

24 July 1993

Dan Calvert

Dear Dan,

The enclosed pictures and article tell the story. We finally made it. After a full year finding and moving a basic airframe, we spent two years getting it painted and put together. Three years of pecking away at the task.

The telephone credit card was/is a god-send. You can't imagine the calls I've had to make. I need it for a little while longer to finalize getting M-60 machine guns. For info, I've got five M-60's being demilitarized at the Navy's Crane Indiana Depot. The plan is for two to be for our San Diego Huey, two for the Pensacola Huey, and one for the Gamewarden's restored PBR here in San Diego. The fantastic procurement break for us was arranged by Capt Tom Davis (ex-wolf) now on duty in Washington (NavAirSysCom PMA-250). You will note I finally coerced him to join Seawolves Inc.

We ended up with a batch of weapon system hardware in excess of our San Diego needs. It has been shipped to Pensacola for use on our Huey there --- Ammo boxes, Pylons, gun mounts, etc.. The only things they will need in adition will be the rocket pods and ammo chutes.

As you can see from the pictures, I made wood mock-ups of the external miniguns on our San Diego bird. Pensacola will have to do the same unless they can find the real thing.---- I couldn't.

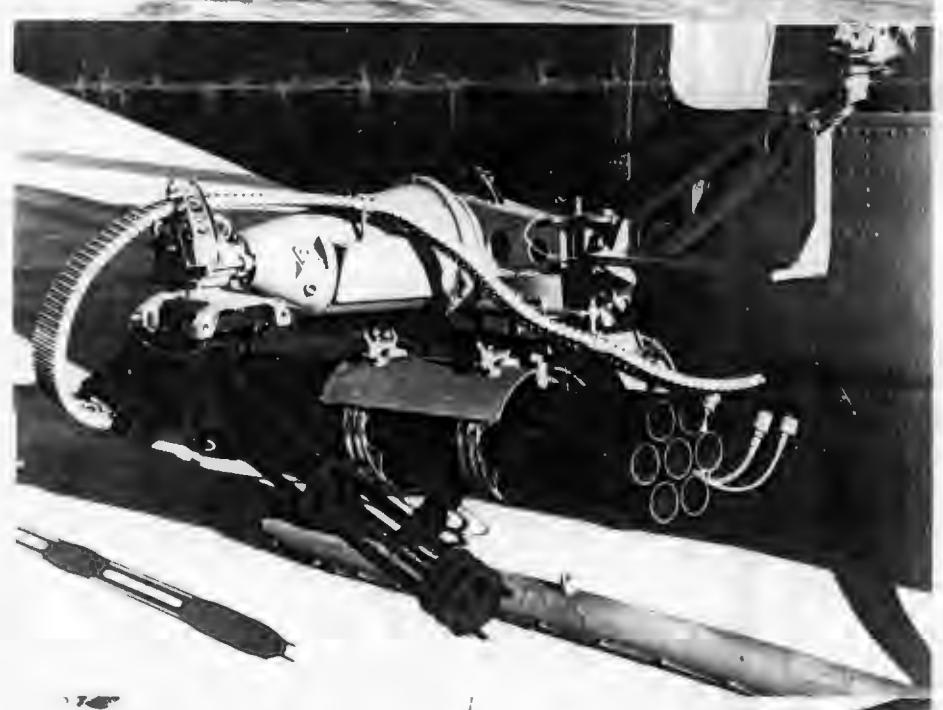
The timing was right so I arranged to join the SEALS/UDT part of the Coronado 4th of July Parade after we loaded the helo for the move from NAS North Island (to the Museum hanger at Gillespie Field in El Cajon). It was a sensation in the parade. Tom Phillips (ex-wolf) and I were in the pilot seats with a couple painted-up SEALS with M60's in the cabin doors. That's how we solved the immediate M60 problem.

Enclosed please find a listing for \$157.36 in miscellaneous expenses. There were some other expenses for which I don't have a record so I'll consider that part a donation.

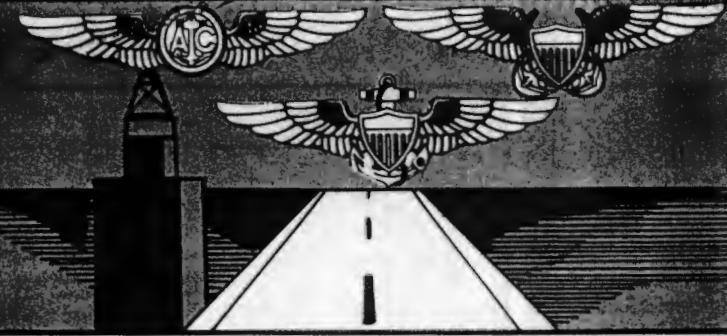
Regards,



Marty Twite



# North Islander



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A reconstructed UH-1 Huey helicopter gunship is loaded onto a flatbed truck for transportation to the San Diego Aerospace Museum. (Left to right) in crane cab: William C. Hollister, standing next to crane: Robert V. Stevenson, both from NAS Operations. CAPT Marty Twite USN (ret.), ADAN Brandon A. Smith, AD2 John Craig, ATAN Kevin G. Doucet, AMH1 David E. Laxa, AMS1 Timothy L. Sandige, AD3 Brian K. Sperry and ENS Gerry C. Herluginson from HSL-41, AMSC Ronald K. McCall from Helicopter Wing Reserve. (Photo by JO3 David Sinclair)

## Helicopter added to Aerospace Museum

After two years of reconstruction by volunteer personnel here, a UH-1 Huey helicopter gunship is ready for induction into the San Diego Aerospace Museum. The refurbishment project was completed June 24.

The UH-1 gunship was included in Coronado's Fourth of July parade, enroute to the museum. It was transported Tuesday morning to the museum's aviation unit at Gillespie Field in El Cajon. There the Huey is to be prepared for display at the museum's downtown location.

CAPT Marty Twite (ret.) of Coronado arranged for the derelict airframe to be delivered to the Helicopter Anti-Submarine Squadron Light THIRTY-ONE

(HSL-31) FRAMP hangar in July 1991.

ENS Gerry C. Herluginson of HSL-41, and formerly HSL-31, was the active duty military liaison for the refurbishment of the UH-1 helicopter. He said, "All facilities were provided for by the squadrons involved in the project." Herluginson also mentioned that all maintenance man-hours were provided by off-duty personnel with most of the work primarily done on weekends.

AMSC Ronald K. McCall and Mr. Frank Waines were two other key members of the project.

McCall, of HELRESWING, coordinated the parts procurement and the transportation needs for same as well as providing technical support for the reconstruction project.

Waines, of NADEP, used the helicopter as a training object which resulted in a new paint job for the UH-1.

Twite said that one of the reasons for rebuilding the helicopter was the significance of Huey to history. The UH-1, configured as a gunship, provided close air support for U.S. Navy river patrol boats in the Mekong River Delta region of Vietnam from 1966-1972.

Twite said, "although it [Huey] was manned entirely by Navy personnel, Helicopter Attack Light Squadron THREE (HAL-3), flew U.S. Army gunships." He said that this unusual arrangement was made when "it became clear that air cover, to include shipboard operations, was needed around the clock in all kinds of weather. Army pilots were not trained for shipboard operations and flew only during the daylight."

"Three detachments from Helicopter Combat Support Squadron ONE (HC-1), provided the original personnel for the mission starting in mid-1966. HAL-3 was commissioned as an independent squadron in April 1967 and became known as the Seawolves," Twite added.