

THE
UGLY
ANGELS

1966 : 1967

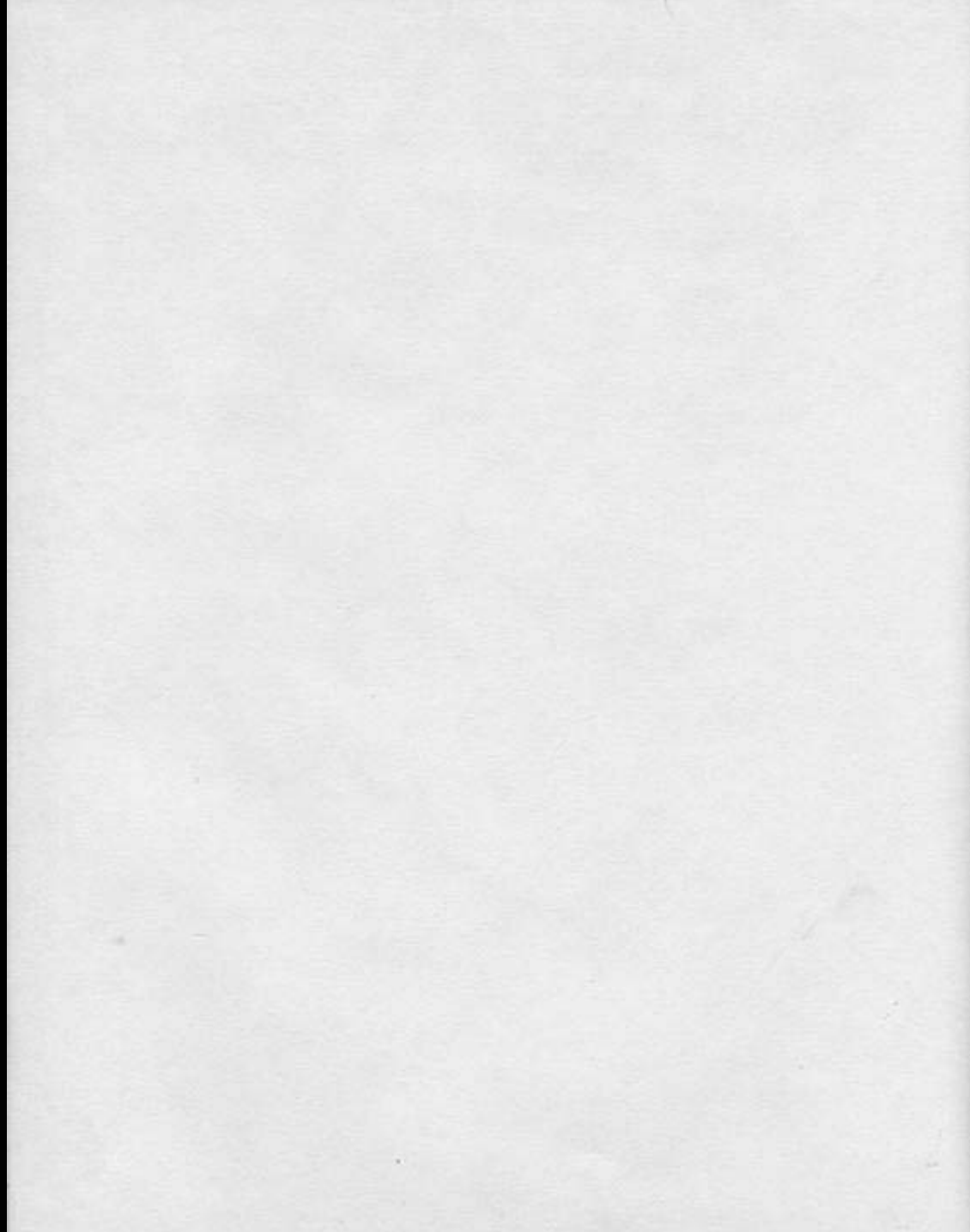
**THE
UGLY
ANGELS**



**VIETNAM
1966-1967**









Lord guard and guide the men who fly,
Through the great spaces of the sky,
Be with them always in the air,
In darkening storms or sunlight fair,
O hear us when we lift our prayer,
For those in peril in the air.

MARINE MEDIUM HELICOPTER SQUADRON 362



REPUBLIC OF VIETNAM
1966 - 1967



IN MEMORIAM

Greater love hath no man than this,
That a man lay down his life for his friends.
St. John 15:13



FIRST LIEUTENANT MICHAEL JOHN CARLEY



CORPORAL JOHN HOWARD
MOONEY JR.



LANCE CORPORAL JEFFERY
CHARLES CROUSE

IN MEMORIAM

O God we lift our hearts in gratitude for all who have lived valiantly and for all who have died bravely.



MAJOR ROBERT MICHAEL
CRAMER



CAPTAIN DENVER DEWEY COLBURN
JR.



CORPORAL JAMES HARVEY POST
JR.

TO OUR COMRADES MISSING IN ACTION

Almighty God, who art close to those who fly the length and breadth of thy domain: hear our fervent prayer for those in our missing aircraft. May the pilot be guided by thy hand, that they may be able to wing their way back to us. If it is thy will that they be not found then grant them an entrance into the land of light and glory.



SECOND LIEUTENANT ANTHONY
EDWARD KIS UCKY



CAPTAIN DONNIE LEN
DARROW



CORPORAL GEORGE ALLISON
BIRD III



LANCE CORPORAL WILLIAM BRIAN HAYS



HISTORY OF HMM-362

Marine Medium Helicopter Squadron 362 was originally formed as a part of Marine Aircraft Group 36 in 1957. On 1 July 1960, the squadron was reformed. After several deployments and a year of training, the squadron deployed to the Far East, arriving on Okinawa on the first of August. During the deployment, HMM-362 became the first Marine aircraft unit to operate in the Republic of Vietnam. After four months in South Vietnam, the squadron rotated back to the United States.

1 August 1962 marked the date of the squadron's reformation at MCAF Santa Ana, California, under the command of Captain B. D. Womack. Major R. D. Lawson soon relieved Captain Womack and the squadron grew in size. On 13 October of the same year, LtCol. R. H. Brumley became the Squadron's Commanding Officer and normal training and deployments soon followed.

Late in 1962 HMM-362 began training helicopter transition pilots, and, on the 28th of January 1963, the first class of helicopter transition pilots was graduated. More than one hundred classes passed through the squadron's annals while it served as a transitioning squadron. Major W. E. Culp was the squadron's skipper from September of 1963 until May of 1964, at which time he was relieved by Major L. T. Erickson. HMM-362 ceased serving as a transitioning squadron in June of 1964 and returned to operational status.



In late 1964 the squadron conducted several short deployments to MCAF Yuma and to ships in the Pacific. Along with other squadrons from MAG-36, HMM-362 helped to fight the devastating Cajon Valley fire, northeast of Santa Ana on 9 December 1964. Major Erickson was promoted to the rank of Lieutenant Colonel. On 2 June 1965, LTCOL J. T. Alworth became the new Commanding Officer.

On 10 August 1965, the squadron boarded the U.S.S. Princeton for transportation to the Republic of Vietnam once again. HMM-362 off-loaded at Ky Ha, three miles northeast of Chu Lai on 1 September. Immediately the squadron commenced adding to its Vietnam record.





The squadron was based at Ky Ha, with the exception of two tours with the Special Landing Force afloat, from September 1965 to June 1967. On 28 June 1967 the squadron went back aboard ship with the Special Landing Force. This time the "Ugly Angels", as the squadron became known throughout the I Corps area, did not return to Ky Ha. On 8 September the squadron off-loaded at Phu Bai, their new base of operation.

As for the chronology of command during this time, on 23 April 1966 LtCol A. F. Garroot became the Commanding Officer of HMM-362. He was relieved by Major M. B. Armstrong, who was promoted to the rank of Lieutenant Colonel shortly afterward on 28 October 1966. The "Ugly Angels" tradition was carried on when LtCol N. J. Kepetan assumed command on 16 March 1967. The present Commanding Officer, LtCol R. W. Cline relieved him on 12 September of the same year.

Since their arrival in Vietnam, the "Ugly Angels" have taken part in numerous operations against the insurgent Viet Cong. Some of the better known operations that immediately come to mind are: Texas, Couble Eagle, Hastings, starlight, Harvest Moon, Colorado, Deckhouse V, and the most recent of operations, DeSoto, Union I and II, Shawnee and Arizona. Throughout these operations HMM-362 has continued to assert itself as one of the most outstanding squadrons ever to operate in Southeast Asia.

The Squadron's fine record is due, in no small measure, to the high caliber of the officers and men who have served with the squadron so nobly. Through their labors, sacrifices and accomplishments, each man has earned the right to claim the heritage of the "Ugly Angels".



LTCOL N. J. KAPETAN

I have never before had the privilege to work with such enthusiastic, aggressive, extraordinary group of Marines as the Ugly Angels of HMM-362. Daily your aviators and your crewmen very courageously followed your flight leaders into the Viet Cong infested valleys and mountains. The long working hours, tedious and often dangerous assignments have not dampened your spirit, but in fact has knit everyone into a highly competent and efficient fighting team. It has been a most gratifying experience leading you, and our many hours together have filled me with pride. No matter what assignments I have in the future, nothing could be as rewarding as lifting off the deck of an LPH or the pad at Ky Ha or Phu Bai and glancing back to see you Ugly Angels following me into the hell known as combat.

N. J. Kapetan



R. W. CLINE

These pages are dedicated to you: "The Ugly Angels," past and present. These pages tell a story about courageous Marines to whom I can only attempt to show my gratitude and convey my admiration. Placing pen to paper will be of scant sufficiency and the words will fall far short of conveying my feelings in this regard. My sincere gratitude goes out to you, one and all, for your unquestioned loyalty, dedication and many hours of arduous toil under combat conditions. My sincere admiration goes out to you, one and all, for your persevering attention to professionalism and your cool courage under fire. I can truly marvel at your bravery and dedication to your country and to the Marine Corps. Never in my 26 years of flying under all types of military situations have I seen flyers that can compare with you "Ugly Angels". Your exploits of valc and tremendous contributions to the support of our Marines in the rice paddies and jungles, of Vietnam have written pages of aviation history so singular in nature that they will compare with other pages of history which record where so few did so much for so many. Being your Commanding Officer and being a part of the elite team has been the most rewarding and gratifying period of my entire career.

R. W. Cline

And the Lord Said

"Let there be Marines



___ And the fish

Rose out of the sea".

OUR HEAVIES



LTCOL NICK J. KAPETAN
COMMANDING OFFICER
MARCH 1967 - SEPTEMBER 1967



LTCOL RICHARD W. CLINE
COMMANDING OFFICER
SEPTEMBER 1967 - DECEMBER 1967



MAJ HERBERT L. WRIGHT
EXECUTIVE OFFICER
JANUARY 1967 - JUNE 1967



MAJ LAWRENCE J. FLANAGAN
EXECUTIVE OFFICER
JUNE 1967 - OCTOBER 1967



MAJ WILLIAM T. HEWES
EXECUTIVE OFFICER
OCTOBER 1967 - NOVEMBER 1967



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E. R. MODRELEWSKY



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C. R. UPSHAW



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D. T. BUNTING
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R. L. COLANGIONE
K. A. GILBERT

S-1
ADMINISTRATION



The job is never finished till the paperwork is done. From within the "one shop" originates all the paperwork concerning personnel. Service record books, officer qualification jackets, R & R, leave, awards, and many other tasks are handled by our able paper pushers.



SSGT COLLINS - "THE CHIEF"



LT BARFIELD - "MR. ADMIN"

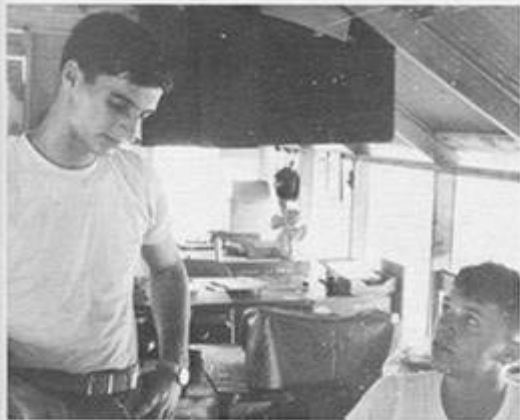


THE PAYMASTER



MAIL CALL

THE ADMIN GANG



WHY GO TO THE OFFICE, MR. BARFIELD'S ON R&R



S-2
INTELLIGENCE



What can we say? This crowd was so secret even our side had trouble getting information. Even 007 could learn from our "Two Shop".

SECRET



THE L Z IS OVER HERE, COLONEL HERE IS WHERE YOU LANDED



CAN WE KEEP A SECRET!



SGT RALPH BEGREN- "SECRET SERGEANT"

CONFIDENTIAL



CPL. SHERARD DUKES- "CONFIDENTIAL CORPORAL"

**S-3
OPERATIONS**



The Operations Section though few in the number of personnel is the nerve center of the squadron. Here plans are formulated and disseminated to the other sections for action. Finally culminating in the execution of the plans. Some of the efforts are complex while others are routine, but vital to the smooth and efficient operation of the squadron.

S-3'S ALL



LARRY FLANAGAN



JACK BARRY



TOM HEWES



CURT RYAN



DAVE MOORE

THE ODO'S — OUR JUNIOR EXECUTIVES



Y. O. BONG



BOB HACHTEL



JOHN BURNS



JIM HURLBURT



BIFF STEADMAN



AL THOMAS



TOM MCKNIGHT



DAVE KEOWN



CHARLIE UPSHAW



BILL LELASH



RON SIMS



TOM BOTTROFF

S-4
LOGISTICS



LT. McCARTHY



SSGT BOLAND



SGT DUHAIME



CPL GOLDBURG



PFC SAURO

UGLY ANGELS MAINTENANCE SECTION



MAJ. MODZELEWSKI



MAJ. CRAMER



CAPT. HUCKEMEYER



LT. DUSTMAN



LT. JUNEAU



LT. BLANTON



LT. GARBRICK

MAINTENANCE SECTION



MSGT SPROULE



MSGT CARMICHAEL



GYSGT WRUCK



GYSGT WHIDDEN



GYSGT TIDWELL



GYSGT COTTRELL

MAINTENANCE SECTION



SSGT COLTER



SSGT SCHULTZ



SSGT APPLETON



SSGT HAYNES



SSGT FLEMING



SSGT HOWARD

MAINTENANCE SECTION



SSGT McQUILLEN



SSGT YARGER



SGT WILSON



SGT DAUGHERTY



SGT JOINSON



SGT ABADIE



CPL JAYNES



LCPL BLACKBIRD



LCPL DEVENNEY

SOME OF THE CREW



SHOULD I FLY WITH THIS GUY OR HIDE



COME FLY WITH ME



YOU GUYS ARE NUTS



NATOPS SAYS ROLL YOUR SLEEVES DOWN



WILL THEY OR WON'T THEY



DRAW



THE END OF A PERFECT DAY, I DIDN'T FLY.



YES, I HAVE NIGHT MED AVAC



NOT ME



YES YOU CAN TAKE MY PICTURE

SIRMY PEOPLE WOULDN'T PAINT VMO'S PLANE RED



YELLOW AND BLACK.



WE DON'T GET ANY TIME OF F AT ALL.

SOME MORE OF THE CROWD



DON'T I LOOK NICE



I WILL NOT FLY
LIKE THIS



WHY DID HE
ASK ME TO
TAKE THE
DALE CARNEGIE
COURSE?



I SAID NO TO THE SGT. MAJ.



MY FINGER IS STUCK



I WANTED TO BE A DENTIST



WHERE'S MY AIRPLANE



A LITTLE OFF THE TOP, LIGHT ON
THE SIDES



THE UGLY ANGELS DEFENSE FORCE



WHAT SHOULD I DO WITH THE LEFT
OVER PARTS SARGE

SOME OF THE FASTEST GUNS IN THE SOUTH



GYSGT, WHIDDEN



LCPL, POINDEXTER



LCPL, KAISER



SGT, GONNEVILLE



CPL, BALDWIN



LCPL, DEVENNEY



GYSGT, HEIDER



SGT, HARRELL



LCPL, BENJAMIN

IT'S ALL A POINT OF VIEW



I'm the greatest co-pilot to ride the left seat
My takeoffs are brilliant, my landings are neat
I navigate true, as we fly through the sky
I'm a much better pilot than this other guy

I am the hac, and sit on the right
My co-pilot's lousy and not very bright
If it weren't for my teaching him all that I know
We'd never be able to stay in the blue

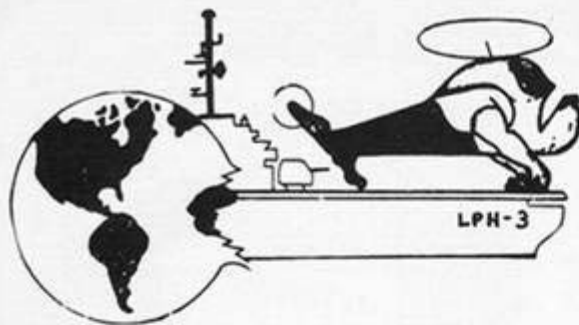


We are the brave, stalwart underpaid crew
The Gunner's the greatest, the crew chief is too
Together we bounce along through the sky
Wondering why those two jokers can't fly



"Ase" flies the airplane, the instruments steer
We do all the fighting and maintain the gear
We give our two pilots the courage it takes
To face one more day of the same old mistakes





**ABOARD SHIP
U. S. S. OKINAWA
JUNE-SEPTEMBER
1967**



LAUNCHED



GET'EM ABOARD



SPREAD



MICKEY SQUID



PARKED



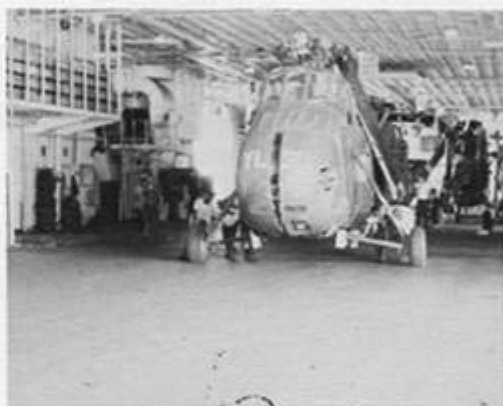
FOLD IT



ANOTHER DAY



JUST A LITTLE PUSH



ON THE HANGAR DECK



STACKED



END OF THE DAY



OUR NEW HOME



YOU SHOULD SEE WHATS INSIDE



SHOWER POWER



HAPPINESS IS A CHOWLINE



NIGHTCLUBING



TWO BEERS PER MAN



THE SGT. MAJ. SAID I NEED ONE



AAAH . . .!



THERE'S NOTHING LIKE A WOMAN
AROUND THE HOUSE



BE IT EVER SO HUMBLE



\$30 A MONTH?



MAIL CALL

MEDEVAC





IT'S THIS WAY WILLY



SGT WRIGHT GETTING ANOTHER "FREE" HAIR CUT FROM LCPL WASIKO



THE BOOK SAYS TURN THIS, PULL THAT, PUT THE BIG THING ON TOP AND IT WILL WORK



CANDY FOR THE KIDS, HELP!



WE HAVE THE GUARD ALSO, WHY ME?



COME UP HERE AND SAY THAT



GET IT GOING DOWN HILL AND IT SHOULD START



THE END OF MY FIRST HOPE



HA, HA, YOU MISSED US CHARLIE CONG



YES, IT'S BOLTED ON O. K.



NOW THIS LOOKS LIKE TROUBLE



KEEP SMILING AND HE'LL GO AWAY



TRUCK 19 WHERE ARE YOU



THIS SIGN IS NO GOOD IF YOU CAN'T READ

ALL WORK AND NO PLAY





NOW I'VE GOT YA, FEENEY



WE'LL HAVE IT UP TOMORROW MAX



DO YOU KNOW HOW TO PUT IT BACK IN



OHI DOCI, NOT HERE



IT'S ALL FIXED, NOW WHAT IS IT



WINGS OF GOLD HE WEARS WITH PRIDE, NOT ON HIS CHEST BUT DEEP INSIDE



I'M SURE IT'S O. K.



RED ALERT! WHAT SHOULD I DO



BUT . . . IT WAS IN THERE YESTERDAY



OUR FLIGHT SURGEONS



WILL THE REAL HARRY MAKEEVER PLEASE STAND UP



HEY BUDDY! WANT TO BUY A
HELICOPTER CHEAP!



JACK AND JILL WENT UP THE HILL



I TOLD THE TEST PILOT IT WASN'T READY



WE'VE SEEN LOTS OF PILOTS BUT THESE GUYS CAN PILE IT HIGHER THAN ANYONE



I DIDN'T BREAK IT, I'M JUST FIXING IT



I FORGOT TO MARK THE BLADES WILLY



PILOT TO COPILOT . . . I WONDER WHO THE CRASH TRUCK IS FOR



WHICH WAY TO THE FRONT



SURE THEY'VE GOT POT OVER HERE



WHAT YOU GUYS ARE DOING TO MY
MARINE CORPS



NEVER MIND UNFOLDING IT, ME AND MY TRUSTY CO-PILOT WILL
FLY IT



SO!! I'LL GIVE IT BACK



ANYONE WANT TO FLY WITH ME













"THE UGLY ANGELS"

WITH PRIDE AND GLORY

HE HOLDS HIS HEAD HIGH

AS HE HOVERS IN MOTION

UP IN THE SKY

NEVER TO QUESTION

QUICK TO DECISION

TOGETHER A TEAM

FLYING THEIR MISSION

THROUGH LIGHT OR DARKNESS

WHEREVER THEY GO

NEVER LACK COURAGE

THESE MEN SHALL KNOW

IN MEMORY OF THOSE

DOWNED IN FLAME

THESE FLYING MEN

DO PROUDLY CLAIM

THE UGLY ANGELS

AS THEIR NAME

W. R. KOHLER



TOMORROW
AND TOMORROW
AND TOMORROW....
IF NECESSARY

WALSWORTH
Marceline, Mo., U.S.A.





