



Ugly Angels, Past & Present

Ugly Angel

June 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 Angels 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

Memorial Foundation Newsletter

Message from President Billy Ray McNair

HMH-362 Final Deployment Legacy Patch

Squadron S3, Capt. M. French has provided us with details on the squadron's patch which is available for ordering. He has 25 of the subdued patch and 50 of the color patch at a price of \$5.00 each. Add \$1.50 for postage.

If you wish to help the squadron out by ordering a patch or more, email me at: YL3cc@yahoo.com

Make your check payable to Bill McNair. Send it to me at 6208 Dovenshire Ter. Fort Worth, TX 76112.

Personally, I think they really hit a home run with the design based on the Archie's Angels original patch.



Reunion Ugly Angel Squadron Dinner in Orlando Friday the 13th July, 2012

Dick Moser

As of this writing we have 74 reservations for the squadron dinner (Archies/Ugly/Charlie's Angels). Many squadron mates and guests are signed up (see list next page).

I know there are a lot of folks who are coming to the reunion or planning on coming to the reunion who haven't yet logged in for dinner reservations.

Now's the time to remedy that.

Dinner will be at American Legion Post 286 in Orlando, just about five miles from the hotel. Transportation will be available for those who don't have cars or don't want to drive.

\$22 per person gets you a great buffet dinner and two drinks. If you want more, the bar prices are ridiculously low.

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	4
Lt. Col. "Piglet" Pecina	1
Doug Blowers	2
John Bowman	2
Mike Carley, Jr.	3
Gerald Clark	2
Calvin Cormier	2
Ron Gall	2
Garret Hatcher	1
Richard Houghton	1
Ralph Jones	1
Dave Luhrsen	2
Rick Kersey	2
Dick Moser	1
George Zamora	1
Frank Duda	2
Wally Waldrige	2
Del York	2
LaFontaine	2
Don Martin	2
John Sigman	2
Willie Sproule	5
Col. Tom Hewes	1
Robert Sheehan	2
Jim Street	2
Norb Derylak	2
Rick Sarmiento	1
Tom Kane	2
Don Fergusun	2
Frank Matucheski	2
Scanlan	2
Ron Ice	1
Dan Houglum	1
Wilbert Waldrige	2
Frank Walters	2
Del York	2
Roger Glenn	2
KD Logue	2

Orlando Details

As in the past, we have a number of vendors as well as displays. The displays include one being provided by the Public Affairs Division of Headquarters Marine Corps as well as a personal uniform and Marine Corps memorabilia collection graciously being provided by LtCol. John Ruffini. Additionally, HQMC has designated our event as a "sponsored" event. While this doesn't guarantee any static display

support we are actively engaging various active duty units to see if their schedule/budget will support their presence in Orlando.

We will also have the Silent Auction. All proceeds are added to the current scholarship fund which is in the name of Captain Stephen Pless (MOH). All auction items are graciously accepted either in person or mailed to the Orlando Inspector Instructor staff.

For those interested the Reunion Golf Outing contact Bruce Colbert at 951-788-9468 or arthur-colbert@sbcglobal.net

If you've let your membership lapse and as an enticement to renew, drop Dick Moser a line and he will send an electronic copy of the current Popasmoke newsletter.

Lastly, hotel room cost is \$109. That is a negotiated rate. Their current pre-pay rate is \$174 and regular rate is \$249. The POPASMOKE

Association rate is guaranteed thru mid June and after that based on availability. Don't be locked out at this great rate- book now.

Return to Base

Sergeant Roy Edward Newman, Sr. died February 24, 2012 in Tulsa. After high school Roy served his country in the Marine Corps where he retired after twenty years of service. Upon his retirement from the Marines Roy relocated from California to Oklahoma, where he and Hazel met and were married. They moved to Checotah and Roy worked as a heavy equipment mechanic.

Roy Edward Newman, Sr.



Ugly Coins

Bill McNair/Dave Hugel

The 50 Year Anniversary coins are all gone – sold out. The squadron S3 officer had orders for 30 coins, so he ordered 50 and sold them all out upon their arrival in Afghanistan, so he ordered the remaining 30. This brought the total to 600 coins.

I have to apologize for not fully understanding the importance of the South Vietnamese flag on the Archie's Angels patch. The coin vendor dropped the flag and I didn't catch it till too late. If I limp at the Orlando reunion, it is from the huge bite marks on my butt from the chewing I took for my oversight. Lesson learned!

Ben Cascio pointed out that owing to the huge size of the coins, they would probably work as manhole covers at the very least.

This note came from **Dave Hugel** who as most of you know is an author and former Marine combat photographer from the early days of HMM362 in South Vietnam. Dave ordered several coins and shared with me the following:

I presented one just last week to CMC, Gen. James Amos at a ceremony celebrating the Centennial of Marine Corps Aviation;

also gave one to former ACMC, Gen. Jack Daily who now runs the Smithsonian Air & Space Museum, who actually visited Soc Trang briefly while he was at Iwakuni back in 1962;

and another just last night to former Chairman of the Joint Chiefs of Staff, Gen. Pete Pace.

FNG's

Welcome to those who have recently joined up (or rejoined) Popasmoke:

- Ben Cardamone**
Boulder, CO 1968-69
- James C. Henderson**
Bushnell, FL 1968-69
- Sidney Orr**
Woodstock, GA 1969
- George L. Williams**
Kansas City, MO

Panel Discussion Celebrates 50th Anniversary of First Marine Helicopter Deployment to Vietnam

David H. Hugel

A near capacity crowd attended an April 12 program at the National Museum of the Marine Corps, featuring four of the first Marines deployed to Vietnam 50 years ago as part of Task Unit 79.3.5, code named SHUFLY.

Panelists included Jim Perryman, Tom Hammack and Joe Eke, all members of HMM-362, widely known as Archie's Angels, and Jim Kizer, a member of the SHUFLY command staff.

Dave Hugel, who served as a Marine Corps combat photographer covering later SHUFLY operations out of Da Nang, moderated the panel that regaled the audience with their personal accounts of experiences during the deployment to Soc Trang, and early operations in Vietnam's Mekong Delta.

The program also featured a number of color slides, some taken by the panel members during their tour at Soc Trang, many of which

had never before been shown publicly.

Near the conclusion of the program Jim Perryman read a note from Archie Clapp's widow, Shirley, who expressed her regret at not being able to attend the event and extended her best wishes to Archie's Angels and everyone attending the program. Perryman also introduced Archie's son Jeff, who represented his family at the event.

In addition to the panel members, several Archie's Angels who served on the Soc Trang deployment attended the panel discussion. They included Dave Leighton, Jim Losey, Hank Mattia, Tom Murley, Larry Shirley, Frank Walters, Benny Whaley and Chuck Wimpler.

Numerous other Marines and history buffs attended the program, including a number of family and friends of the Ugly Angels. Among the Ugly Angels attending was the father and son team of Larry and Nick Turner. Larry served with HMM-362 during a 1965-66 tour in Vietnam, while Nick, an HMX-1 pilot served with HMM-362 in Hawaii, Iraq, and Afghanistan from 2004-2009.

According to the Marine Corps Heritage Foundation (MCHF), the program was the best attended in the lecture series that began last summer. The "Walk Through History Evening Dinner Series" highlights various aspects of Marine Corps history. To learn more about the MCHF and for information on future programs visit www.marineheritage.org U.S. Marines in Vietnam: The Advisory & Combat Assistance Era, 1954-1964 <http://ehistory.osu.edu/vietnam/book/s/acae/> More Operation Shufly info

An Early History 3rd Recon in Viet Nam

Neil Grissom

Charlie Company 1963 (3rd Recon newsletter)

In April 1963, 47 Company C Marines from the 3rd Reconnaissance Battalion were sent to Viet Nam to guard the Da Nang Airbase. The platoon was also assigned as the first "Chicken Hawk" or "Eagle" fast-reaction-force utilized in Viet Nam as part of Operation Shufly.

The platoon was comprised of riflemen, a small group of demolition experts and a couple of radiomen. Two squads from the platoon were required to be on duty at all times to provide security for Da Nang Airbase. During hours of darkness, fire teams were assigned to patrol the perimeter of the living compound and the area composed of the Da Nang Airbase. A Marine from the platoon was additionally assigned, along with several ARVN soldiers, to guard the back gate of the airbase at night, which was used by vehicle traffic. If threat levels were high, the platoon would be placed on full alert status. The platoon was informed that if the Da Nang Airbase had to be evacuated, it would be their duty to hold the base until all major assets could be redeployed to other locations.

Another duty assigned to Recon Marines in the security detachment involved its one specialty of "rappelling" out of helicopters into inaccessible areas to set up make-shift landing zones. On occasions, members of the platoon were required to spend several days on government outposts helping Vietnamese troops clear fields of fire with explosives. During troop lifts flown by the Da Nang based Marine Helicopter squadrons in support of the Vietnamese government counter-insurgency operations,

platoon members would stand-by at a "staging area", or, be inserted into the landing zone if things got hairy on the ground.

On one occasion, in late April 1963, during a heli-lift of members of the 2nd ARNV Division, a helicopter was shot down about 35 miles southwest of Da Nang. The crew and passengers were immediately picked-up and the helicopter was stripped of all usable parts. A squad from the platoon, which included demolition experts, was rushed to the area to burn the hulk of the crashed helicopter so it couldn't be used by the Viet Cong.

On another occasion, August 1, 1963, a small plane with an Air Force pilot and his Vietnamese observer went down in mountainous terrain 28 miles south of Da Nang. There was a Viet Cong position approximately 200 yards from the crash scene. Two members of the platoon's fast reaction force (Edwards and Carter) and a Navy Corpsman were lowered into the crash site. After pulling the seriously injured men from the wreckage, Edwards and Carter stood guard while the Navy Corpsman administered emergency aid.

While the group waited to be extracted, Viet Cong could be heard attempting to get down a hillside through heavy brush searching for the crash site, a small island in a river. The injured men and team were successfully evacuated before the Viet Cong reached them.

The pilot of the rescue helicopter, Capt. Theodore A. Heister, was subsequently awarded the Distinguished Flying Cross for the mission. Platoon members, Edwards and Carter, were recommended for the Bronze Stars with Combat "V".

Marines from the platoon were also utilized to "strap-hang" (serve as extra crew members) on UH-34Ds to provide additional security, and

assist in the delivery of supplies and ammunition to outpost and camps which were being operated by U. S. Army Special Forces, CIA paramilitary and RVN government forces. During those re-supply missions the helicopters would frequently come under enemy fire, many times, at extremely close range. It was nothing unusual for an UH-34D to return to Da Nang from a re-supply mission with several bullet holes in it.

Platoon members were also given the chance to interact with U.S. Army Special Forces. They visited various U.S. Army Special Forces camps to see firsthand how they operated. During one visit to a newly opened U.S. Army Special Forces camp at Cheo Reo (II Corps), Viet Cong attempted to ambush a squad from the platoon by cutting a tree down to block a road leading to the LZ where they were to be picked-up and taken back to Da Nang. Platoon members and Army Special Forces personnel withdrew to the camp and returned to the LZ later that day without further incident.

In mid August, after a three-week offensive by battalions of the 2nd ARVN Division against Communist infiltration routes along the Laotian border, a decision was made to heli-lift some 1,300 ARNV troops from that area, along with their artillery and equipment to Thoung Due a government town 30 miles southwest of Da Nang. Although not completely encircled, ARVN forces had come under a great deal of pressure by the Viet Cong and it was feared they might be cut off from the few landing zones in that area.

The fast- reaction platoon was flown to a landing zone code named ZULU about 5 miles from the Laotian border to provide security for crews from the Da Nang based Helicopter Squadron HMM 261 that were going to heli-lift about 200 ARVN troops and two 105mm howitzers from that landing zone.

The heli-lift from another nearby LZ went off as planned. However, LZ ZULU was completely encircled by a rim of hills. When the troop lift was almost complete and the 105mm howitzers were being pulled out, the UH-34Ds started to draw fire from the nearby ridgeline. As the platoon was leaving LZ ZULU following the heli-lift of the ARVN personnel and equipment, attack aircraft began bombing and strafing the positions where the enemy fire came from.

In early September 1963 the platoon's fast reaction force was again called into action to provide force protection for a UH-34D that landed in a farmer's peanut field about 40 miles south of Da Nang due to mechanical problems. For security, the platoon set up a perimeter around the downed helicopter and dug-in for the night as the area was heavily controlled by the Viet Cong. Mechanics planned to repair the UH-34D the next day and have the crew fly it back to Da Nang.

Before the sunset that evening, black dots that were Viet Cong would occasionally appear under trees in three separate locations on the jungle mountain slope across the river from the peanut field where the helicopter had made the emergency landing. While gun fire was occasionally heard during the night, there were no serious probes of the perimeter. The helicopter was quickly repaired the next day and flown back to Da Nang.

In late September 1963 a decision was made to begin rotating members of the platoon back to Okinawa. Apparently it was decided that larger forces were needed to combat an upswing in enemy activity. Marines from the platoon viewed Da Nang as "good duty" as it gave them a chance to apply their training to actual combat zone conditions.

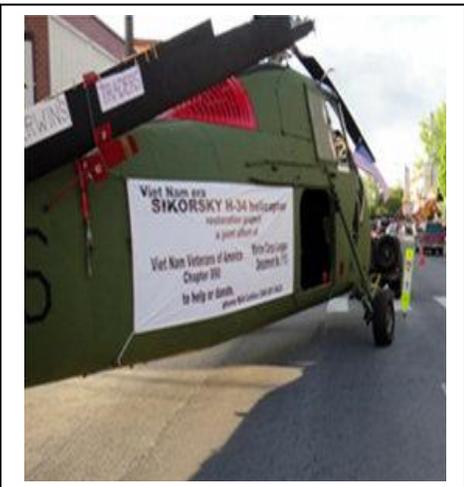
Return to Thua Thien Province, South Vietnam Ben Cascio

Received this photo from Jack Piddington, who had requested Ed Garr from Military Historical Tours to return and bury 26 year old Sgt Dan Pesimer's dog tags and Air Crew Wings at the site where Dan and Cpl Ken Yantis, 19 at the time, crashed 31 Mar 68.

Our thanks to Jack Piddington for setting up this wonderful tribute and to Ed Garr and the fine people at MHT for taking the time to locate & carry out the mission.



Semper Fi from all the members of the 362 Brotherhood



We missed the parade.

From Bill Collier, Vietnam Veterans of America Chapter 890, Sandpoint, Idaho.

.....after 13 months of hard work and preparation, VVA 890 got their H-34

Charlie into the local old car parade. Home field is the Sandpoint Airstrip..... a work in progress

Plane Funny

Some pilots like to remind the Crews..."generally it takes a college degree to fly a Helicopter or any Military aircraft, but only a high school diploma to fix one"; a reassurance to those who fly routinely in their jobs. (*Only a pilot talks this way*).

After every flight, pilots fill out a form, called a 'gripe sheet,' which tells mechanics about problems with the aircraft. The mechanics correct the problems and document their repairs on the form, and then pilots review the gripe sheets before the next flight.

Never let it be said that Flight and Ground Crews lack a sense of humor, even in a combat zone. Here are some actual maintenance complaints submitted by pilots (marked with a P) and the solutions recorded (marked with a CC) by Crew Chiefs.

P: Left tire almost needs replacement.

CC: Almost replaced left tire.

P: Test flight OK, except auto-land very rough.

CC: Auto-land not installed on this aircraft.

P: Something loose in cockpit

CC: Something tightened in cockpit

P: Dead bugs on windshield.

CC: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

CC: Cannot reproduce problem on ground.

P: Evidence of leak on right landing gear.

CC: Evidence removed.

P: DME volume unbelievably loud.

CC: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

CC: That's what friction locks are for.

P: IFF inoperative in OFF mode.

CC: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

CC: Suspect you're right.

P: Engine missing.

S: Engine found under cowling after brief search

P: Aircraft handles funny.

CC: Aircraft warned to straighten up, fly right and be serious.

P: Target radar hums.

CC: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

CC: Cat installed.

And the best one for last...

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

CC: Took hammer away from midget.

Who just re-enlisted in the Ugly Angels?

Ben Cardamone 1968-69

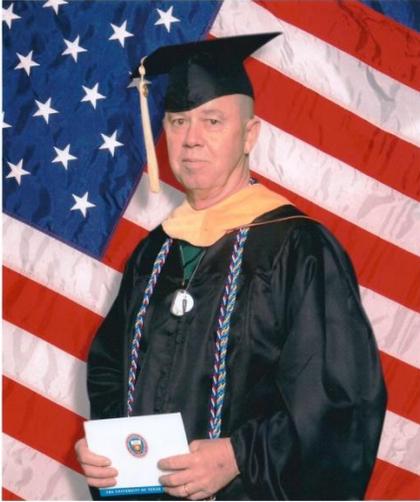


Welcome back, Ben!

Career change at 62—Update from UAMF, Inc. President McNair

41 years ago, the GI Bill put me through computer technology school after my discharge from the Corps.

Three years ago I got laid off from ITT and entered a VA vocational rehabilitation program called Chapter 31. The Veterans Administration paid my tuition, books, supplies, and provided a monthly stipend for me to get a masters degree in social work towards a job at the VA helping veterans. As a VA student, I was able to be a work study student and earned some extra income in the executive office of the Fort Worth VA Outpatient Clinic where I made a ton of career contacts.



I did two internships; one at the homeless veterans' shelter called Liberty House in Fort Worth and the second in the VA clinic as a student social worker. This May, I graduated with a 3.84 GPA. And yesterday I accepted the job of running Liberty House as the behavioral interventionist/case manager.

I hope to take my state licensure exam in late July and apply for one of those good old GS-11 positions at the VA as a licensed social worker. For me, the VA Vocational Rehabilitation program has been a real Godsend, giving me a chance to work with and for veterans. Check us out on Facebook at the Liberty House page.

President Billy Ray

Photos from Andrews AFB Air Show on 05.19.12, courtesy of Ugly Angel Ben Cascio

The Commandant of the Marine Corps & his grand-children, the Marine Corps Silent Drill Team, the UH34 Crew & The Osprey Crew - Celebrating 100 years of Marine Aviation w/ the centerpiece of the show - a 50yr old helicopter flown in Vietnam 45 years ago. Doesn't get much better than this...**Ben Cascio**





Next edition feature?

Your stories--Everybody is sure to have at least one. Submitted by Ugly Angels who can still remember part of the story. Or only know part of the story and are looking for other perspectives.

And dig out those photos and slides. We can scan the originals and return them to you along with a digital version.

Send your thoughts, ideas, and photos to Romy Myszka, Editor and/or Bill Greenman, Publisher

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