

THE UGLY ANGELS

1968

**THE
UGLY
ANGELS**



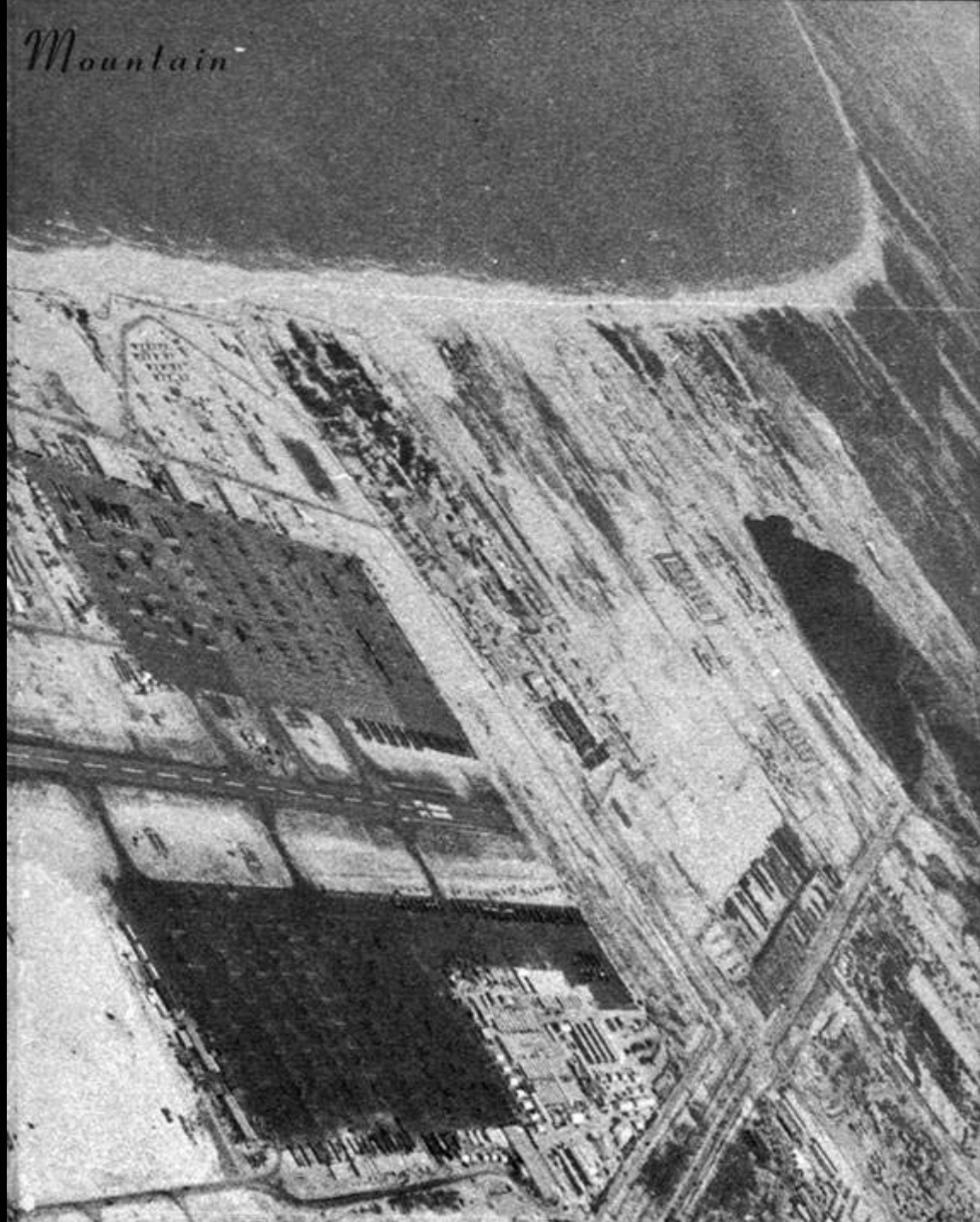
VIETNAM

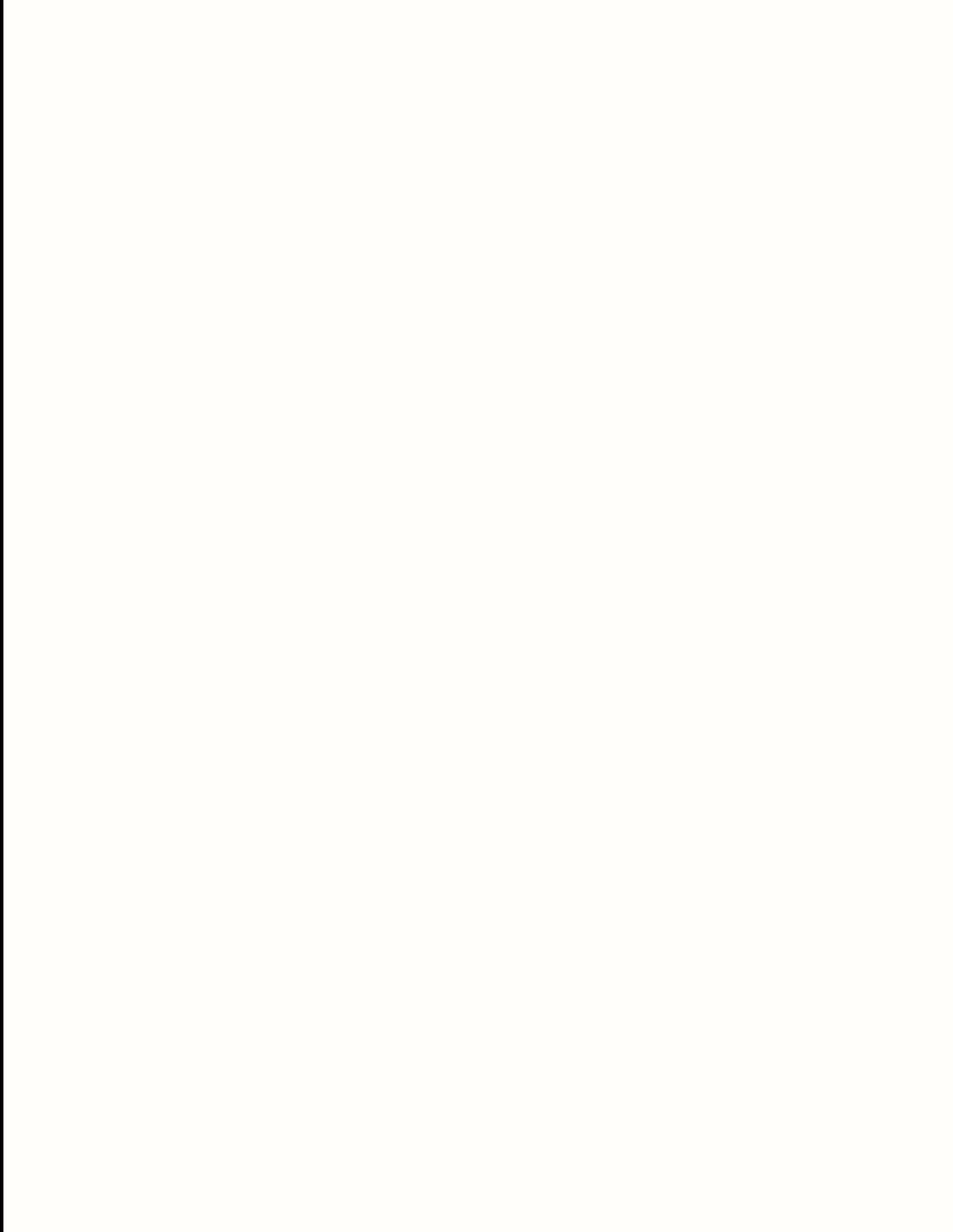
1968

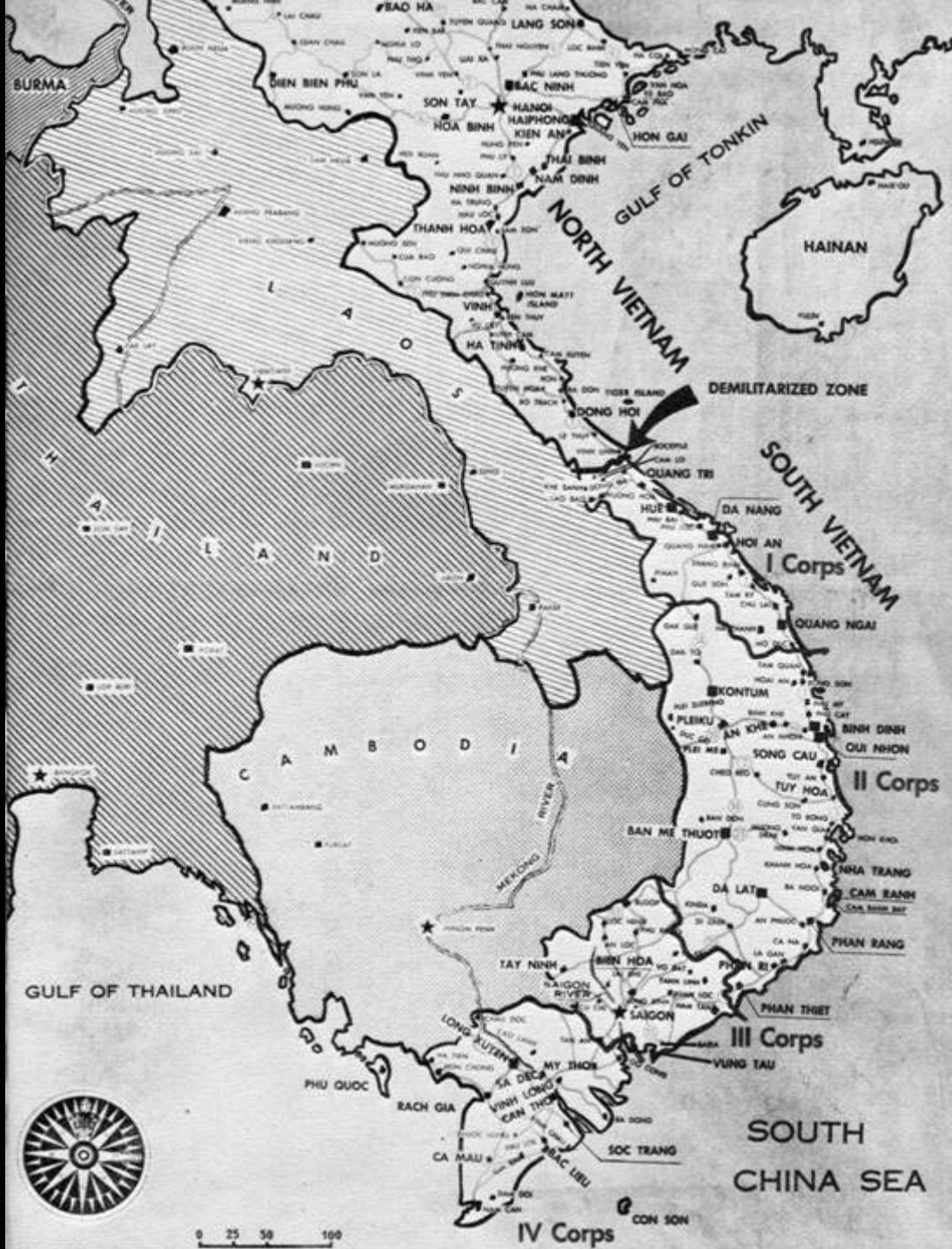
Marble



Mountain







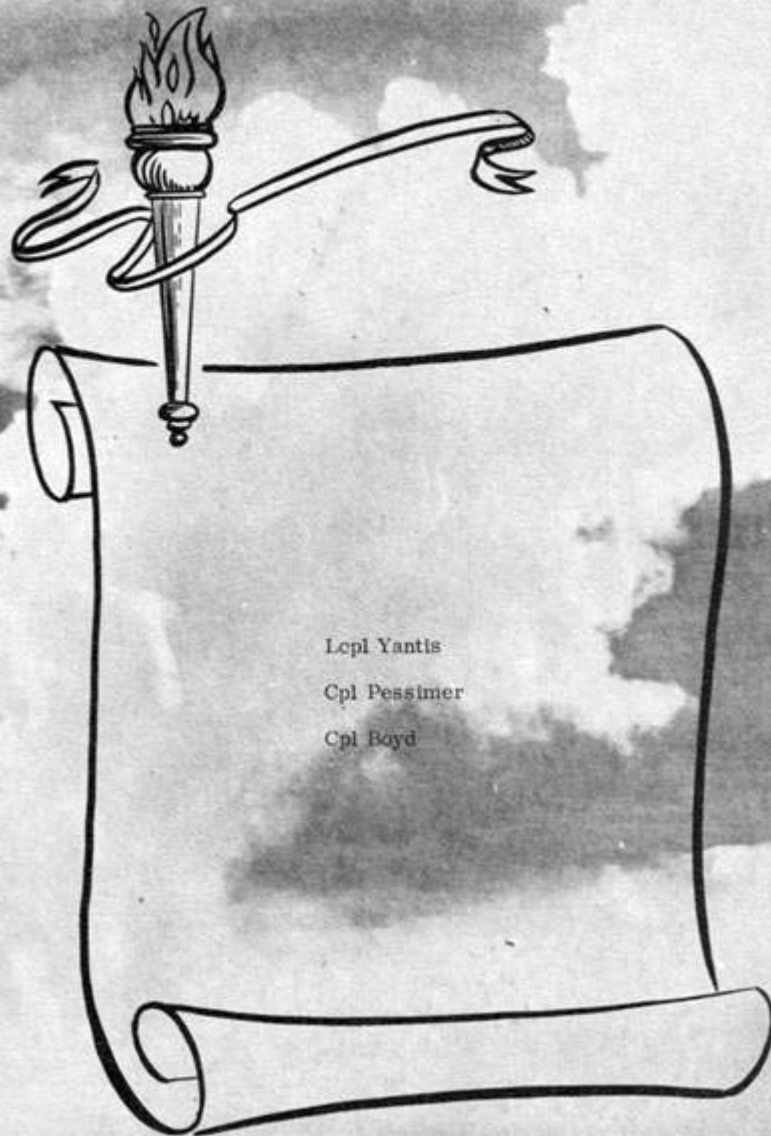
MARINE MEDIUM HELICOPTER SQUADRON 362



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

IN MEMORIAM

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



Lcpl Yantis

Cpl Pessimer

Cpl Boyd



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 returned 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.

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 to serve 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 19 August 1965, the squadron boarded the USS 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 hours with the special landing force afloat, from September 1965 to June 1967. On 21 June 1967 the squadron went back aboard the ship with the Special Landing Force. This time the ship with the squadron became known as "Ugly Angela", as the squadron became known throughout I Corps, 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 22 April 1966 LICol. A.F. Garrood became the Commanding Officer of HMM 362. He was relieved by Maj. Armstrong, who was promoted to the rank of Lieutenant Colonel shortly thereafter on 28 October 1966. The "Ugly Angela" tradition was carried on when LICol. N.J. Kapetan assumed



command on 18 March 1967. LICol. R.W. Cline relieved him on 12 September 1967 and in turn was relieved by Maj. W.H. Shaver, Jr., a LICol. selector, in December of the same year.

The year 1968 has seen changes in the role of the "Ugly Angela" and their flying machines. slated for phasing out, the UH-34D was gradually eased out of a lot of the heavy resupply and troop lift missions, but with the coming of Tet in January, and the siege of Hue South and Ison, the "Ugly Angela" old 34 was once again backing the load with the best of them. After going aboard the USS IOWA JIMA in mid-April, the squadron was relegated mainly to command and control missions for the regiments in northern I Corps. Three consecutive 2000 hour months, and the plaudits of everyone with whom the "Ugly Angela" worked, made people re-evaluate the plane to phase out the UH34D. This record is remarkable because the squadron was off-loaded to Phu Bai twice and embarked on the USS PRINCETON in June. Even in the midst of all this moving around, the Ugly Angela were able

to keep them flying without a pause. In September the squadron was off-loaded to Marble Mountain, its present base of operations, and immediately set out to continue the reputation of professionalism and load hauling which has come to be synonymous with the name "Ugly Angel".

Since their arrival in Vietnam, the Ugly Angela have taken part in numerous operations against the insurgent Viet Cong. Some of the better known operations that immediately come to mind are: Double Eagle, Hastings, Starlight, Harvest Moon, Colorado, Deckhouse V, Ford and Proud Hunter. 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 Angela".



COMMANDING OFFICER



Maj. W. H. SHAUER, JR. Commanding

You, the members of HMM 362, the "Ugly Angels" will never be forgotten by the Marines of the Third Marine Division in Northern I Corps, RVN, and as members of the unique Air-Ground Special Landing Force "Alpha" while embarked on the LPH-2 IWO JIMA and LPH-5 PRINCETON.

By your determination, courage, esprit de corps and leadership under continuous daily combat conditions you have maintained the tradition that has been associated with this squadron.

My sincere gratitude goes out to all of you for your unquestioned loyalty, dedication and many hours of hard work under combat conditions. You are held in high regard for your exploits of valor and courage in the vital support of Marines in the mountains and jungles of Vietnam.

Your dedicated performance as Marines while under my command has made this tour the most satisfying and challenging of my entire career. It has been my pleasure to have served with you all.

Therefore, this book is dedicated to you, the "Ugly Angels" of HMM 362.

W H Shauer Jr

EXECUTIVE OFFICERS



Major Edgar A. HOUSE
29 Dec 1967-13 July 1968



Major Homer P. JONES
14 July 1968-

Ugly Angels, you have flown from the DMZ to Chu Lai. You have operated both from combat bases and LPH's. You have completed every conceivable mission. The results have consistently been "Number One". I would like to thank each and everyone of you for a job Well Done. Now let's get back to work.

H. P. Jones





Gysgt. Linwood H. McNeill



1stsgt. Benjamin F. McCann Jr.

Let it be known: Since joining this squadron in January 1968, I must say that I have enjoyed being the Squadron Sergeant Major of one of the finest helicopter squadrons operating in Vietnam today; "The Ugly Angels". The young men of this squadron and staff NCO alike have shown tremendous pride in themselves, dedication in their work and an unswerving loyalty to Corps and mankind. "Keep them flying, Marines, you are doing a great job."

L. H. McNeill
L. H. MCNEILL
1stSgt USMC





Capt. G.W. Russell Jr.



S-1 ADMINISTRATION



Capt. R.E. Reed-Hill Jr.

In its role of aiding the squadron in accomplishing its mission, the Admin Office is responsible for personnel accounting and records keeping; distribution of all correspondence received or originated; procurement and distribution of personnel; coordination and supervision of all matters related to pay allowances, legal, education, voting, R & R quotas and personnel affairs; accounting of all classified material; distribution of personal mail; combat casualty reporting; awards; and other tasks that may be assigned by the Commanding Officer. Other than this the Admin Office doesn't have much to do.



Sgt. D.B. Lopez "the boss"



R.L. Jackson



M.J. Malin



M.V. Woodcox



R.R. Rumbolz



J.F. Fuquay



L.E. Bears



LEGAL OFFICER



Capt. D. D. DELAIR

SPECIAL SERVICES OFFICER



1st Lt. J. F. NORMAN

AWARDS OFFICER



1st Lt. W. T. CASEY

CAREER ADVISER



GySgt. W. R. KOHLER



"and what other little goodies have you got for me if I reenlist, baby?"

S&C OFFICER



1st Lt. A. H. NASH

POSTAL OFFICER



1st Lt. H. T. HEYER



A. J. BARKER

PAYMASTER



C. B. ADAMS



I think I love Mabel



LepI, Mabel Schmalta: our new typist



The skipper hasn't received any mail recently so I thought I'd write to him



I'm handing in my resignation



Caught in the act



Writing my congressman, why?



Two weeks ago I cuIn't even spel TIPOR, now I are wan



It's a deal, You cut me a set of orders for the West coast and I'll



No, no, it's B-A-R-K-E-R.

S-2 INTELLIGENCE



Capt. R.E. Bell

The Intelligence Department is responsible for keeping the squadron briefed on the current situation. They collect information pertaining to the enemy situation, analyze it, and then usually become violently ill. The "oui ja" board is consulted daily, and probable enemy attack is signaled by the intelligence officer moving his rack into the bunker. Keeping an up-to-date situation map showing fire incidents is another duty of the S-2. This map and all other information is in keeping with their primary job, which is to terrify the pilots. They aren't right all the time, but when they are . . . STAND BY!!



Capt. R.H. Burnham



Sgt. H.E. Jones



1stLt. E.E. Crews



1stLt. A.M. West

CONFIDENTIAL



Pilots get well briefed daily





Capt. B.R. Cascio



The operations department maintains all operational statistics and records concerning missions of the squadron. Also, under the S-3 is the keeping of accurate records of flights and strikes, entries in pilots log books, and the maintenance and updating of all status boards. The ODO's and schedules of officers also come under operations, and we of the cruise book staff dare not say anything bad about them.



Capt. C.S. Champton



Capt. J.G. Burns



Capt. B. Jealous Jr.



Sgt. R. Buszka



J.P. Westphal II



G.P. Kissell



R.W. Urquhart



Well, nobody else writes me

Here are the men who always manage to find a launch for you on that rare day off. The ODOs:



Capt. R.E. Holman



Capt. T.J. McKnight



1stLT P.J. Boroday



1stLT C.R. Steinmetz



Capt. C.W. Bowers



1stLT L.E. Houck



1stLT J.A. Lavigne



Capt. R.M. Long



1stLT B.B. Nelson



Capt. E.J. Ostroski



1stLT R.M. Bosler



1stLT M.J. Rogal



1stLT F.M. Royer



1stLT A.C. Nitchman

NATOPS AND SAFETY



Capt. P.S. Makowka

More damage and injury is caused by crashes and accidents than enemy action. It is the job of NATOPS and Safety to insure that every pilot is ready to fly any mission in a professional and safe manner. Instrument tests and check rides, NATOPS briefs, and training lectures are sometimes boring and repetitious, but if the message sinks in and every flight is routine then the job of NATOPS and safety is done. Accidents are bound to happen so just remember that the more bullet holes that you put in on the way down, the less questions you have to answer later.



Capt. H.A. Robertson III



If I catch you Nash, I'm gonna break your head.



CF Wright



I would like to fly, but I have this arthritis in my hand and



400 feet, Pickle III



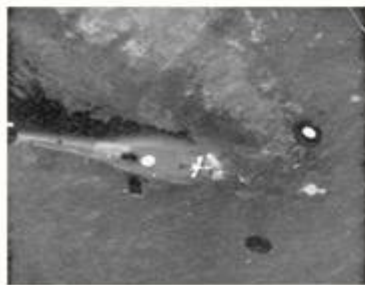
Capt. W.R. Spicer



2ndLt. J.A. Sysio



1stLt. N.C. Debord



Battery . . GULP . . Gas . . GURGLE
 . . Mags . . BLUB . . Off . . GLUB
 . . GURGLE



Tail's clear, sir!



Gear up landings can be prevented by using a check list.



Capt F.I. Harkless



Capt D.D. Beckman



Lt. W.J. McCarthy



Lt. V.J. Pilek



Lt. P. Viano Jr.

The primary purpose of Logistics is to provide the necessary material to support the operations of the squadron. Logistics also has the overall responsibility for material control, transportation, embarkation, buildings and grounds, and Marine Corps property. The motto of S-4 is "If we don't have it, it hasn't been made." What they really mean is "If we don't have it, it hasn't been left out where we can get our hands on it." In supply there is only a fine line between a medal for efficiency and a trip to the brig. Let us be thankful for what we can get and not question the source. Good job, guys!



Sgt. M.T. Walker



W.N. Bryson



J.C. Boland



16 G.W. Gray



R.M. Mauthe



A.J. Powell Jr.





It's nothing like the last time I was here



TIME OUT!



Staff Conference



Capt. T.L. Thurber



MOTOR T



C.J. Edwards



C.R. Osborne



J.R. Heidenreich



M.A. Crocker



W.C. Klatt



1st Lt. A.M. Davitt



EMBARKATION



1st Lt. P.E. Schryver

Is a 30 day school in "Oki" worth it? In a squadron that has been at two bases, on two ships, and off-loaded twice for a two week period, the answer is no! The embark people have had their hands full since April. Their job is to make sure that all squadron equipment is taken care of during each move and that it all gets to its destination in some semblance of order. They had a job to do, and they have done it well, 30 days in "Oki" . . . Hmm?



C.W. Sauro Jr.



ARMORY



1st Lt. A.M. Warren



C.R. Bunker



G.F. Jenkins



F.D. Furr



B.A. Greer

PARALOFT



J. Hollis Jr.



T.F. Belasco Jr.



G.W. Midgett



E.E. Tirado



D.A. Huguely





1stLt. J.H. Garbrick

To all who have served in the aircraft maintenance department during the past year, my deepest appreciation for a job well done. To say thank you seems not enough but rest assured it is sincere and heartfelt. Your outstanding loyalty, dedication to duty and willingness to meet every commitment regardless of personal sacrifice has been responsible for the success of the department and will serve as an inspiration to those who follow.

James H. Garbrick



MAINTENANCE



Msgt. F.A. Lee Jr.



Gysgt. J. Suplita Jr.



Gysgt. H.D. Stern



R.E. Beck



R.L. Flanders



G.D. Farrow



Capt. W.A. Knight



1stLt R.W. Sims



1stLt J.D. Opsahl

MAINTENANCE



Gysgt. R.B. Simpson



Gysgt. J.A. Beuschlein



Gysgt. F.E. McCallum



Gysgt. D.C. Barts



Gysgt. H.S. Haybeck



Gysgt. K.E. Smith



Ssgt. C.R. Maynard



Ssgt. L.A. Reil



F. Flagg



J.C. Devenney



T.L. Bauerkemper



D.G. Ferguson



M.W. Smith





SECTION I

Gysgt. E.M. COOPER
Ssgt. A. BOYER
Ssgt. L.E. HUDSON
P.R. ANDERSON



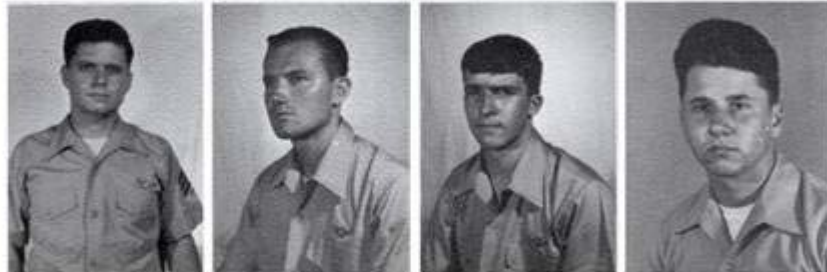
R.D. BRACKEN
A.D. CAIN
A. DAVILA
P.E. EAMES



R.R. ERWIN
H.L. HAMMOCK
J.W. FEAFNS
G.D. FUNDERBUCK



S.M. JENKINS
J.W. KOTTKAMP
K.D. LOGUE
G.A. MARTICHUSKI



R.L. MERKLY
R.E. POPWELL JR.
T.L. PRENTICE
W. WALDRIDGE JR.





Ssgt. L.D. Fonds



T.G. Fahey



NATOPS MANUAL



Stepped on it again, didn't you?



You can go if you want to, Lieutenant, but we're not going with you.



If I move the whole ass end will fall off, that's why.



SECTION II

Sgt L.L. BUTTS
W.D. COATES
W.R. ALLARD
D.E. BLOWERS



J.H. BRUBAKER JR.
B.J. CARDEMONE JR.
C.J. COMIER
S. DAVIS III



J.P. FOLEY
R.M. GAINES
C.A. GRAY
L.L. HARRIS JR.



G.N. HATCHER
S.J. HUCAL
L.C. KLEINHANS
D.M. O'QUINN



R.B. SCARBROUGH
W.C. WIEDOWER
T.C. WILSON
D.A. WINN





R.L. Sargent
N.H. Erwin
R.A. Johnson
R.D. Crone



D.D. Swenson

P.D. Hlnote



Mr. & Mrs. Wilson are proud to announce the engagement . . .



I'm taking one of those correspondence courses and . . .



Bet that's the last time an ARVN tries to hide in the clutch/fan compartment,



O.K. You talked me into it,



Finders keepers, losers . . .

SECTION III

Ssgt. S.R. MONTANA
J.F. AHERN
R.E. BEACH
G.A. BINFORD



D.H. CROSS
J.M. ERBECK
W.N. LOGAN
R.L. MILLER



A.D. MYERS
E.M. PURDY
M. SANCHEZ
R.R. STIENBRUKER



D.L. TYGART
S. VILLABREAL
D.F. YORK
J.L. KENNEDY II





SECTION IV

Sgt. D.G. LASSLEY
Ssgt. L.E. NEAL
J.G. BRIGGS
R.E. ELDER



R.A. ERWIN
J.E. HARDY JR.
R.L. LAMBERT
J.P. NOSE JR.



SP PRESTON
R.J. ROBERTS
G.W. SALSURY
L.M. SEMAK



N.L. SHAULEY
R.R. SHAW
W.J. SIMMERS
C.A. SMITH



R. ST. PIERRE
R.C. WOOD
J.R. ZUNIGA
J.G. CORONA







Gysgt. R.L. Jones



L.R. Brueggemann

CHECK CREW

R.A. Glenn
R.D. Greeno
W.C. Tettehorst
R.J. Caouette Jr.



GROUND SUPPORT

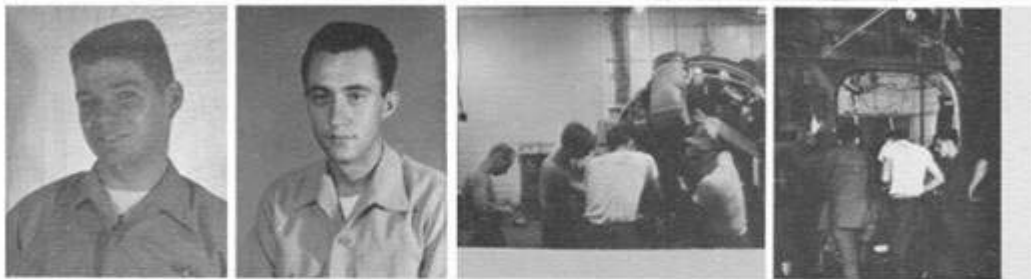
A.W. Leedy
J.R. Williams
W.R. Price
R.A. Lessard



NIGHT CREW



J.A. Kuchar
W.H. Cooke
D.D. Ross
J.E. Stone



F.A. Seldler

D.L. Huff

TOOL ROOM



B.J. Fulton
J.T. Vaughan
E.K. Beumer
R.W. Parker



Gysgt. R.E. Campbell
 M.L. Foley
 J.J. Barr
 D.E. Watkins



D.G. Boynton
 F.E. White
 C.A. Lechner
 C.C. Chappelle



O.L. Marshal
 J.H. Paetznick
 R. Whitmer
 S.C. Waldrath



M
E
T
A
L

S
H
O
P





Sgt. J.T. Chaffin



R. Ortega



W.E. Canady



HYDRAULICS SHOP



R. Rucker



H.R. Hesnick



R.W. Dennis



J.D. Harrington



J.C. Lindsey



T.L. Griffin Jr.





1st Lt. J.L. Hodges



AVIONICS

Gysgt. J.F. Oboyle
Gysgt. H.V. Wise
Sgt. R.L. Ayers
Gysgt. S.K. Mayo



Sgt. C.F. Howe
J.W. Bacon III
A.R. Cady
K.G. Call



L.O. Combs
N.V. Daman
T.D. Fischer
L.W. Filer





M.J. Ferraguto Jr.
R.E. Gammell
S.A. Hunter
D.G. Houghlum



T.G. Kane
M.F. Kelly
T.J. Koltier
J.S. Myszka



J.A. Pelon
K.A. Powell
R.W. Schellinger
J.C. Semer II



M.L. Starratt Jr.
K.H. Schmidt
J.D. Stewart
E.E. Strawn



G.L. Thrower Jr.
D.A. Wadopian
J.W. Waters
A.L. Damato







Lt. J. D. Johannes



Lt. V. Polich



R. L. Jones

Words are inadequate when it comes to our Medical Department. They minister to the needs of the squadron and also fly on all medevac missions. Professional knowledge, quick action and complete dedication are their way of life. They may be "squids", but they wear our uniform and are Marines in our eyes. What can we say, but "Thanks Doc, and God bless you."



T. E. Kirkland



G. C. Huhn Jr.



H. M. Hawkins



H. M. Fisher



MEDEVAC



MEDEVAC! Day or night and in any kind of weather, we respond. Professionalism and quick action are the name of the game, and medevac shows the Ugly Angels at their finest.

1st Lt. L.A.
Bartel
Sgt. Rogers
G.D. Moye
M.D. Schmitz



J.W. Kern



R.C. Wood





2nd Lt. L.H. McNeill



2nd Lt. E.M. Cooper



2nd Lt. B.J. Johns

Now that we have made them Officers, how are we going to make them gentlemen? In the case of these three men this is not a problem because they are all outstanding Marines and true gentlemen in every sense of the word already. It is gratifying to see success come to those who work for it and these men have definitely worked for what they have gotten. Complete dedication, loyalty, and the "Can do" attitude is a rare combination to be found in anyone, but "Top" McNEILL, "Gunny" COOPER, and "Bobby Johns" are rare indeed, and the "Ugly Angels" consider themselves fortunate to have individuals of this caliber. Becoming new Lieutenants will be a challenge, but if they just continue to do as they have in the past, they will be outstanding Officers. Congratulations Lieutenant, The "Ugly Angels" salute you.

AWARDS EARNED BY



SILVER STAR

Maj. R. M. Cramer
Capt. G. W. Russell Jr.

DISTINGUISHED FLYING CROSS

Maj. H. Hunt
Maj. W. H. Shauer Jr.
Maj. C. R. Upshaw
Capt. D. B. Colburn
Capt. R. E. Hohman
Capt. P. S. Makowka
Capt. G. W. Russell Jr.

VIETNAMESE CROSS OF GALLANTRY

Maj. E. A. House
Maj. W. H. Shauer Jr.
Capt. J. G. Burns
Capt. P. S. Makowka
Capt. T. J. McKnight
Capt. G. W. Russell Jr.
Lt. D. T. Steadman
Cpl. D. D. Swenson



SINGLE MISSION AIR MEDAL

Capt. B. R. Cascio
Capt. B. Jealous Jr.
Cpl. G. D. Funderburk
Cpl. Jogaika
Capt. R. I. Harkless



THE UGLY ANGELS

BRONZE STAR

Maj. C. R. Upshaw
HMI R. L. Jones
Sgt. J. G. Corrora
Sgt. B. J. Johns
Cpl. J. M. Murawski



PURPLE HEART

Capt. B. R. Cascio
Capt. R. J. Feeney
Capt. D. A. Jones
Lt. Brownfield
Lt. H. T. Heyer Jr.
Lt. L. E. Houck
GySgt. E. M. Cooper
Sgt. J. G. Corrora
Sgt. B. J. Johns
Sgt. Pestimer
Cpl. G. J. Bush
Cpl. A. Davila
Cpl. J. R. Daniels
Cpl. T. D. Fischer
HM3 G. C. Huhn Jr.
Cpl. R. G. Johnson
Cpl. Kefauver
Cpl. B. W. Moeller
Cpl. J. M. Murawski
Cpl. J. P. Nose Jr.
Cpl. D. W. Routon
Cpl. A. L. Sargent
Cpl. K. R. Yantis
LCpl. Boyd

NAVY COMMENDATION MEDAL

Lt. J. Barfield
Lt. G. H. Dustman
SSgt. D. L. Haynes
HMI Craig
Cpl. D. W. Routon
Cpl. A. D. Troop
LCpl. G. L. Lashomb



UGLY ANGEL'S UNIQUE AWARDS



Seldom in the history of shipboard operation do you find a feat such as the one performed by 2nd Lt. "Mighty Joe" Syslo. Ignoring the hazards involved, Lt. Syslo made his way to the flightdeck on 26 separate occasions to turn up aircraft. Lt. Syslo knew full well that he was exposing himself to a cold everytime he left his air-conditioned room, but this intrepid aviator paid little heed to this danger as he did his job. Mighty Joe proved to us that day that 2nd Lts. are good for something.



This gallant aviator saw his duty and he did it. Due to operational commitments, 165 rag pickers had been stranded at LZ Kiwi and other points for two days. With complete disregard for his own comfort, Capt. Harkless valiantly made repeated trips between LZ Kiwi and Stud despite the efforts of the rack monster to divert him. Capt. Harkless flew better than 7 hours that day and hauled 165 rag pickers. His actions were in keeping with the "easy" reputation of the Ugly Angels. Of actions like this only one word seems to fit, "fish".

The silver bullet is a long standing tradition with the Ugly Angels. The latest recipient of this dubious award is "doc" Polich. True to the tradition of all FNG's, Lt. Polich has guarded his bullet at all times and has never let it leave his side. He knew that if he were caught without his bullet he would have to buy the drinks so he has shown great foresight in that he is seldom far from a bar, just in case. Well done, Doc, but if I had as long to do as you I would use the silver bullet to shoot myself.



Some guys are good skaters, but Captain P.S. Makowka has to be one of the great ones. Even though having his E and E cancelled, Captain Makowka was not deterred. He came right back to overcome this disappointment and make two trips to Cubi Point. A mediocre skate would given up, but Captain Makowka showed the tenacity and boldness required to pull off such a feat. Modest to the last, old "Combat" kept insisting that he was only doing his job. What a guy!





On 30 February 1968, Major NONAME was flying as aircraft commander of the lead aircraft of a section of UH34D helicopters with the mission of night medevac from Phu Bai Air Base, Thua Thien Province, Republic of Vietnam. At approximately 2300, a call came in for an emergency medevac of a man who had stubbed his toe and was in danger of losing the nail if not evacuated immediately. Leaving the security of the bunker in which he had been sleeping, Major NONAME made his way in total darkness to the ready room knowing full well that being a few degrees off heading could cause him to step in the urinal or injure himself severely by tripping over the burn barrels behind S-1. Major NONAME calmly and professionally attended the brief without sobbing and only became sick once when possible enemy fire was mentioned. After being chained securely in the aircraft, Major NONAME proceeded to the pickup zone and using superior headwork, immediately contacted the zone to find out whether the flare ship had already made the pickup. Receiving a negative reply and being an extremely cautious pilot, he spent the next 2 hours getting a thorough zone brief and other information such as identifying scars or marks on the medevac so he wouldn't pickup the wrong man. He was told that the zone was 100 by 100 meters and that the perimeter extended for 500 meters in all directions. He was also told that there was a sniper with a blow gun to the south and that he could expect darts on final and in the zone. Major NONAME elected to attempt the pickup and started his approach. While on final, he came under an intense hail of three enemy darts and had to take evasive action. He skillfully reduced his RPM to 2000 and slipped into the trees bordering the zone, cutting his own LZ as he went. This masterful use of the terrain to his advantage drew the intense fire away from the medevac who was on the other side of the zone, and showed a complete disregard for his own personal safety. While waiting for the emergency medevac to run the 100 meters to the aircraft, Major NONAME brought his RPM up to 3000. Being an expert on psychological warfare, he knew that the noise caused by missing blade tips would be disconcerting to the enemy. He also bounced the collective a little and put his aircraft into ground resonance to heighten the effect. Once the medevac was on board, he nursed his badly overloaded aircraft across the remaining 100 meters of the zone and became airborne, bouncing only three times. Realizing that he could not operate continuously at 3400 RPM, Major NONAME immediately backed off to 2100 RPM and proceeded back to base. The shrewd headwork, bravery, and outstanding pilot technique demonstrated by Major NONAME is definitely in keeping with something. Major NONAME's previous decorations include two letters of reprimand, a pass over, and a meritorious pilot disposition board. Major NONAME is deserving of a D.F.M.





LPH 2
USS IWO JIMA
APRIL-JUNE 1968

THE PLEASANT



... early wake-ups



What? I scheduled myself for Danang again! How about that?



... informative briefs



... extra careful pre-flights

MEMORIES OF THOSE. . .



. . . delightful discussions with H.D.C.



. . . ambitious squids



. . . many spare moments?



. . . Good meals





Are you still on your diet?



Condition III stand-bys



Friendly get-togethers



The acy-doucey game



Honorary UGLY ANGEL



the guidonc shop



Dry evenings





Thought we'd never get here



On again, off again



Resurrection City



Everyone has a rack of his own choice tonight



Not a great place, but not a bad place
Have you any idea what a seaside cottage would cost you in
the States?



High rent district
At least there are no water hours





Gunfighter's club



The 1stsgt. says it needs a little paint



Something tells me they don't want us to use it

#1 house mouse



I don't think that's quite what he had in mind







What have I got, doc?



I've got night medevac tonight!



A what eating grin?



YOU don't even need an R&R, I need an R&R.



The calm before the storm



He just followed me home



What am I doing in the club when I have night medevac? That's a good question, sir.



Ugly Angel's playmate of the year





A great deal of thought goes into writing the schedule.



No, no, not that end, the other end



A piece of tail



Which hand has the M&M . . .



The first team



Next stops C.C., A-3, A-4 . . .



War is hell



It looks like mutiny to me



The Duke and Duchesse of Alongapo



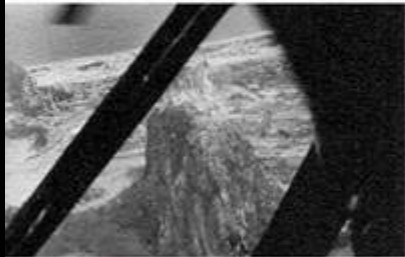
Looks like there's going to be a U.S.O. show tonight



One of Plick's pin-ups



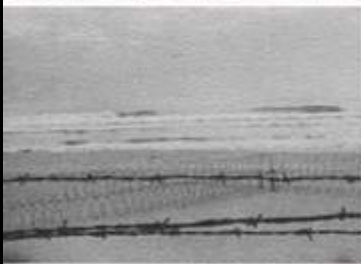
I think I'm going to be sick













“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,
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



Lt. J. A. LAVIGNE, Editor



SSgt. M. T. WALKER and LCpl. C. A. GRAY
Photography and coordination



Lt. W. T. CASEY, "Head Skate"



A STAFF MESSAGE

We of the Cruise Book Staff would like to take this opportunity to thank all the people who have done so much to make this book possible, and also to make our apologies to anyone who was slighted in any way. We have learned a lot in the brief time we have worked on this book and if we had it to do over, we would do a lot of things different. A Cruise Book is not an individual thing. It is the Squadron's Book and we urge everyone in the Squadron to contribute to the success of our next one either with pictures or just good honest criticism. It has been a lot of work, but it has also been a lot of fun and many pleasant memories have been stirred. We sincerely hope that in the years to come that this book will help you to remember with pride how it was to be an "UGLY ANGEL".

The Staff







