

# The Ugly Angel Memorial Foundation

## Newsletter June 2011

Ugly  
Angels  
Past and  
Present



### Message from President McNair

Brother Uglies,

I hope this doesn't put a burr under anybody's saddle but all y'all elected a fresh Board of Directors in Reno (see following table) and they have selected officers for 2011 (and/or until another BOD election occurs). Romy was fast enough to dodge the noose this time. Romy did a hell of a job running the UAMF and he deserves our gratitude for a lot of work and diligence. He's still going to be working with us, just in a new capacity and from his retirement digs out on the Left Coast.

Vietnam veterans are well noted for our ability to take on virtually insurmountable assignments and carry them out. If y'all have read your Popasmoke newsletters, you noticed all the post-Vietnam folks signing up, most of which are not Ugly Angels. Popasmoke wisely signed up some young talent among the still-serving ranks with the intent of bringing on board a new generation to carry on the organization.

The Ugly Angels Memorial Foundation needs an infusion of new blood by recruiting men and women who have served in our squadron in the years following our August 1969 retirement. Even the youngest of us Vietnam-era Uglies are getting pretty long in the tooth. HMH-362 has served with distinction in Iraq and Afghanistan. We need those veterans to start joining us to perpetuate the UAMF.

I hope we see new era Ugly Angels at the coming reunions in ever-increasing numbers. They have stories to tell and skins to hang on the wall next to the ones you guys have hung up there.

Let's hope Col. Clapp and Bob Skinder are smiling as they watch us progress. See y'all in Orlando where you sure won't be the only old folks as they tell me it's somewhere out in Florida.

Billy Ray McNair, Fort Worth, Texas

## UGLY ANGELS MEMORIAL FOUNDATION

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### Facebooking for Ugly Angels

Still trying to get a little Face Time? Into/outta someone's face? Or maybe you have forgotten their faces? Here's your opportunity: check out the latest blast from your Ugly buddies on Facebook. Who said geezers can't adopt new technology?

<http://www.facebook.com/pages/The-Ugly-Angels/145762915491611>

## Return to Base

*Judge Charles M. Travis Judge Charles M. Travis, 69, of Bartlett, Illinois, and Leesburg, Fla., was the beloved husband of Suzanne (nee Gundlach); loving father of Paul (Nancy), Cherie Travis, Linda Travis, Frederic (Sue) Hammer, Doug (Marsha) Hammer, Craig (Adrienne) Hammer and Herb "Butch" Hammer; cherished grandfather of Savannah and Gabriel Travis, and Shawn, Alyssa and Ethan Hammer; devoted son of the late Isador (Marsha) and the late Georgette Travis; dear brother of Harry Travis and Alan Travis; and fond son-in-law of Lorraine and the late Herbert Gundlach.*

Chuck Travis joined 362 in the summer of 1967, transferred from an H-46 squadron when we were going onboard ship for a three-week stint with the Special Landing Force to patrol the coast with First Battalion, Ninth Marines. Personnel were screwed up, and he had enough time in country remaining that he got sent over to the Ugliers. He always claimed that it was the best thing that happened to him in the Marine Corps.

After returning home, Chuck went to law school and eventually became a judge in Chicago, where he was never afraid to stick his neck out for what was right, no matter whose toes it trampled. He also joined the National Guard, eventually retiring as a Lieutenant Colonel.

He bought a beautiful old wooden-wing Bellanca BL-51, and he and I got to fly together several times when I was working in Oshkosh. Around 2006, well into his sixties, he went to South America for six weeks as a jungle pilot doing what was essentially medevac work – dropping into small muddy fields and carrying injured or ill folks to hospitals hundreds of miles away. He was a terrific man, and may his memory be for a blessing.

(info from Rusty Sachs)

## Going Back to Vietnam by Rusty Sachs

At the end of last February and the first week of March, Ben Cascio (the one and only one-eyed Ugly) and I went back to Vietnam to see what had changed since the last time we were there. Man, are we glad we did!



Mouth of the Cua Viet River at the South China Sea



A former ARVN seemed happy to meet us

Approaching Da Nang International Airport – yes, really – on a Vietnam Airlines Airbus 319 we took a deep breath at the sight of an unchanged Marble Mountain looming up from the plains alongside the old helicopter base. And the next thing we noticed was that the terrain,

more pockmarked than the face of the moon when we had last seen it, was as completely free of bomb craters as Kansas wheat fields. Somewhat wetter, but green and productive. We landed at the old USAF base, now a busy civilian field, and boarded the Toyota van that would be our principal form of transportation for the next ten days.

During that time we drove through Hai Van pass, now a paved road free of ambushes, visited the old fields at Quang Tri and Phu Bai, and out to Khe Sanh. Uniformed grade school kids hailed us with a smiling *hell-hoh!* every time we walked through a town, eager to tryout the English they study from third grade onward. We ate like kings, sat down for a beer with a former ARVN helicopter dispatcher who'd spent nearly two years in a "re-education camp" after the governmental change in 1975, and walked through the battle of Hue City with three members of Golf 2/5.



Park along the Perfume River

As we explored northern I Corps, we learned of a peculiar coincidence. On my last day of flying I had twice landed damaged aircraft at the mouth of the Cua Viet River. Six months later, when Ben took off blind

with eight wounded medevacs from 2/4 aboard, his wingman talked him down to a safe landing at virtually the same spot. It was an emotional moment when we saw that the former Swift boat base was now a fishing dock, but that the sandy spit at the river's mouth was unchanged.

Vietnam is no longer a war zone; it's the sort of country travelers like to visit. The food is wonderful – varied fish, fowl, and meats, along with a wide array of fresh fruits and vegetables, some unfamiliar but delicious. While the government describes itself as “communist,” life in the cities is far more akin to life in the USA than it is to life in China or Russia. The economy is robust, the people are friendly and honest, and -- well, I already said that the food is outstanding.

Why tell you all this? Because we are working together with the guys who put together our trip to do another one next May. That two-week jaunt will be designed particularly for Marine helicopter veterans. Starting from Saigon, we will visit the early Shufly sites, moving north through the Can Tho – My Tho – Vung Tau area where 362 conducted Operation Beacon Guide in January of 1967, and then to I Corps. We will visit Chu Lai, Marble Mountain, Phu Bai, and Dong Ha, stopping in at the silk capital of Hoi An. We travel by car past Cam Lo and Con Thien, following the Ba Long River west toward Khe Sanh and the Rockpile.

More information will be soon available at <http://miltours.com> . In the meantime, call me if you're interested.

## Crew Chief Extraordinaire – John P Nose By Billy Ray

John Nose is arguably the most storied crew chief of the Ugly Angels' Vietnam era. He arrived in Da Nang just after Christmas of 1965. The Corps said they were sending every third man in line to Force Recon, so for the next 13 months, this young recip helo mech was among the baddest of the bad, working out of First Recon at Freedom Hill.

Eventually, John joined HMM-362 and began his career as a crew chief that finally ended when the Corps figured out that Nose had been in country continuously for over three years! John first took over YL-54 which bore his 'Warlord' nose art. After the squadron reconfigured the aircraft numbers, John had YL-17.

Romy Myszka was in formation with John in Okinawa in June, 1969 when a Butter Bar was checking uniforms. The boot Looie questioned the incredible 65 Air Medals and 2 Purple Hearts until he asked "when did you arrive in country?" Nose answered "1966" at which time the young officer immediately backed off in embarrassment.

Wally Waldrath      JP Nose      Ernesto Herrera      George Zamora      TC Wilson



Del York      Bill McNair      Bill Greenman      Calvin Cormier      Don Ferguson

JP Nose did some cowboying in Montana before enlisting and followed his hitch in the Corps by a career in the oil fields. Most recently, he has gone back to his earlier days by running a large cattle ranch.

The 2010 reunion in Reno was John's first return to the Ugly ranks. He was most well received as that larger-than-life crew chief that was all business, carrying with him all his earlier experiences in the bush with Recon. Two of his gunners, Lew Barnes and George Zamora attended the Reno reunion where they got to swap yarns with their old crew chief from YL-17.

### **YL 18 Report—News from the Top (Houston, that is)**

Cavanaugh Flight Museum volunteers report progress on removing the engine. Weighing the decision to overhaul or trade in for a new one (40K to overhaul or 5K to trade in).

All wiring has been pulled out and labeled. Interior is awaiting Dan Fletcher and the spray booth. Once that is done exterior work begins. A small amount of metal work needs to be done prior to painting.

YL-18 is beginning to look like its old self. Still a long way to go but it **will** fly again. That's the exciting part. Of course, donations are needed to pay for paint and parts.

Please send your tax deductible contribution to Cavanaugh Flight Museum, 4572 Claire Chennault, Addison, TX 75001 or donate at <http://www.cavanaughflightmuseum.com/>





## History Corner B.J. Sigman

### After Action and Command Chronology Reports

The links below are for after action reports for HMM-362 and HMH-462. Clicking on the link or pasting the address will take you to the Texas Tech website for the respective After Action and Command Chronology Reports. Generally, it is all organized by date although a few reports are out of order.

Select a year for the After Action reports; wait for it to load, and then scroll down through the reports. Each report consists of four pages. Page three tells the crews and mission, page four gives the mission points for Air Medals or if it was a Strike/Flight Air Medal.

I waded through it and it takes three or four hours to go through a month of reports. It also takes a minute or two for the file to load, so don't give up too soon.

I added HMH-462 in case there was some kind of joint or coordinating action. They use a two-page form. For example, my plane was externalled from Cam Lo by HMH-462. I wanted to find the crew and verify the date that it happened. I found the date in the HMM-362 After Action reports (short flight time for the day) and looked in HMH-462 in the same month for a "TAR" (Tactical Aircraft Recovery) on the same day, LZ, and approximate time (there were two on the same day, AM and PM).

<http://www.recordsofwar.com/vietnam/usmc/HMM-362.htm>  
<http://www.recordsofwar.com/vietnam/usmc/HMH-462.htm>

### Topics for next issue needed

Send suggestions for the newsletter to [romymouse@sbcglobal.net](mailto:romymouse@sbcglobal.net) . Photos welcome. Story ideas? Questions? Things you always wondered about?



### **Combat Crew Wings for Ugliers, 2010**

The 3rd Marine Aircraft Wing (Forward) commanding general stands with the senior leadership of Marine Heavy Helicopter Squadron 362, 3rd MAW (Fwd), and the five Marines who received their combat aircrew wings at the flight line aboard Camp Bastion, Afghanistan, Dec. 6.

The combat aircrew wings must be earned while the unit is deployed. It is a prestigious distinguishing device as it is symbolic of Marine aviation's deep bond and commitment to supporting the infantry and coalition forces in Afghanistan.

Aerial observers Master Sgt. Michael Teegardin, Gunnery Sgt. John Delgado, Sgt. Gary Hackman and Cpl. Oscar Melgar, and crew chief Cpl. Kyle Greer, received their combat aircrew wings from Brig. Gen. Andrew W. O'Donnell Jr., the 3rd MAW (Fwd) commanding general.

"It is a true honor to be able to recognize the Marines in this fashion," said Lt. Col. Thomas A. Pecina, HMH-362, "Ugly Angel's" commanding officer. "When I first came in the Marine Corps, the only people who had them were those who were in [Operation] Desert Storm."

Before the Marines are able to wear the wings on their uniform name patches, they first had to meet the requirements. They must volunteer and complete the required training for combat aircrew duty, qualify medically and obtain the required number of hours in a Marine aircraft in combat operations. To be part of the flight crew, Marines must either be crew chiefs or aerial observers.

"After my first deployment, I wanted to fly, so I became an AO," said Hackman, an intelligence analyst with the Ugly Angels. "It's not usual for an [intelligence] guy like me to do this, it's usually a maintainer. I feel very blessed for having been able to do it. Going out there and risking everything just to get the [infantry] what they need, makes it all worthwhile."

Marines must also acquire points according to types and number of

flight hours to earn the insignia. A strike, which delivers ordnance against the enemy, will earn two points. Inserts or extracts of assault personnel or engaging in Search and Rescue operations that encounter enemy opposition are also two points. General support flights, in which no enemy is engaged, are worth one point.

A direct combat support mission is worth 0.4 points. These missions can be reconnaissance, combat air patrol, transportation of personnel and cargo as well as convoy escorts that encounter no enemy opposition.

## Change of Command HMH-362 Hawaii



A few years ago when I was gathering orders for the first Ugly Angels challenge coins, a Marine helo pilot contacted me and ordered 10 coins. He identified himself as Lt. Col. Pecina, nicknamed "Piglet." Since I was getting into collecting, I asked if he'd trade some coins as well. I ended up with two coins from him including this terrific "personal resume" coin that displays the squadron emblems of his Marine aviation history.

Last time we sold coins, he contacted me again, saying he wanted more coins for when he deployed to Afghanistan. I told him to say howdy to the Ugly Angels who were over there if he ran into them. Modestly, he replied that he was actually going to fly for the Ugliers. It took me a couple days to figure out that **a Lt. Col. doesn't just fly** for

a new squadron. A younger Ugly pilot clued me in that “Piglet” Pecina was about to become the new HMH-362 CO.

In getting permission to write this, Lt. Col. Pecina informed me that he has handed over the command to Christopher "Ollie" Oliver. To quote the outgoing CO, **“He will be the last HMH-362 CH-53D Commander, the last CH-53D squadron Commander, and the last Combat CH-53D Commander. So he has a lot of history in front of him.”**

I’m sure you all wish Lt. Col. “Piglet” Pecina, Godspeed and all the best in his future in Marine rotary aviation. Similarly, congratulations and welcome aboard to Lt. Col. Oliver, the brand new CO.

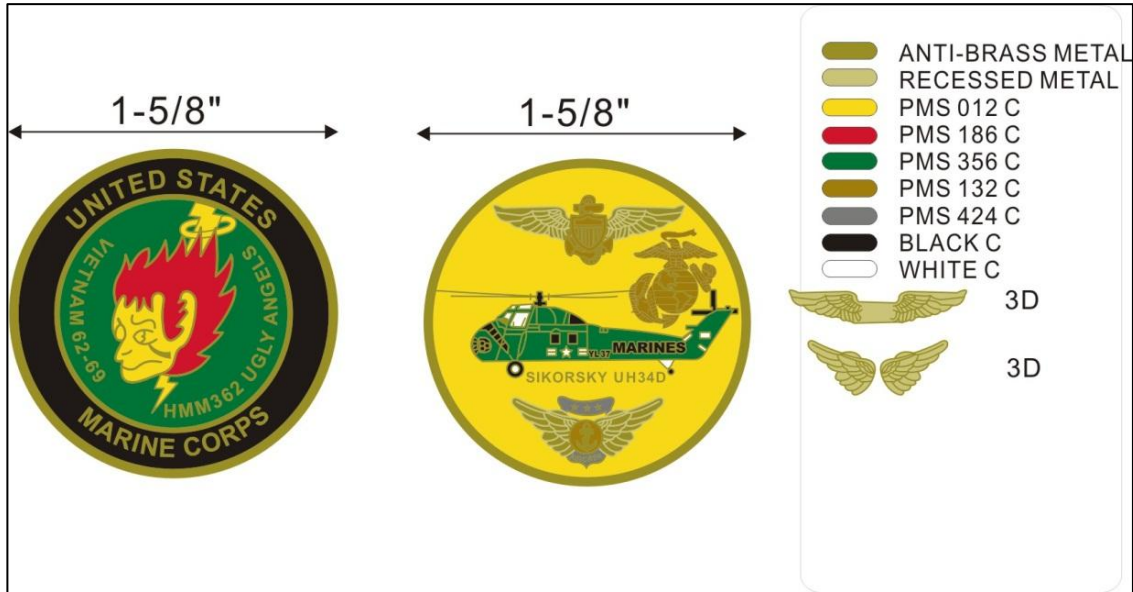
## **History Project—Attention Crew Chiefs**

Volunteer Historian Sigman needs your info to create a database correlating A/C bureau number to squadron side number using bureau number, side number, squadron, modex, and year and location. Available data is spotty and could be obtained from the little green note book that crewchiefs, section leaders, line chiefs, and maintenance chiefs carried around.

Please email [bjsigman@verizon.net](mailto:bjsigman@verizon.net) any information you have or remember (or think you remember) in the following format: Bureau number, Side number, Modex, Squadron, Year, Location (Futema, RVN, Santa Ana, etc)?

If you have the ‘green book’ and would prefer to photocopy the pages or mail the original, send BJ a message indicating your druthers.

# Coins coming around again per your request



Another Ugly Angels challenge coin project (Romy and I sold out our reserves) is needed due to popular demand. I understand that some of our last batch went to the RVN during Ben and Rusty's recent trip to Oz. In response to requests for more coins, I am taking orders for the above coin, which is exactly the same as the last time. If you want coins, send your check to me at:

Billy Ray McNair  
 6108 Dovenshire Terrace  
 Fort Worth, TX 76112

The price this time is \$6.00 per coin which covers the coin and shipping.

Billy Ray McNair [yl3cc@yahoo.com](mailto:yl3cc@yahoo.com)

# Ugly Shirts and Caps (covers, if you prefer)

In addition to Ugly coins, Bill has received a few queries regarding Ugly shirts. There is no UAMF shirt project, but in response to some requests, he contacted Frenchy, our longtime shirt supplier. He needs quantities to see if demand meets his minimum for a Tee Shirt order.

At this time, there is no order – just a feeler so, just email or snailmail Bill at [yl3cc@yahoo.com](mailto:yl3cc@yahoo.com) with how many Tee Shirts you would wish to order if they become available.

The new Tee Shirts are described as Under Armour equivalent.

Please include size and remember, this is not an order for Tee Shirts yet, just a quantity feeler.

Ugly Tee Shirt (Small) \_\_\_\_\_ Ugly Tee Shirt (Medium) \_\_\_\_\_

Ugly Tee Shirt (Large) \_\_\_\_\_ Ugly Tee Shirt (X-Large) \_\_\_\_\_

Ugly Tee Shirt (XX-LG) \_\_\_\_\_ Ugly Tee Shirt (XXX-LG) \_\_\_\_\_

Price per Tee will be somewhere between \$12 and \$15 depending on how many responses we get. I will respond to each request once we get an idea of quantity of total shirts to order.



Tee Shirt:



Golf Shirt:

.....  
The **golf shirts** are Adidas Climate Mate. You can order them any time directly from Frenchy for \$33 each. Add \$3 for XX and XXX sizes.  
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## Caps and Covers

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The low profile green **Ugly Angels caps** are New Era style and may be ordered any time directly from Frenchy for \$14 each. Add \$3 for each cap if you want to personalize with something like a name or your bird's number, such as "YL18," etc.  
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It is time to serve our younger Ugly population, so future designs will probably incorporate the newer "Olaf" ugly logo as per the present day HMH-362 squadron emblem alongside the Vietnam style emblem.

Snail mail orders to Frenchy's business should be sent to:

**Ultra Marine Productions, 9810 Indian Ford Dr., Milton, Fla. 32570**

## Who dat crew chief? Think you know?



Send your best guess to [yl3cc@yahoo.com](mailto:yl3cc@yahoo.com)

# Heading Back to Florida in 2012 !!!



**Kenny, Ron, Dave, Tom, Dan, and Romy**

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