy Unit Appreciation ribbon and Meritorious Service Medal. He was also awarded Expert Rifle and Pistol Badges. After retirement from the Marine Corps, "TC" was employed by Raytheon Aerospace, L3Aerospace, Carco Carrier Corporation, Sikorsky LLC, and General Dynamics primarily working on the CH-53E either physically or as an airframe expert.

Maj. Robert M. "Bobby" Burnett, 61, passed away suddenly in Greenville, N.C., on Saturday, Nov. 5, 2011. Bobby joined the Marine Corps in 1977 where he became a helicopter pilot. During his career, he had the honor of flying Marine One during two presidential administrations. After retiring from the Marine Corps in 1997 he was a test pilot for Sikorsky Aircraft for 12 years.

Marine Corps Heritage Foundation

Presents
WALK THROUGH HISTORY
Evening dinner history series at national museum of the Marine Corps 50th Anniversary of SHUFLY
Thursday, 12 April 2012
1730-1800– Cash Bar Reception
1800-1845– Dinner in Devil Dog Café
1900-2050– Panel Discussion in Scuttlebutt Theater
Tickets are \$35 per person
Fifty years ago, April 1962, marks the first deployment of a Marine Corps operational squadron in Vietnam. HMM-362, under command of LtCol. Archie Clapp, flew into Soc Trang, in Vietnam's Mekong Delta. The deployment code named SHUFLY confirmed the Corps' 'Vertical Envelopment' strategy, while at the same time plowing new ground in developing new tactics in the counter-guerrilla fight.
The program will feature a panel of veterans who served in "Archie's Angels" during the deployment. They will discuss in challenges they faced, the missions they flew and the life they led during those early days of the Vietnam War.
Reservations must be made in advance:
Please contact Sara O'Bryan at (703) 649-2365 or obryan@marineheritage.org
Payment is required at time of reservation.
Seating is limited. RSVP by 10 April 2012.

History Corner

by **B.J. Sigman**
After Action and Command Chronology Reports

The links below are for after action reports for HMM-362 and HMH-462. Clicking on the link or pasting the address will take you to the

Texas Tech website for the respective After Action and Command Chronology Reports. Generally, it is all organized by date although a few reports are out of order.

Select a year for the After Action reports; wait for it to load, and then scroll down through the reports. Each report consists of four pages. Page three tells the crews and mission, page four gives the mission points for Air Medals or if it was a Strike/Flight Air Medal.

I waded through it and it takes three or four hours to go through a month of reports. It also takes a minute or two for the file to load, so don't give up too soon.

I added HMH-462 in case there was some kind of joint or coordinating action. They use a two-page form. For example, my plane was externalled from Cam Lo by HMH-462. I wanted to find the crew and verify the date that it happened. I found the date in the HMH-362 After Action reports (short flight time for the day) and looked in HMH-462 in the same month for a "TAR" (Tactical Aircraft Recovery) on the same day, LZ, and approximate time (there were two on the same day, AM and PM).
<http://www.recordsofwar.com/vietnam/usmc/HMM-362.htm>

IN COUNTY PHOTOS

Billy Ray

I have included a link to some old Vietnam photos. Dave Hugel was a Marine Corps photographer with Charles Tuthill in 1963. Tuthill strangely mailed his personal photo book home to his sister and was KIA in a 34 shoot down a few days later. Some of the photos were taken by Dave Hugel. Some are really great old photos. Here is the link:

<http://s290.photobucket.com/albums/11268/yl3cc/Tuthill%201963%20Viet%20Nam/>

History Project— Attention Crew Chiefs

Volunteer Historian Sigman needs your info to create a database correlating A/C bureau number to squadron side number using bureau number, side number, squadron, modex, and year and location. Available data is spotty and could be obtained from the little green note book that crewchiefs, section leaders, line chiefs, and maintenance chiefs carried around.

Please email bjsigman@verizon.net any information you have or remember (or think you remember) in the following format: Bureau number, Side number, Modex, Squadron, Year, Location (Futema, RVN, Santa Ana, etc)? If you have the 'green book' and would prefer to photocopy the pages or mail the original, send BJ a message indicating your druthers.

Ugly Coins



This coin commemorates the **50 years** of service since Archie's Angels began operations in Soc Trang, Republic of Vietnam in 1962. The number 33 recalls the Ugly Angels lost in Vietnam. Sadly, while working on this coin, we learned that two of the crew who were killed in Afghanistan on 19 Jan., 2012 were also Ugly Angles. They were: MSgt. Travis W. Riddick, 40, of Centerville, Iowa and Capt. Daniel B. Bartle, 27, of Ferndale, Wash. Their initials are added below the aft tail rotor blade of the CH53D on the coin in their honor.

If you would like to order coins, Please send your check to:
Billy Ray McNair
6208 Dovenshire Terrace
Fort Worth, TX 76112

The price is \$6.00 per coin which covers the coin and shipping.
Billy Ray McNair
yl3cc@yahoo.com

H34 Restoration Project Update

Top Houston

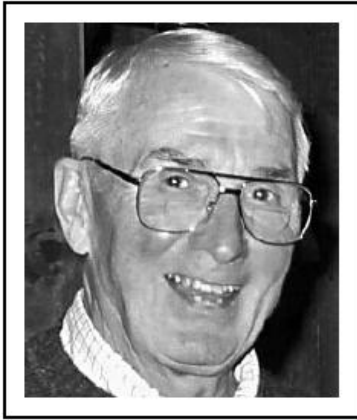
The restoration work has virtually halted for lack of available bodies to work on the aircraft. The fuel cells have all been removed, checked and verified as still good. They need



to be reinstalled, secured and the cabin deck bolted back down. Cavanaugh Flight Museum is holding back on sending the engine

out for a turn up until the rest of the bird is brought up to snuff. We desperately need hands to work on the aircraft. **Any Volunteers?**

100 Years of Marine Corps Aviation 1912-2012



Tom Hewes

Marine aviation will celebrate its 100th birthday on 12 May 2012. To commemorate the event, HQMC authorized roughly one million dollars in funding for the Marine Corps University's History Division (HD) to produce a commemorative photo-based publication documenting the history of Marine aviation.

A division of Kratos Defense & Security Solutions, Inc. was contracted to produce the book and a companion oral history VD. Researcher and writer Roxanne Kaufman and graphic designer Laurie Schmidt led the Kratos team.

To insure the book reflected the ethos of Marine aviation the team included three retired Marine officers, all unpaid volunteers: Major Jack Elliott, an expert on the early history of Marine aviation, Col J. P. Monroe, former executive director of the MCAA, and Col Tom Hewes, a generalist who served in nearly every Marine aviation community.

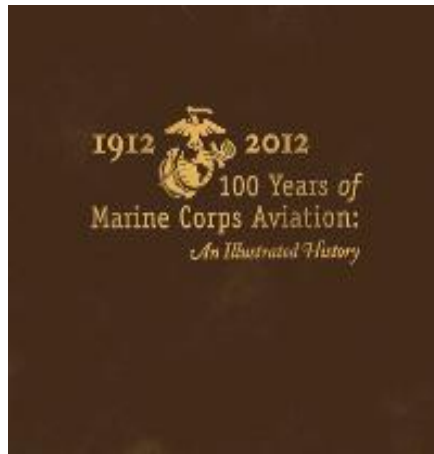
The book chronologically documents Marine Corps Aviation from 1912 to

2012 and pays tribute to significant contributions through rare photographs, illustrations, accounts of pivotal campaigns, and other significant events.

It's a story so filled with visionary characters that it could not be told as a dry-as-dust conventional history. A conventional history could not do justice to the incredible fact that Marine aviation was the creation of a mere 1st Lieutenant.

No conventional history could capture the highly unorthodox means employed to form, train, and deploy the First Marine Aviation Force to France in WWI. Nor could a conventional history adequately explain how this small force survived to become the worlds only fully integrated tactical air component.

As one who has been involved in the project since the beginning, I am here to tell it is an exceptional piece of work. The design, the work of Laurie Schmidt is a stunning trendsetter. The pictures, many of which are from the private collection of Jack Elliott, and have never been published before, are terrific. The writing isn't bad either.



Two Ugly Angels, Dick Moser and Carl Yung, provided scores of beautiful slides. Only one of which made the final product. Wally Beddoe of Pop-A-Smoke contributed nearly 1000 pictures from the website. Unfortunately, none of Wally's met the resolution standard required for the book.

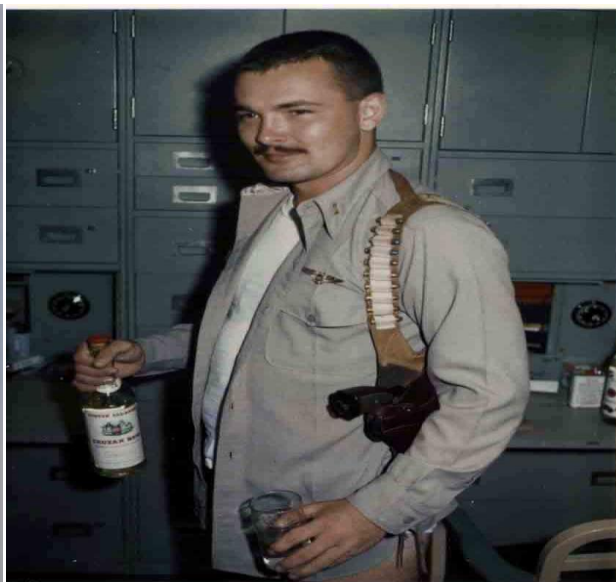
I wish I could report that HD was fully supportive of the project, but I can't. Perhaps this is because the project was beyond their capability to do in-house. Then too, the digital process used to create the history was new to them. This meant that HD was unable to review and comment on chapters via word processor, and was obliged to use hand written marginal notes on page printouts instead. While this didn't delay the project, it made for extra work and misunderstandings.

The fact HD also has only one aviation historian, a sometime PhD with limited active duty time, led to occasional differences over emphasis with the three consultants who have a total of nearly ninety years of active duty experience. Think of it as politically correct academia versus the real world. Despite HD meddling, the illustrated history is a book you can be proud of.

The book, which is on sale at the Government Printing Office on-line bookstore, sells for a hefty \$115.00, including shipping. Be prepared for some heavy lifting because the book weighs in at 332 pages and measures 12 3/4" x 11 1/4" in size.

It costs much more than it should because there will only be the one printing. The book should become a collector's item. So, if you can afford it, I recommend you dial up <http://bookstore.gpo.gov/>, type in "1912-2012: 100 Years of Marine Corps Aviation: An Illustrated History", and order one.

Semper Fi, Tom





Why is this UH-34 sitting on the beach and where? And who are these good looking Tweets?
Email your answer to the editor and win one of the new coins. First reply wins the prize. Two winners—one for each photo.

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