

The Ugly Angel

Memorial Foundation

History Newsletter

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"In Vietnam, we went where the fighting took place, and entered the fray, and tried to keep each other alive. Thirty and more years later, we try to help each other make sense of life, and we support our brothers out of an allegiance and loyalty that can only be forged in fire. In the business world, loyalty involves sticking up for your friends in hopes of getting the job done. In the Marine Corps loyalty involves a readiness to die for your friends in order to get the job done".

Rusty Sachs, Quantico Dedication, July 8, 2000

Welcome to the first printed Newsletter of the HMM 362 History Project sponsored by the Ugly Angel Memorial Foundations. The project actually began in October of 1999, when Tom Hewes recognized the need to collect materials and record the squadron's history. Progress was negligible in the first year although several people sent me their papers, clippings and early cruise books. This past year saw the dedication of our memorial to our Fallen Angels and that provided the motivation to open for business. Around Christmas, the e-mail-connected half of the membership received a Request for Information (RFI-1). This consisted primarily of questions about how our Fallen had met their fates. This was followed a month later with a digest of the answers received. Here I tried to assemble the information and then ask additional questions. That, of course, resulted in another digest. To date then, there have been three e-mail based publications. It soon became apparent that we were missing contact with that portion of our membership who did not use e-mail but who could contribute a great deal to this project. The Board of Directors graciously offered to provide funding for semi-annual printed issues. Tom has also suggested that brief updates might be added to his regular bi-annual newsletter as needed. If you have e-mail or access to it, please let us know and you will receive the more frequent electronic version.

It seemed appropriate that our first efforts dealt with those situations where our guys fell. I think that I am fairly typical in knowing what happened to the Angels who perished during my tour but not too much about the others. I hope that you will find this information both useful and meaningful. If you don't wish to receive it, I'll remove your name immediately upon notification.

When I began to gather information I created 6 digit file designations which are also the dates of the incidents. Everything that came in was put into the relevant file. The centerfold contains a summary of what we know at this time. What you will see here are extremely brief digests of those files. If you want more information about a particular event you have two options. The first is to use the Internet. I hope to add these files to our Web pages (<http://HMM362.ORG>) as soon as I get this issue mailed. Also, Al Barbour has performed an incredible feat by collecting all available information on every Marine, Corpsman or passenger killed on a Marine helicopter in that war. I got most of my initial information from his records. As we have expanded our information, Al has judiciously added our dope to his. You can access this information by going to the Popasmoke Pages (<http://www.popasmoke.com>) and then KIA Incidents. If you really hate the Internet, drop me a line and ask for a specific file(s).

Yeah we started it. You wanna make something of it?

Probably the first thing I learned when I joined the squadron at KY Ha in the summer of 66, was that HMM 362 was the first Marine 'helo' squadron to serve in Vietnam. It was only when I began this history did I learn, or relearn, that we were actually the first Marine Corps tactical unit in-country. Marines had been there from about '54 but they were advisors or passing through like the fellows in the next section. On April 15, 1962 Archie's Angels landed and set up housekeeping at Soc Trang. That means that 39 years ago this month, it all began. Next year, then, will be the 40th anniversary. It seems that we need to do something to mark the occasion. Wouldn't the folks in Soc Trang be glad to see us?

I think it's particularly telling that after being the first in this respect, we've continued the tradition. Certainly the first to restore the museum YL 42 and then lucky enough to have both Jim Bob and Gerald pick us as the squadron of choice when they designated their H-34s. Then we were first with a Memorial to our fallen. It's hard to imagine what we'll come up with next.

Archie's Angels and earlier:

Among the many reports received, we have some from Glenn Woods and (William A. Smith) Smitty about earlier days when Danang was Tourane and the only LPH was the USS Thetis Bay, a great carrier that didn't exactly tie up, but just sort of leaned against the pier. Their stories also involved the British Marines, Borneo and headhunters. I also have several articles written by and about Col Clapp, hisself. If every C.O. was a writer like Archie Clapp, there would be no need for a historian. These include those submitted at the time and those written from an historic perspective. I am pleased to say that most versions tend to agree with one another.

The Aircraft:

Don Lockwood has done a great job trying to find all of the bureau numbers and assign them a YL number as well as crew. He has also done it the other way around with a sheet made up for each YL number (from years 65 to 69). You could help a lot if you could supply us with any definite matches. Woody is particularly interested in YL 35. If you were a Crew Chief assigned to a particular bird or a "straphanger", please let us know.

B.J. Sigman has approached the same problem from another perspective. He has been listing all of the bureau numbers of H-34s as well as other Vietnam era a/c. If you happen to know the whereabouts of one, or can match it with a side number, let him know. It might not be on his list.

Broken aircraft.

We mentioned engine failures in earlier reports and asked that anyone experiencing one drop us a note. Burt Palmer has already submitted one report on what he suspects was a cause. Any other technical reports would probably also be welcome. Finally, since this effort is supposed to result in the history of HMM 362 and you helped make it happen, I need your input.....Anything you can add about a particular aircraft, good or bad would be of interest: fastest, most powerful, shot down the most or record number of hits. After all, guys, these are the "only aircraft with souls."

Who was the Ugly Angel?

I guess it was pretty common knowledge that the watermark on the 20 bong note was some sort of a war god who looked particularly like the one who was painted on the tail fin of our H-34s. I decided to look into it and via the Internet made contact with a Mr. Thuan D. Luc, a coin and money expert. He was able to identify the particular bill because I had one in my hand, thanks to Wally Walradth who had lent me his book and stuck the bill inside. According to Mr. Luc, it was a Taoist demon. Remember, a demon, in many cases, is just someone else's angel.

That much established I went to the Internet. The online Britannica gave me information on Taoism: "Confucianism, Taoism, and Mahayana Buddhism flowed into Vietnam over many centuries. Gradually they became intertwined, simplified, and Vietnamized to constitute, along with vestiges of earlier animistic beliefs, a Vietnamese folk religion that came to be shared to some considerable extent by all Vietnamese, regardless of region or social class."

I next investigated Taoist demons and found they are arranged in a way fairly familiar to us. There is one top demon, under him there are three majors and then eight gunnies who run everything.

Han Chung-li is apparently ours. You'll see how I figured it was him when I found the following in the Book of Demons also on the Internet.

"Han Chung-li represents military men. He lived during the Han dynasty when he was a Marshall (same-name Gunny) of the Empire. In his old age he became a hermit and lived on Yang- chiu Mt. in Shansi where he met the Five Heroes who taught him how to be an immortal. This knowledge he taught to Lu Tung- pin. During a famine he turned base metals into silver which he distributed to the poor people. He is recognized as a figure who holds a fan or a peach. (code for a Bud, no doubt.) When he achieved immortality he was carried by a stork into the Heavens." That, then, is my story and I'm sticking to it unless you have proof of a better one.

So how come us?

One of my questions was how did we become Angels in general and then either Archie's or Ugliers. Part 1 of the story comes from Archie. Before invading Soc Trang, 362 arrived in Okinawa to relieve the previously deployed squadron. In the hangar, the grateful ones had a huge banner hanging that read, "Welcome Archie's Angels." You can almost feel how grateful they were.

Later, on the big 65 deployment, Jim Aldworth, the CO at the time got together with some of the more creative guys including Don Proven and came up with what has certainly endured as the finest name any helicopter squadron has ever carried. This story is basically true because I got it from Larry Turner. If you can add even more truth to it, please do so. I would suspect that the first time someone got 20 bong change for a Tiger beer, the emblem was a done deal but that just might be a clumsy guess.

Letters to the Editor

To Willy Sproule I wish to convey my greatest respect, to the pilot which was flying when we crashed 3-10-67 I would like to say it was not your fault. It was an engine loss of power, I am sorry I have forgotten your name but I shall never forget that you are a damn fine pilot. To Gunny Sachs, I want you to know that I still want to be like you when I grow up. I would like to thank every UGLY ANGEL, for being that special part of me. God Bless You All. Norman Ryan Crew Chief HMM-362

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I'm also looking for anyone who may remember 362 losing a 34 on July 16, 1966 due to tail rotor failure. This a/c came out of a location believed to be in Mo Duc, with 4 ARVN med-evacs. This a/c crashed and burned upon impact. Pictures taken by RL Houghton appear to show BUNO# of 149379. Information on this incident would be greatly appreciated. SF Ed Tatman

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Does any body remember Dec.22,1967 when YL 44 hit the bottom of hill 881? Let me know. I rode it down but don't remember a thing until I came to in the hospital. CT Tuno

"Did you notice how each one of them approached the a/c, slowly, with such reverence; they'd walk up to it & touch it & run their hands all over it, smell that distinctive smell, & you could watch the tears form in their eyes. Because that airplane has a soul like no other a/c. The sound of that distinctive engine, the smell of the exhaust gives those who truly love that airplane a natural high; you could watch them actually getting high on the experience." Larry Turner to Ben Cascio-dedication of YL 37

Summary of Fatalities

Anderson	681117	Bird	671130	Boyd	680513
Brubaker	690204	Carley	670227	Colburn	680108
Cramer	680108	Crouse	670725	Darrow	671130
Douglas	651122	Franklin	670206	Green	690204
Haglage	690204	Harrington	690204	Harris	681011
Hays	671130	Houck	690204	Janousek	690809
Kisucky	671130	Kleinhans	681011	Knudtson	690204
MacBeth	660608	Martin	681011	Miller	651122
Mooney	670107	Niccoli	690204	Opsahl	690204
Pessimier	680331	Pirker	651122	Post	680117
Schryver	681011	Visconti	651122	Yantis	680331

651122 Lost: Francis Visconti,, HAC; Richard A. Miller, Copilot, and crewmembers Thomas E. Douglas and Victor J. Pirker. A flight of 4 UH-34 Ds were returning from Quang Ngai to Ky Ha. Here the weather was the enemy with towering, driving thunderstorms. This crew had already become separated from its original flight and had joined up with another flight lead by Sandy Gideonese. When the others arrived at Chu Lai, they were missing and presumed lost at sea. Numerous letters and after action reports are on file from other members of the flight who attested to the weather as being both very bad and vertigo inducing.

There were a few recent messages that mentioned a rumor of certain articles belonging to the crew being found later. If anyone can confirm these rumors, please let me know.

~

660608 Lost: Kenneth Mc Beth, Gunner

Joel Vignere was the Copilot on this flight. His log indicates a/c was 148783. A/C departed Ky Ha late afternoon for a routine medevac and was gone only a few minutes when Joel saw an elderly man step out of a hootch and fire a couple of rounds. As he was telling the pilot what he saw, the crew chief reported that Mc Beth had been hit. They returned immediately, logged time being only .4 hrs. Does anyone know who the HAC and crew chief were? Does anyone have a photo of Ken?

~

670107 Lost: John Mooney, Gunner

During Operation Deckhouse V the squadron was operating from the Iwo Jima (LPH-2) in the Mekong Delta. During a troop lift from LZ Duck one 03's grenade came loose and exploded killing himself and Mooney. In this instance Joel Vignere was the aircraft commander and "Fish" Williams was the crew chief.

Mike Fulstone writes that he had been asked to give up his set of skins so that Cpl. Mooney could get his wings. Curt Gray got off the flight for lunch and John replaced him. Joel's log indicates the bird was bureau number 147192 and the LZ was Duck.

There seems little doubt about what happened. They were picking up grunts from the above named LZ. Climbing aboard, one's grenade came loose and exploded killing both the 03 and John. I seem to remember that a radioman was saved when his radio caught most of the shrapnel. I also remember a personal conversation with the c/c who told me that he was standing on the step when the grenade went off. Vignere's summary is the most comprehensive although his knowledge was limited to what he could see and surmise at the time. The crew was picked up by a 46 and flown back to the Iwo Jima. Carl Wheeler flew the badly damaged a/c back to the ship. Fulstone reports that the ship treated it as if it were an ongoing crash with full alert. Willie Sproule flew left seat and,

after they landed on the Iwo, discovered another loose grenade in the belly. After depositing it over the side, he informed the driver who was, no doubt, thrilled at the good news.

~

670206 Lost: William Franklin, Cpl. 0311

I have no information on this casualty. Does anyone have any information on this individual or the event?

Would anyone have a copy of the command chronology for that date, Feb 67? Does anyone remember adding Bill Franklins' name to our list of KIAs?

~

670227 Lost: Mike Carley, Copilot

A flight of three 34s from Ky Ha to Nui Dang were carrying troops and supplies. Jim Hippert was the HAC of the lead aircraft and Mike Carley was the Copilot. While in a left descending turn the flight came under heavy small arms and .50 cal fire. YL 42 received extensive battle damage and could not sustain airspeed or altitude. Ron Fix, HAC of dash two, states, " Jim had his hands full. He was wounded and I believe that Mike was dead before they landed." Dash two offloaded troops at Duc Pho and helped to organize a reactionary force. Dash 3 remained in the air above YL 42 and the body of Mike.

Ron goes on to say," I can report that during the entire time of this action, there was at least one USMC helo overhead keeping watch over Mike until he could be reached. A later debrief confirmed that that the lead aircraft had landed in a minefield. I have never forgotten my last time in the company of Mike Carley. Every crewmember in that lead aircraft was a hero." As a side note, Ron remarked that the Grunt lieutenant who secured the zone received the Navy Cross for his work that day.

~

670725 Lost: Jeffrey Crouse

Jeffrey died as the result of a tragic and foolish mistake involving his personal .38 revolver aboard the USS Okinawa. A hearing subsequently determined that he died in the line of duty. Letters were received from Bobby Johns, Vic Speroni and Rick Bartlett that gave a pretty comprehensive picture of what happened.

~

671130 Lost: Donnie Len Darrow, HAC, Anthony E. Kisucky, Copilot and crew members George A. Bird III and William B. Hays
There were at least 3 aircraft returning from Danang to Phu Bai. Bad weather occurred and the other went east and out to the beach. For unknown reason, this a/c went west, apparently until it ran out of fuel. Robby Robertson was involved in the search. Long after the event the a/c and bodies were discovered. When were bodies discovered? Was that two years after the search? Any additional information, such as when and where the a/c and bodies were discovered will be appreciated. To date the only comments I have are from Robby Robinson. Because he was a personal friend of Tony's he was involved in the search for several days. Robby commented on finding a likely site, a crater in a graveyard, that they did search to no avail, which he believes is the same site later identified as the crash site. If anyone in the flight has additional information or comments, please send it to me.

~

680108 Lost: Bob Cramer, HAC Denny Colburn, Copilot

They had launched into very bad weather; rain, fog and low clouds, with the LZ in the mountains.

Bob Cramer told the ground unit he was going to spiral down thru the clouds break out below and spot the LZ and make the pick-up. Instead they hit a ridgeline, exploded and burned. The ground unit saw the flash and fire but could not get to the them."

Robby Robertson was OD on radio at Phu Bai that night. John Corona was their crew chief for that flight. In addition to John, there was also a gunner, J.M. Murawski and a corpsman named Pintzen. Like Corona, they both survived. An earlier message from Walt Shauer indicated that they escaped from the aircraft with serious burns, evaded enemy troops during the night, and were picked up the next morning.

A recent letter from Chuck Bowers adds the following: The night was extremely black as only a night in Vietnam can be, no stars, no moon, possibly an overcast layer, and possibly fog along the coast. We were flying out of Phu Bai. The squadron operations office received the call around 9:00 p.m. to launch the medevac aircraft for some Marine(s) wounded in the hills/mountains close to Phu Loc. Having previously pre-flighted and warmed-up the aircraft we strapped in and took off with Bob Cramer and Denny in the lead aircraft, and Noel Debord and I as "chase," the second aircraft. We proceeded to the area of the medevac. En route to the pick-up location we were in and out of the clouds/fog. Maj. Cramer and Denny received the landing zone (LZ) brief and Maj. Cramer elected to make the pick-up with Debord and I remaining high--2,000 feet(?). It seems as though Debord and I were over the water, extremely black, in the clouds/fog and certainly no visible horizon.

Listening to the radio frequency of the pick-up zone we were able to tell that Maj. Cramer made one pass trying to get in to the LZ but was unable because of visibility. Maj. Cramer decided to make a second attempt to get in to the LZ. This time approaching the LZ, and I suspect that it was never spotted, Maj. Cramer and Denny crashed into a tree covered hill/mountain and burned. Immediately after the crash the supported Marine unit for the medevac made the decision that weather/visibility was not sufficient to allow pick-up by helicopter at night and took control of the crash site.

Meanwhile, Debord and I, flying instruments, in and out of the clouds, in the absolute black of a Vietnam night, contacted Phu Bai approach control and got a GCA back to the airstrip at Phu Bai.

~

680117 Lost: James Harvey Post

On Jan 17, 1968 my bird YL-35 and another were sent to Khe Sanh to relieve the crews of YL-41 and another. We landed at Khe Sanh and ran to the bird. It was YL-41; its crew chief was Donnie Winkles. He said they went into the zone and took fire and Post was hit through his visor. The bird had 7 or 8 hits from the nose to the gunner's window. Submitted by Don Lockwood, Crew Chief of YL 35.

Who were the pilot and Copilot?

~

680331 Lost: Ken Yantis and Donald Pesimer

There were several letters involving this incident but the following seems to summarize everything.

I, Tom Brownfield, was the H2P and Dave Jones was the HAC on a night medevac mission southeast of Phu Bai. We were the 2nd ship in a section led by Maj Walt Shauer (Squadron C.O.) enroute to the LZ in extremely low vis/low ceiling conditions @ approx 0300 hrs. I was monitoring the gauges while Dave attempted to fly fairly tight form with the lead ship. We suddenly went inadvertent IFR and Jonesie said, "Brownie, I just lost visual with the Skipper" or something to that effect. Fearing a midair, Dave broke left away from the lead and attempted a climbing left turn (mountains were ahead of us) out toward the coast and a return to Phu Bai via GCA or TACAN approach (we had gotten separated from the lead earlier that night on another mission and had to return on instruments). This time we were not so lucky and hit the mountain and exploded. Ken Yantis and Dan Pesimer were killed while Jonesie and I survived a night on the mountain to be found by a VMO gunship and hoisted out by a 46 and taken to Delta med at Phu Bai.

~

680513 Lost: Thomas M. Boyd III, Gunner

The H-34D was lifting off of the hospital ship, Repose, after just delivering wounded from the field. There was an engine failure. Cpl. Boyd was still wearing the heavy bullet proof vest. He got to the surface once. Submitted by: Tom Warning. John Burns stated that Ron Harkless was the HAC and Tom Thurber (Thumper) was the Copilot.

~

681011 Lost: Steven Martin HAC, Pete Schryver, Copilot and crew members Lantie Harris and Lawrence Kleinhans.

a/c 148802 Location Hill 52 north of Song Vu Gia River, Quang Nam Province, south of Danang

There are 5 extensive reports from witnesses, 2 from ground troops and 3 from a/c #4 from 265.

The CH-46, one of 4 from HMM 265, was on the ground and ascended to between 400 and 1,000 ft AGL, depending on which witness, at the same time that the HMM 362 a/c passed over it. Ground witnesses indicated that it appeared that both a/c flew into the others blind spot. The other two witnesses, the Copilot and crew chief of #4 H-46 did not see the impact, only the initial fireball and descent. The 46 hit first and was destroyed. The H-34 burned and indications were that almost nothing remained other than the bodies of 3 passengers who dove or were thrown out of the a/c as it fell onto the sand bank, a short distance from the 46.

681117 Lost: Phil Anderson, Crew Chief

Excerpted from Ken Logue's report.

We arrived at the LZ and the lead aircraft began its approach. I kept my eye on the aircraft and as they were about 400 feet from the zone, they took fire from both sides of the aircraft. Anderson returned fire but was fatally wounded; by this time the aircraft was on fire and still airborne. Lt. Nitchman flew the aircraft for a great amount of time to a rice paddy and landed, the chase plane landed right near the burning H-34.

By the time it landed in the rice paddy YL-1, was totally engulfed in flames. Phil Anderson was already dead and it was not safe to try to evacuate him as the rounds under the Crew Chief seat were going off.

Allan Cain wrote, "I might add that Al (Nitchman) performed a miraculous feat by coaxing that a/c out of harms way. He deserves much more honor than was credited." Allan, serving as gunner received the DFC for his actions on that mission.

~

690204 Lost: [Crew - BuNo 143965] Lawrence E. Houck II, HAC, Roger D. Knudtson, , Copilot, Joseph H Brubaker Jr., Crew Chief, Gregory J Niccoli, Gunner.

[Crew - BuNo 150212] James D Opsahl, HAC, Andrew M Haglage, Copilot, John D. Harrington, Crew Chief, Otis Green, Gunner

The FAC with a ground unit, an H-34 pilot from that squadron, knew all the pilots and crew. They had stopped to say "hi." He stated, through tears, that as they took off dash two ran up underneath lead and, raising the nose, cut off the tail rotor of lead. Lead nose-dived, then pitched up before impact, shuddered and exploded. Dash two burst into flame in the air and the wreckage fell to earth. Submitted by Terry M. Curtis, Pilot of CH-46, first aircraft on scene.

690809Lost: Ron Janousek, Copilot

Ron's name is on the memorial although at the time of his disappearance he had been transferred to HML 367. He was shot down flying with Scarface before 362 actually stood down. His friends requested that he be included because he reportedly was killed so soon after leaving the Uglies. There is a great deal of information at the Scarface site http://www.scarface-usmc.org/the_price_we_paid.htm Ron apparently was killed after the pilot flew over an enemy gun emplacement. Badly shot up, they attempted to make it to a landing site, but the aircraft was too far gone. Strangely enough, the pilot and crew chief both survived. One brave Kingbee pilot hovered over the partially submerged Huey and actually put his front wheel thru the windshield to lift it enough to enable his Crew Chief to determine if there were survivors. None were seen.

~

"In this world of billions of souls, only a minute number can say that they flew and crewed 34's and only a small number of that minute number can say "I am an Ugly Angel, and I shall always be one."' Norman Ryan, Crew Chief

Thanks to all you contributors.

So many of you have contributed material objects, information or enthusiasm. Archie Clapp has contributed an enormous amount of material, not only about Shu Fly, but also about the squadron members. Walt Shauer has also forwarded photos, official material and personal papers. Larry Turner and Robby Robertson have been generous with their time on the phone. Many of you have sent in answers to specific questions while others have answered several questions all at once. Several have sent cruise books or potions of one. Thanks a lot.

One of the most promising tools was the Command Chronologies. The Historical center was most helpful but was only able to supply us with material from 1962 and the final year, August of 68 until August of 69. If YOU have even one Command Chronology or a daily sitrep from any period, please send a copy of it to me.

Many of you are excellent writers. Please feel free to write about any aspect that interests you. I won't promise to use every word but I will try to make things fit. We received a poem from John Fail's brother Ivan and Bill Newton wrote about his first, somewhat inauspicious day as a crew chief.

Another most valuable commodity is your questions? This issues' Letters to the Editor are examples. What happened on a certain day or operation? Whatever happened to Eddy? Who was the guy that did whatever? Someone might have the answer.

One thing that has become apparent is that lots of Angels are feeling a lot of pain and have been for quite some time. There are questions that I have been hesitant to put out knowing that there is pain but I don't know how to get the answers without asking the question. Please forgive me if the questions seem particularly unsubtle but I was a tin bender, you know. Hammer and chisel kinda guy. This project was never intended to be a therapy session but if it puts folks in contact with one another, I think that is a good thing.

Connecting the dots and filling in the blanks.

You might be wondering where are we headed with this. I often wonder the same thing. Lacking an incredible imagination, I visualize a calendar and all we can do is fill in the dates with actions that meant something to someone. Eventually, perhaps, patterns and threads will begin to emerge. One thing that really stands out in the Soc Trang reports are lessons learned. Maybe some of those can be worked in without turning this into a textbook.

Here's a few dots to connect.

If you took off and nothing happened, please don't tell me about it. However, if anything out of the ordinary happened please tell me about it. If someone was wounded, or did something great, tell me. If you rolled down a hill or slipped off the Iwo, I need to know. Tom Hewes has made it very clear that I am responsible for accounting for every day this squadron was deployed. You guys have to help me and you can do that best if you tell me what happened to who, where it happened, what aircraft it happened in as well as where you were and what day and time it was. You may also share your innermost thoughts, if you are so inclined. Please start by answering those questions in the letters to the editor section.

Other questions:

1. Does anyone remember a very senior ground officer being killed when one of our birds located some opposition heading for the trees and they decided to fire back? It was my understanding that this individual took over either the Crew Chief's or Gunner's M-60 and paid dearly for it.
2. I am sure that I remember an incident when both drivers were wounded. The Crew Chief apparently lowered the more seriously wounded one to the belly, climbed up and flew the bird to one of the hospital ships and landed it reasonably well. Please don't tell me I am hallucinating. It would have been the spring of 67.
3. Any funny stories about Willie Sproule or Tom Hewes would really make my day.

Classifieds

Ugly Patches and 66-67 cruise books. Please contact Bobby Johns. Very good prices, just like new.

Finally, "*A True Helicopter Story—YL 37 Flies Again*" available from the author and savior of the original YL 37, Gerald Hail. Prices are \$8.something for softcover and \$14.75 for hard cover. I am sorry to say that I am not sure if the price includes postage. There is also a bulk price for ten copies of either version should you have many grandchildren or feel like benefitting the local library or school system or even Toys for Tots. Contact Gerald at YL37@aol.com or YL 37 Group, 14157 E. 580 Rd., Inola, OK 74036.

Nominated for 9 Academy Awards and still only about \$20.00 is the Ugly Angel Memorial Dedication Film. This is absolutely a GREAT film. Get it from the Sachs Law Office, PO Box 1360, Norwich, VT 05055 or ClipClop6@aol.com

Gunners Belt Buckle. Probably the best 30 bucks you'll ever spend assuming you were a gunner. I think that pilots who wanted to be gunners can get them for \$40.00. Contact Frenchy at comprisetv3@aol.com He also has a complete line of Ugly Finery for just that right look in the boardroom or country club.

Please send all information, materials, comments and questions to:

Bob Skinder
20 Claytor Rd.
Hopkins, SC 29061
rskinder@att.net

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