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## Canadian In Viet Nam Due For Nov. Leave

TUY HOA, South Viet Nam (CP)—Ross Marle is going home to Canada in November with two priorities in mind:

To see his wife and son Tyler whom he has never met and to do some fishing before Ontario lakes and rivers freeze up for the winter. Tyler will be 10 months old when he gets home.

"After that I have another year to serve in the army and then I'll decide what to do," Marle said. "Being a family man now, I'm not sure I want to stay in the services."

Chief Warrant Officer Marle is an eager, blue-eyed, red-haired gun - shoot pilot in a United States Army assault helicopter company.

He was born 25 years ago at Hamilton but his family home is at Millgrove, Ont., and he went to school and worked in a number of southern Ontario towns and cities.

This September day he and other members of his company were roused at 4:30 a.m. and an hour later, without breakfast, were flying troops of an airborne brigade to a

the fertile Ba River Valley, about 20 miles northwest of a strike zone just north of the fertile Ba River Valley, about 20 miles northwest of this South China Sea coast town.

A group of about 60 Viet Cong had been flushed in the woods and a search - and - kill operation was in progress.

As a gun - shoot pilot, Marle's job was to fly his helicopter over positions given to him and his co-pilot by ground troops so his two gunners could provide machine-gun and rocket support for the attack.

He also was expected to escort medical evacuation helicopters bringing wounded out of the area. The medical "choppers" do not carry weapons.

On this day, Marle flew two gun-shoot and two evacuation missions before being placed on stand - by fall shortly after noon. In the seven hours from 5:30 a.m. to 12:30 p.m., he had been on ground only long enough to refuel and return his helicopter.

His only food before the stand - by break was an egg sandwich he grabbed on the run between flights.

**HIT BY BULLETS**

This was little more than a routine day for the men of Marle's company. They made contact early with the VC and two choppers came back with bullet holes. One was struck 10 times and another twice, both almost in the landing zone, but neither had difficulty returning to the tented base on a huge sand beach beside the sea.

A half hour after bringing back the chopper that had been hit 10 times, including a bullet through the plexiglass windshield, that pilot was in the air again in another craft. It was the third time he had been hit in four days.

"Let's get going," he told his crew as he downed a cup

SECOND SECTION

# The Guardian

"Covers Prince Edward Island Like The Dew"

Charlottetown, Thurs., Oct. 20, 1966.

PAGE 11

of tea. "It's time to stop being cowards."

The slogan of Marle's company is Skill Not Luck, but Marle and his fellow pilots feel there has been a lot of luck in the fine record the company has established. There have been few casualties.

"The Charlies are pretty lousy shots," Marle said, "and it is lucky for us they haven't many anti - aircraft guns. If they had we wouldn't be able to use helicopters."

In 10 months of action during which he has flown more than 600 missions and 530 combat hours, Marle estimated his helicopter has been hit on between 10 and 20 occasions but he has never been forced down and only once was in danger of not getting back to base.

**STRUCK BY ACK-ACK**

"That time I was hit by anti-aircraft fire and we had to be escorted back," he said. "We were lucky we made it."

Gun - shoot pilots rarely know for several days how effective their support has been. On the attack north of the Ba, Marle saw three dead VCs in the landing zone but his own shooting was into woods from which the ground troops were being attacked.

"We don't often see the Charlies," he said.

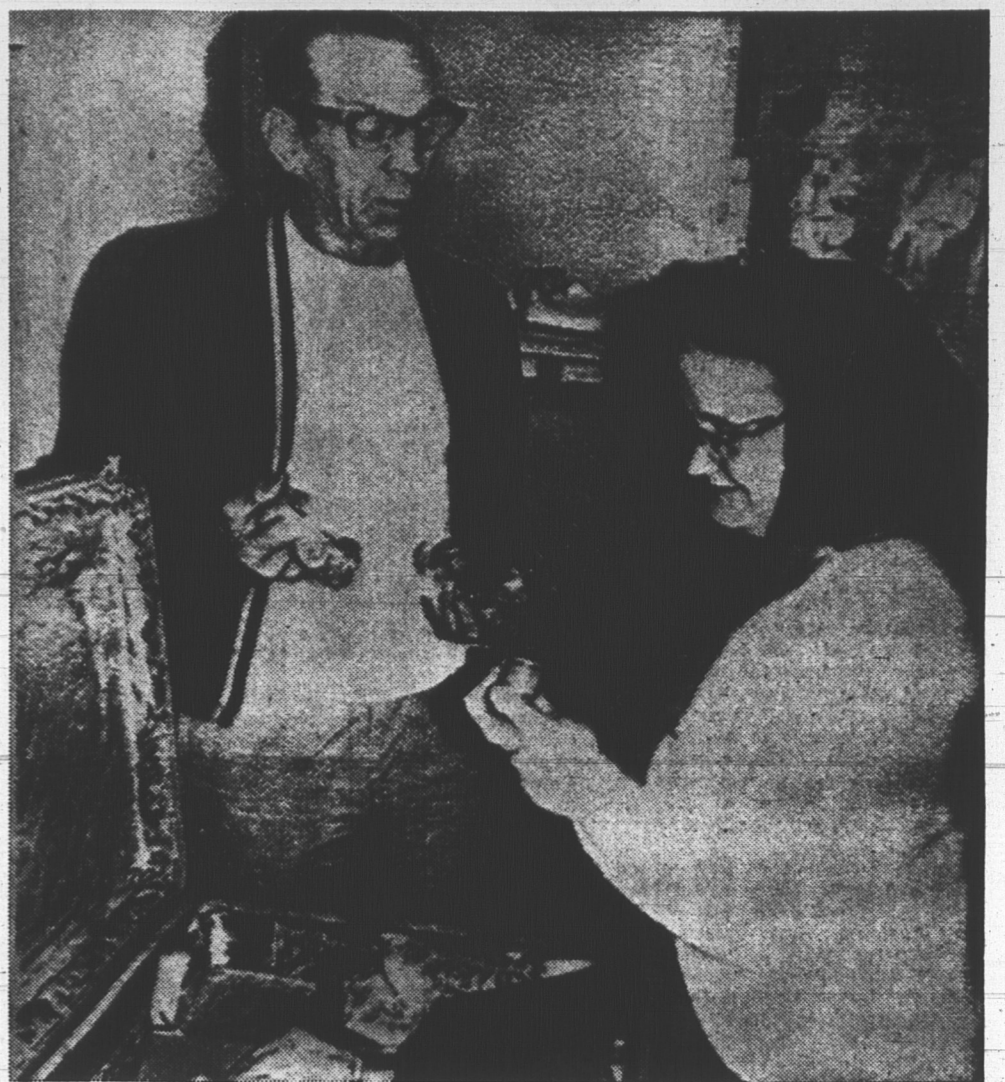
About 25 per cent of his missions are night flights, either before dawn or after dark and these are the ones all helicopter crews dislike the most.

"You never know what you are going to hit until you hit it," Marle said. "In the daytime you at least can find a spot to land if you get into trouble."

Each flight lasts about one hour and 45 minutes, less if the chopper uses up its ammunition early and has to return to reload.

**SERVED ELSEWHERE**

Marle never flew any aircraft before he joined the U.S. Army in 1959 but he has seen a lot of the war dirt north of a lot of the world since then as a pilot. He served in Korea for 2½ years after completing



### BIG FIND MADE IN COINS

Clyde Conn, 66, of Des Moines, Iowa, shows his wife some of the estimated \$5,000 to \$7,000 in coins he found in a suitcase and turned over to the sheriff's office. The find was Monday while Conn was hunting near Des Moines.

Tuesday the coins still went unclaimed. The soggy, weather-beaten suitcase was hidden under a rotting tree limb. Under Iowa law, Conn is entitled to 10 per cent of the find as a reward if the money is claimed; if no one claims the

coins in a year they become Conn's. (AP Wirephoto)

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Legs	59c	Lamb Legs	69c

Shoulder Pork Steak	lb.	Fresh Chicken	lb.
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**IMPORTED LAMB FRONT ROAST** LB. **39c**

**SALT HERRING** ..... 2 for 25c

**CORNED MACKEREL** ..... 2 for 39c

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#### EXTRA SPECIAL

New Crop Florida **GRAPEFRUIT**

**PINK OR WHITE** 5 FOR **59c**

**ROBIN-HOOD ROLLED OATS** 5 LB. BAG **63c**

3 lb. tin	Kraft	24 oz. jar
Crisco	1.19	Marmalade
24 oz. pkg.	2 for	Parkay
Dream Whip	49c	Margarine
		69c

**BROWN SUGAR** 10 LBS. **83c**

Eastpak	1 lb. 14 oz.	Monarch	2 lb.
Cold Pak	tin	Shortening	59c
Lobster	2.59	Shirriff's	48 oz. tin
Highliner	1 lb. pkg.	Orange	Juice
Fish & Chips	49c		45c

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