



DECEMBER 2012

Inside this Issue

- 1 • Presidents Message
- 2 • Return to Base
- 5 • Tribute to Willie
- 7 • FNG's
 - Mini-Reunion OK
- 8 • Uglies Deactivated
- 9 • HMX-1 Tweet
 - Afghanistan Report
- 11 • Reunion Photos
- 12 • SHUFLY Tribute

One of the most important things that the Ugly Angels Memorial Foundation does is communicate with its members. An informed membership means a stronger and healthier organization for all.

You can make submissions to the newsletter by sending email directly to romymouse@sbcglobal.net.

Publisher: Bill Greenman

Ugly Angel

Memorial Foundation Newsletter

Message from President Billy Ray McNair

Howdy from Cowtown. This 50th anniversary year since Archie's Angels took up residence in Vietnam has been an active one. Sadly, the year started off with the loss of two Ugly Angels, MSgt. Travis Riddick and Capt. David Bartle in Afghanistan while flying for the Red Lions. We have marked the 100th anniversary of Marine aviation, the last deployment of the squadron, and retirement of the colors pending reactivation with the new CH53K models down the road a bit.

We also had a hell of a reunion in Orlando, where we had the honor of recognizing the stellar career of Master Gunny Willie Sproule. VP Moser did a great job organizing our Friday dinner at a local American Legion post. We were joined at the Ugly Supper by former Ugly CO, Lt. Col. "Piglet" Pecina, our first post-Vietnam Ugly, Silas Luttrell, and Doc Rainey, one of our beloved Corpsmen. A mess of us were lucky enough to score free copies of Col. Tom's MCAA history of Marine Aviation book. I saw a lot of guys signing each other's books and got a bunch of signatures in my own book. Here's hoping future reunions will bring in many more of our younger Ugly Angels.

HMH-362 was actively engaged with us at the UAMF, selling us a mess of their final deployment challenge coins and patches. The final patch design was an effective homage to Archie's Angels trail blazing 1962 deployment a half century earlier. We ended up selling 900 of those huge 50-year anniversary coins that Cascio calls the "manhole covers." During 362's final deployment, Capt. Mickey French ordered two large batches. Col. Oliver, the CO kept us informed with periodic online squadron updates.

Our second generation Ugly pilot, Nick Turner, spent 2012 flying the President with HMX-1 and getting promoted to Major. You'll also notice in one photo below, MSgt. chevrons on BJ Sigman's eldest son, who lost a leg in Iraq, and then later was reinstated to active duty in the Corps.

I want to extend my appreciation to the Veterans Administration for sending me back to college. I graduated with a master's degree in

social work from UT Arlington in May; passed my LMSW with the State of Texas and now work as Program Manager at Liberty House, the homeless veterans' shelter in Fort Worth. Thanks also to Al Cain and Ken Logue whose advice got me started with the VA.

Our next mission is to welcome the post-Vietnam Angels to the fold, to make them feel welcome, and to encourage them to join us at future reunions. We also bid farewell to the Angels who have returned to base over the past year.

Ya'll take care and I hope to see everyone next October in Oklahoma, but if not... think San Diego, 2014!

YL3cc@yahoo.com

Return to Base



Lt. Col. Larry Gene Cook,

decorated officer and pilot for the [United States Marine Corps](#), passed away at his home in Emerald Isle, NC early in the morning of Nov. 29, 2012, after a hard fought battle with cancer. He was born on July 17, 1947, in

East St. Louis, Illinois.

Lt. Col. Cook served in the United States Marine Corps as a pilot and retired in 1995, with 24 years of service to his country. As a CH-53D Sea Stallion pilot with Marine Heavy Helicopter Squadron 463, he participated in Operation Eagle Pull (the evacuation of Phnom Penh, Cambodia), and Operation Frequent Wind (the evacuation of Saigon, Vietnam) in April 1975.

And while a pilot in Marine Heavy Helicopter Squadron 362 during 1978-1981, he was a helicopter pilot on Operation Eagle Claw (Iranian Hostage Rescue Mission) in April 1980. After his Marine Corps service he worked for the University of North Carolina at Wilmington. He was a member of Emerald Isle Baptist Church.

He was preceded in death by his father, Wayne C. Cook. Surviving are his mother, Betty J. Cook of Belleville, Ill., his loving wife of 32 years, Elaine P. Cook; three daughters, Kathryn Podgorny and Jennifer Villacis, both of Chicago, Ill., and Kelly Cook of Fort Lauderdale, Fla.; two sons-in-law, Robert Podgorny and Ricky Villacis; and four grandchildren, Giovanni, Asher, Lydia, and Zachary. He is also survived by his brother, Gary Cook of San Miguel, Mexico; and his sister, Cathy Grandcolas of Belleville, Ill. A wake was held from 3 to 6 p.m. Sunday afternoon at Jones Funeral Home in Swansboro, NC. Interment was at 10 a.m. Monday at Coastal Carolina Veterans Cemetery. A memorial service was held at noon at Emerald Isle Baptist Church with the Rev. Freddie Braswell officiating.



Lt. Col. William 'Muddy' Waters

William L Waters graduated from high school in Canon City, Colorado in 1955 and entered Adams State College in Alamosa, Colorado. Bill played varsity basketball and baseball for three years at Adams State and graduated in May 1959 with a BA degree, with majors in Health and Physical Education and Secondary School Education and minors in History and Political Science.

In Sept 1959, Bill entered the United States Marine Corps (USMC) via the 25th Officer Candidate School at Marine Corps Base (MCB), Quantico, VA. Commissioned a Second Lieutenant in Dec 1959, he went on to NAS Pensacola, FL in Jan 1960 for flight training to

become a Marine Aviator. 2nd Lt. Waters received his Wings of Gold as a Naval Aviator on 23 May 1961, and was designated as a Marine helicopter pilot. He was transferred to the Third Marine Aircraft Wing (3rdMAW) at MCAS El Toro, CA.

In June 1961, 2nd Lt. Waters checked into Marine Aircraft Group-36 (MAG-36) at MCAF Santa Ana, CA, part of the 3rdMAW, and was promoted to the rank of 1st Lt. Muddy was assigned to fly the UH-34D helicopter, and designated a Helicopter Aircraft Commander (HAC) in June 1962.

His first deployment overseas in July 1962 was with Marine Medium Helicopter Squadron-One Six Three (HMM-163). Upon arrival overseas at MCAS Futema, Okinawa Japan, First Lieutenant Waters was further assigned to Soc Trang, Republic of Vietnam, 80 miles south of Saigon. HMM-163 relieved HMM-362, the first USMC helicopter squadron that was deployed to RVN in Apr 62.

In Oct 62, HMM-163, the second USMC Helicopter Unit in RVN, was moved north to Da Nang Air Base, RVN, about 100 miles south of the DMZ. In Mar 63, HMM-163 exchanged places with HMM-162 aboard the USS Princeton (LPH-5) as part of the Special Landing Force (SLF). After several operations off the coast of RVN, HMM-163 was rotated back to CONUS and the 3rdMAW at MCAS El Toro in Aug 63.

1st Lt Waters was then assigned to HMM-362 at MCAF Santa Ana, where he was a helicopter flight instructor for Marine fixed wing pilots being transitioned into helicopters. Promoted to the rank of Captain in Nov 64, Captain Waters rotated in Aug 65 with HMM-362 back to RVN as part of MAG-36 aboard the USS Princeton. MAG-36 was off loaded at MCAF KY HA, RVN, near MCAS Chu Lai on the beach.

After selection for the USMC Amphibious Warfare School (AWS) at MCB Quantico and completion in July 66 of his 2nd tour in RVN, Capt Waters returned to CONUS to attend AWS. In Aug 66, Capt Waters checked into AWS at Quantico.

After graduation on Jan 6, Capt Waters was

assigned to Marine Helicopter Squadron One (HMX-1) at MCAF Quantico, VA. He was promoted to the rank of Major in Nov 67. Muddy provided helicopter transportation for the executive branch of the US government and in Aug 68 was designated a Marine Presidential Helicopter Pilot, one of only five so designated at any one time. During his tour at HMX-1, he flew President Johnson (6 times) and President Nixon (33 Times). In Dec 69, Major Waters completed his tour at HMX-1 and was reassigned to RVN for his third tour.

In Jan 70, Major Waters reported into HMM-364, MAG-16, 1stMAW at MCAS Marble Mountain, RVN. This time he was designated to fly the CH-46 and after 6 months of Combat Flying, Major Waters transferred to the 1stMAW G-3 in June 70, where he served as Helicopter Coordinator for the 1stMAW.

In Jan 71, Major Waters transferred back to CONUS, but this time to Headquarters, Fleet Marine Force, Pacific (HQFMFPAC) at MCB Camp Smith, Honolulu, Hawaii. During his 3½ years at FMFPAC, he served as the Aviation Reports Officer, Assistant FMFPAC NATOPS/AVN Safety Officer and FMFPAC Special Service Officer.

In June 1974, Major Waters transferred to CONUS to MCAS Tustin, CA, where he joined HMM-161 flying the CH-46. In Jan 76, Major Waters assumed Command of Headquarters and Maintenance Squadron One Six (H&MS-16), a 700 Marine Aviation Squadron, that provided maintenance and supply support to all the helicopter squadrons in MAG-16.

In July 77, Major Waters was transferred to the 1stMAW located at MCAS Futema, Okinawa, Japan. Major Waters was assigned as Admin Officer for MAG-36 during his first 9 months, promoted to the rank of Lieutenant Colonel in Apr 78 and, in May 78, assumed Command of HMM-164, a CH-46 helicopter squadron, consisting of 18 Helicopters, scheduled to become part of the USMC Unit Deployment Program. HMM-164 rotated back to CONUS in Sept 78 and joined MAG-16 at the 3rdMAW at MCAS Tustin, CA.

After a year of training new aircrews, in Sept 79, LtCol Waters and HMM-164 deployed back to MAG-36, 1stMAW in MCAS Futema, Okinawa, where it provided contingency helicopter support to the SLF.

In Feb 80, HMM-164 completed its six month deployment and was rotated back to MAG-16 at MCAS Tustin, CA. In Aug 80, LtCol Waters relinquished Command of HMM-164, after serving as CO for 27 months, and was transferred to the Staff of the Commander, U.S. Naval Air Force, Pacific Fleet, (COMNAVAIRPAC).

In Sept 80, LtCol Waters became the Helicopter Control Officer, Code 723, COMNAVAIRPAC, responsible for over 600+ helicopters, 15 different types located west of the Mississippi River to the South Pole and Far East. During his tour as Code 723, LtCol Waters assisted in the ferry of all USMC CH-46s to the CH-46E Program, helped design the SR&M Program for all H-46s, and introduced to the fleet the C/MH-53E Helicopter and the new Navy SH-60B Anti-Submarine Helicopter.

On 1 Sept 1983, LtCol Waters retired from the USMC, and with his USAR and USMCR time, was credited with 27 years, 8 months and 15 days toward retirement.

In his career, LtCol Waters was awarded the Silver Star, two Bronze Stars, a Single Mission Air Medal, 54 Strike Flight Awards, Navy Commendation Medal and many Vietnamese awards during his three tours of duty in RVN. He also was awarded the Presidential Helicopter Service Badge for his tour in HMX-1 and the Meritorious Service Medal for his tour at COMNAVAIRPAC.

After his USMC career ended in September 1983, Bill or "Muddy" as he was known by his Marine brothers, joined tgBauer Associates, Inc, a professional services contractor to the Naval Air Systems Command in WDC. He rose to the position of Executive Vice President. He joined Jorge Scientific Corporation (JSC) in December 1996 supporting the F-14 Weapon System.

When NAVAIR moved to NAS Patuxent River,

MD, Bill also moved and continued supporting NAVAIR until Sept 2000. After a brief five week retirement, he rejoined JSC, this time in Arlington, VA at the Office of Naval Research (ONR), supporting the Naval Research Advisory Committee (NRAC) in a study on Aging Aircraft.

Bill retired in Jan 2002 from JSC and continued to live in Falls Church, VA until March 2005, when he returned to Cañon City, CO.

Bill is survived by his former wife Ruth, their three children, Greg, Sue and Cyndee, three grandchildren, and his widow and care partner, Beth, also a native of Colorado who grew up in the Cripple Creek District.

Viewing is scheduled from 2 to 4 PM Friday, December 14th with services Saturday, December 15th at Shepherd of the Hills Lutheran Church, Cañon City, Colorado.

Burial at Arlington National Cemetery is planned with date to be determined.



Tribute to Master Gunnery Sergeant William D. Sproule

Those of us who had the honor of serving with Master Gunnery Sergeant Willie Sproule in Vietnam knew it all along; it was only Willie who didn't know that he would become a legend. In this case a legend compounded of exceptional leadership, iron clad integrity, and the technical expertise to turn out a twenty-plane launch day after day. Not one of us who worked with him in the best part of four decades has ever forgotten him: an inspirational leader and model of what a Marine SNCO should be.

Willie's story begins in 1946 when he enlisted in the Marine Corps. In the 1950s, when Willie was a young PFC assigned to a Marine attack squadron in Korea, he engineered a transfer to helicopters, which he saw as a more challenging way to serve the Corps. After Korea, Willie served in various helo squadrons, including participating in the first H-Bomb test at Bikini Atoll in 1951. At NAS Memphis he soon became lead helicopter instructor at the A Schools, where and his close friend Herman Boyd married sisters from Choudrant, Louisiana.

Willie married Esther, who many of you may remember meeting at our reunion in Las Vegas in 1996. Esther was known throughout Marine aviation as maker of the best tacos on the planet, and Willie knew that Marines enjoy a cold beer with their tacos. So he and buddy Carl Gricks began making a special home brew in the basement. Hoping to boost the potency of the concoction, Willie added a bit more rice to the batch for a certain squadron party. Was it potent? On the way to the affair Willie hit a bump in the road and two jugs collided; the jolt transferred just the right amount of energy to initiate a minor explosion. Try to imagine the sight of Staff Sergeant Sproule, soaked with beer and blood, emerging from his truck to greet his Marines, dignity undiminished!

Willie used to growl "I never shit-canned anyone," and he hadn't. He could take the most troubled, undisciplined man and turn him into the sort of Marine anyone would be proud to serve with. And some of the most hopeless cases ended up as solid career Marines, often simply because they wanted to be like Willie. Of course, there were occasions when the example he set needed to be reinforced by a trip out behind the hangar, but they were rare.

Most of us knew – or at least had heard the rumor, which we couldn't conceive being untrue – that Willie had earned his Black Belt in Judo. But few of us ever saw him raise a hand to another man; he didn't need to. A couple of years ago, however, a dispute arose with a fellow thirty years younger who bought an adjacent property and who (1) thought Willie's property line infringed on the newcomer's field and also (2) thought he was tough. Willie calmly hired a surveyor to check the lines, and showed them to the neighbor as well as the county land office. That should have ended the matter, but no, the neighbor soon showed up on the Sproule porch, hollering about how Willie was a cheating old man. The painful enormity of his error came when he took a swing at Willie, who deftly blocked it, then flipped the clown over the railing into the dirt. End of argument.

Ugly Burt Palmer, a former SNCO and retired Lieutenant, who served with Willie three times – once each in New River, Memphis, and Vietnam – recalled an incident at a Happy Hour in Memphis. It seems there was a grunt Sergeant Major who liked to badmouth air wing Marines. There was no SNCO club at Memphis back then, so the Navy Chiefs' Club did double duty. One Friday the Sergeant Major showed up, sucked up a quart or so of suds, and walked up to the stage. "Here's something you Air Wing pussies will never do!" he exclaimed, and dropped to the deck to rip off thirty pushups to great applause. Wordlessly, Willie drained his beer, walked to the stage, and proceeded to knock off sixty by-the-book pushups. The Sergeant Major was seldom heard from for the remainder of his tour at Memphis.

Burt also pointed out that Willie was the only SNCO he'd ever known to turn down a promotion. When informed that he'd been recommended for meritorious advancement to gunny – Technical Sergeant, in the "Old Corps" – Willie simply told his colonel, "No, sir. I'm not really ready for that yet." When the T/Sgt list came out later that year, Willie was high on the list.

We Ugly Angels think of Willie as the ideal Marine. But Burt expressed best what we all feel when he said, "Willie was without doubt the most honorable man I ever met, as well as the best Marine." To cite but one example of his integrity, many years after he had enlisted in 1946, he turned himself in to his CO for having lied about his age – he was only

fifteen. Since COs respect integrity too, Willie's record was swiftly corrected without prejudice.

As we saw in Vietnam, Willie was always on the job, never on the clock. He knew that seeing him with his hands dirty after midnight made the lance corporals that much more willing to do the same. His commitment to the maintenance department was beyond measure. Nor did it lapse with retirement. In 1998 when we undertook the restoration of YL-42 at the National Museum of Naval Aviation, Willie acted as Maintenance Chief for the project. Nor has he slacked off since. In the last few years, he has bugled TAPS at the funerals of eighteen Marines.

Willie is into his eighties now, and still plays golf, carrying his bag the full 18 holes. I'm told that at age 78 he whacked a drive so long and so straight that it came to rest more than 400 yards down the fairway.

The esteem we Ugly Angels hold for Willie is not limited to the squadron. In 1972 Willie's reputation as a superb maintainer had become so well known that the Marine Corps Aviation Association created a prestigious award in his honor. It's called The William D. Sproule Award and is presented annually to an enlisted Marine serving in a maintenance billet for the most outstanding contribution to Marine aviation.

For my part, I have always believed that more so than any of her distinguished commanding officers, brave pilots and aircrewmembers, and other hard charging squadron members, that Master Gunnery Sergeant Willie Sproule represents the true spirit of what it means to be an Ugly Angel.

Semper Fidelis, Willie.

Tribute composed by Rusty Sachs, Burt Palmer, and Tom Hewes, June 2012



Master Gunnery Sergeant Willie Sproule



FNG's **[Guys and Gals]**

UAMF, Inc. welcomes more Ugliers

Barrier, Barlow
Bietsch, Levi 2012
Bounnadeth, Steve 2012
Couch, David 1981-84
Chrissman, Andrew 2003-08 SSgt. New River
Dean, James 1984-87
Dube, Joe
Edwards, Justin 2012 SSgt.
Greer, Kyle 2012
Haynes, Shaun 1986-89
Livingston, Bob 1977-81?
Lockwood, Billy 1981-82
Serin, Tim
Trunack, Nadine 2004-09 HMX
Wiley, Ray

Contact with the new members can be initiated by emailing romymouse@sbcglobal.net who will forward your message.

Early proposal for 2013 mini reunion in Oklahoma

A large number of Angels asked us to explore the possibility of holding another Oklahoma mini-reunion. Ugly Ed Tatman has been point man on the initial talks, so kudos to Edward for his efforts.

In the past mini reunions in Tulsa/Inola, OK, we put a pretty heavy burden on the Hails who so graciously hosted us and allowed us access to their UH34D helicopters. Whatever this proposed event shapes up to be, we must keep as a priority, the requirement that the Hails bear no cost or burdens.

Ed Tatman and Mr. Hail suggest we look at the Hard Rock Casino, 777 West Cherokee Street, Catoosa, OK. Our first pass at this includes Mr. Hail's sage advice that we look at October which is optimum flying weather, the summer months being just too hard on the aircraft and our own rapidly aging bodies. Ed will be exploring the casino option. The casino location affords plenty of hotel rooms, and multiple choices for meals, and family entertainment.

We are thinking of a low-key meet and greet on a Friday. Saturday would be breakfast at the

casino/hotel followed by a caravan out to the Hail's property. We kicked around the idea of charging attendees something like \$25 to be there, or \$50 to ride and something like \$75 per head for pilots to get stick time. We must charge enough to keep the burden of fuel, oil and other incidentals from falling onto the Hails' shoulders.

Hotel room, all meals, one of the three fees mentioned above per attendee (so a couple who both fly in the cabin would pay \$100). One additional cost might be if we are compelled to hire a bus to get to and from the Hails' airport. Keep in mind these are estimates so we might also end up passing the helmet there to take care of unforeseen expenses, so please don't linger at the blackjack tables until the helicopter part is over that Saturday.

Should anything occur such as another broken tail wheel locking pin broken, we will pass the hat to cover those expenses and we old crew chiefs will roll up our sleeves and take care of business as we were so well trained to do back in the day. [At our last event, we broke a pin without realizing it and we left Mr. Hail and his staff to make the repairs.]

Mr. Hail's wish is that we not restrict this to HMM/HMH362 members, so once we actually get a plan condensed, we'll post notice also on the Popasmoke NOTAM and I will ask Slick to include a blurb in the next Popasmoke newsletter. This may be the last of these events, so Mr. Hail wants to reach out to the entire Popasmoke helo population - that discussion not up for debate.

In order for us to get a good quote from the casino/hotel, we need ya'll to get back to us via email or snail mail with a good count of how many want to attend, how many family/friends you want to bring, and how many want to ride, as well as how many wish to get a seat in the cockpit. I'm thinking that we can set up something of an Ugly Supper that Saturday back at the hotel in the late afternoon or early evening before Ben heads upstairs for his milk and cookies. More on that as time goes by.

Time is of the essence, so email me your intentions and guest count at YL3CC@YAHOO.COM or mail me at Billy Ray McNair, 6208 Dovenshire Ter., Ft. Worth, TX 76112."



Ugly Angels take 5, back in 2017?

(CO Oliver's message to all Angels)

Fellow Ugly Angels,

Thank you for the very kind words. I am so very proud and humbled to have had the opportunity and good fortune to be the CO of the Marine Corps' best helicopter squadron. I told PAO yesterday that if a CO didn't feel that way about their squadron then they probably aren't doing it right. I want you to know the Ugly Angels performed magnificently yesterday at the Deactivation Ceremony.

While we are a helicopter squadron to our core, and typically have not been known as a drill and ceremonies unit, you would not have known that yesterday. Snap and pop were the order of the day and the Ugly Angels put on a ceremony worthy of the thousands of Marines and sailors who have borne the name "Ugly Angel" over the last 60 years.

While it was tough to fold the flag and case the colors, it was done in a manner worthy of the high Ugly Angels standards of excellence. Col Doug Wadsworth, the 1st MAW Asst. Wing Commander and former Ugly Angels CO, was the reviewing officer. LtGen Thomas Conant, Deputy Commander U.S. Pacific Command and former Ugly Angel in the 80's, was the highest ranking DV at the ceremony.

While the ceremony was the highlight of the day, the Deactivation Party last night was the appropriate exclamation point. It was conducted in Lanai Ball Room and poolside at the K-Bay O'Club. It was a loud, boisterous affair that ultimately included most (both officer and enlisted including the CO and SgtMaj) being thrown into the pool. Not

to exclude our guests, Col Wadsworth went for an unplanned swim as well.

Only a few cell phones and wallets were harmed in the making of a 'helluva' party, but we figured that we needed to celebrate for those that could only be present in spirit. Guests across the street in the BOQ were drawn over by the fun going on. The hangovers today were well worth it.

Hopefully Big Marine Corps will eventually figure out that the Corps is better with the Ugly Angels in it and reactivate us in a few years. Thank you for your dedicated support over the years. It is sincerely appreciated. Semper Malus, Ollie

LtCol Christopher H. Oliver "Ollie"

Former Commanding Officer HMH-362 Ugly Angels



Sikorsky CH-53K Prototype

We need your stories.

Everybody is sure to have at least one. Submitted by Ugly Angels who can still remember a fragment or two of the story. Or only heard about the story and are looking for other perspectives.

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

romymouse@sbcglobal.net

wagreenman_reliefsculpture@verizon.net

Ugly Angel Tweet and Gunner Checking In from HMX-1

I just returned from my honeymoon in Alaska. I do not mind you using me in your next newsletter, actually I am honored. I love being



a Marine and I know what women have fought to overcome to do what we do in today's military is not a small thing. I am a career Marine

and am currently attached to HMX-1 in Quantico, Va.

I joined HMM-362 in November 2004 as an avionics marine. I did a UDP to Okinawa, Japan with the unit in 2005. I started flying in 2006/2007. I did my first tour in Iraq as a left door gunner and was in the same position during my tour in Afghanistan. I received 6 air medals, a Navy and Marine Corps achievement medal, and a Navy Unit commendation.

I was born and raised in Bellmore, New York.



Sgt. Nadine Trunack

Summary of the Ugly Angels in Afghanistan Feb-Sept 2012

The Advanced Echelon of the Ugly Angels departed Marine Corps Air Station Kaneohe Bay, Hawaii, on 3 February 2012 to begin the preparation for the arrival of the remainder of the squadron at Camp Bastion, Afghanistan. The Main Body of Marine Heavy Helicopter Squadron 362 (HMH-362) departed Marine Corps Air Station Kaneohe Bay, Hawaii, on 27 February 2012 for the final destination of Camp Bastion, Afghanistan. This would be the last combat deployment for HMH-362 before the slated deactivation of the squadron by the Marine Corps and the final combat flights for the CH-53D Sea Stallion.



Operating under the call sign "Legacy," HMH-362 flew a wide range of missions in order to support International Security Assistance Force operations during Operation ENDURING FREEDOM (OEF) 12.1. These missions included General Support, Direct Support, and special missions for emergency resupply.

During General Support operations, the Ugly Angels of HMH-362 flew 2858 sorties equaling 1838.3 hours, and delivered 10,178 passengers and 744,013 pounds of cargo.

During Direct Support operations, the missions included assisting the Afghan National Army and Marines in anti-drug trafficking operations, as well as working with Marine units to execute raids. During the course of the deployment, 189 members of the Ugly Angels supported 3d Marine Aircraft Wing (Forward) from Camp

Leatherneck, Afghanistan in 40 Named Direct Support Operations.

While conducting operations in Afghanistan, aircraft 156963 and 157741 each crossed the 10,000 flight hour threshold. The Ugly Angels were extremely proud to designate six pilots as Helicopter Aircraft Commanders. HMH-362 also awarded the coveted Combat Aircrew Wings to 12 aircrewmembers while deployed.

As the summer progressed, HMH-362 began to ship aircraft back to the states. The final destination for the historic Sea Stallions was the 309th Aerospace Maintenance and Regeneration Center (AMARG) Davis-Monthan Air Force Base Tucson, Arizona.

The “Boneyard,” as AMARG is often referred to, is the home of over 4,400 aircraft and is where the Sea Stallions now reside. Every month, beginning in July 2012, HMH-362 sent 2 aircraft to Davis-Monthan Air Force Base aboard C-5 Starlifter or C-17 Globemaster aircraft.

Retiring an airframe from combat is a rare and difficult undertaking. In order to keep up with the intense workload, the maintenance Marines conducted 47,739.8 man-hours of maintenance on the aircraft. Aircraft 156677, 157727, 157736, and 157128 each received battle damage during OEF 12.1.

The last combat flight mission for HMH-362 was on 16 August 2012. The Ugly Angels officially concluded their final combat deployment on 10 September 2012 and the Main Body returned to Marine Corps Air Station Kaneohe Bay, Hawaii on 14 September 2012.

HMH-362 officially deactivated on 30 November 2012 in a ceremony conducted by the Commanding Officer, Lieutenant Colonel Christopher H. Oliver.





BJ, Doc Rainey, Mary Beth, Del , and Wally



President Emeritus Tom Hewes, President Billy Ray McNair, and Lt. Colonel "Piglet" Pecina



F. Duda, BJ Sigman, BR. McNair, G. Zamora, R. Kersey



Sigman Family Wedding—lots of stripes !!



KD and Mrs. Logue



Ugly Angels at Popasmoke 2012



Ugly Angel and HMX-1 Pilot Major Nick Turner




A MESSAGE FROM THE COMMANDANT OF THE MARINE CORPS

On behalf of all Marines, I extend my heartfelt gratitude for the service of all who participated in and supported the Marine aviation task force code named SHUFLY, from 15 April 1962 to 8 March 1965. As members of the first Marine Corps units to deploy to the Republic of Vietnam, SHUFLY Marines also stand among the pioneers in the history of Marine Aviation. Your groundbreaking employment of the helicopter and its capabilities both advanced emerging aviation concepts as well as provided crucial support for the Army of the Republic of Vietnam. The conduct of your operations in the heart of a Viet Cong controlled area and the personal risk you accepted to operate there on a daily basis represented true examples of Marine courage and commitment.

The success of Operation SHUFLY, fueled by your innovation and adaptation to the combat environment, paved the way for other Marine helicopter squadrons to further develop many of the tactics, techniques and procedures still in use by Marine aviation units today. Identifying the need for mounted weapons and protective armor for the aircraft, better body armor for the aircrew and dedicated escort aircraft for transport helicopters coupled with developing the tactics for the use of both an airborne command and control aircraft and an airborne reserve force were among the greatest advancements resulting from Operation SHUFLY.

It is with great honor, on the 50th Anniversary of the initial deployment of the Marines and aircraft to the World War II-era airstrip near Soc Trang, that we recognize you and your fellow SHUFLY veterans. Your devotion to the mission reflected the indomitable spirit and commitment to innovation that have been hallmarks of Marine Aviation over the last century. Please accept the enclosed Operation SHUFLY commemorative mini-documentary video produced by the Headquarters Marine Corps Division of Public Affairs as a small token of the Marine Corps appreciation for your service and fidelity.

Again, you have my sincere gratitude for your courage, sacrifice and the enduring legacy you leave our great Nation.

Semper Fidelis,

JAMES F. AMOS
General, U.S. Marine Corps



Archie's Angel Larry and Sharon Shirley

Romy Myszka
1816 Kern Mountain Way
Antioch, CA 94531-7598
romymouse@sbcglobal.net