

LIMA CO.

3RD BATTALION, 5TH MARINE REGIMENT
1ST MARINE DIVISION



VIETNAM 1966-1971

David Acton, Newsletter Editor
6425 Evans Rd, Chittenango, NY 13037
315 - 687 - 9419 dacton@twcny.rr.com



NEWSLETTER #152 ♦ DECEMBER 2025

MERRY CHRISTMAS JARHEADS & CORPSMEN



SEM PER FIDELIS

NEW ORLEANS ♦ 2026 REUNION



NEW ORLEANS
JUNE 17 ↔ 21, 2026
ASTOR CROWNE PLAZA



From [Wikipedia](#)

The history of New Orleans, Louisiana traces the city's development from its founding by the [French](#) in 1718 through its period of [Spanish](#) control, then briefly back to [French](#) rule before being acquired by the United States in the [Louisiana Purchase](#) in 1803. During the [War of 1812](#), the last major battle was the [Battle of New Orleans](#) in 1815. Throughout the 19th century, [New Orleans](#) was the largest port in the [Southern United States](#), exporting most of the nation's [cotton](#) output and other farm products to Western Europe and [New England](#). As the largest city in the South at the start of the [Civil War](#) (1861–1865), it was an early target for capture by [Union](#) forces. With its rich and unique cultural and architectural heritage, New Orleans remains a major destination for live music, tourism, conventions, and sporting events and [annual Mardi Gras celebrations](#). After the significant destruction and loss of life resulting from [Hurricane Katrina](#) in 2005, the city would bounce back and rebuild in the ensuing years.

NEW ORLEANS ♦ 2026 REUNION

[LOUIS ARMSTRONG INTERNATIONAL AIRPORT \(MSY\)](#) is served by a variety of airlines.

Here's a list of the airlines currently operating at MSY:

Air Canada * Alaska Airlines * Allegiant Air * American Airlines * Avelo Airlines * Breeze Airways
British Airways * Delta Air Lines * Frontier Airlines * JetBlue Airways * Southwest Airlines
Spirit Airlines * Sun Country Airlines * United Airlines



[GROUND TRANSPORTATION](#)

The Airport's central location offers easy access to I-10 and is located only a short drive from Downtown New Orleans, the French Quarter, and the Central Business District. Many convenient and affordable [ground transportation options](#) are available for passengers. Explore the links on the Ground Transportation page to learn more about the various transportation options.

Please do not accept solicitations to assist with transportation or baggage from anyone that is not properly badged. Always seek out airport employees with MSY ID badges for assistance. Solicitation of ground transportation is an illegal activity. Illegal solicitors may be unlicensed and uninsured.

[TERMINAL MAP](#) It's interactive; click Terminal Map to look at it.

THE BIG EASY

New Orleanians rarely refer to the city as the "[Big Easy](#)." Locals like to say "New Or-leens," or "New Or-lee-ans." Also, if we're giving someone our current location we tend to use street names, "heading to bourbon," getting some beignets in the Quarter," or "brunch on Canal" The one thing we do not say is "Nawlins," at least not today's locals.

So how did the "Big Easy" become the city's nickname? [Here are four theories](#) that can trace the nickname's origins back to the early 20th century.

Some "easy" listening to get you in the mood!

[Sounds of New Orleans](#)
[New Orleans Swing Jazz](#)



NEW ORLEANS ♦ 2026 REUNION



LIMA 3/5 FIREBASE: ASTOR CROWNE PLAZA HOTEL



NEW ORLEANS ♦ 2026 REUNION

LIMA 3/5 FIREBASE & LZ

ASTOR CROWNE PLAZA

NEW ORLEANS FRENCH QUARTER

739 CANAL STREET
NEW ORLEANS, LA 70130

JUNE 17 - 21, 2026

ROOM RATES PER NIGHT - **50 ROOMS ARE AVAILABLE, BOOK EARLY!**

WEDNESDAY & THURSDAY: \$139 + TAX* \$23 + OCCUPANCY CHARGE \$2 = \$164

FRIDAY & SATURDAY: \$159 + TAX* \$27 + OCCUPANCY CHARGE \$2 = \$188

*TAX RATE IS CURRENTLY 16.75%

VALET PARKING (DISCOUNTED): \$39 PER DAY

RESERVATION FEES FOR LATE ARRIVAL OR EARLY DEPARTURE BY MORE THAN A DAY:
IF YOU ARRIVE LATE OR LEAVE EARLY, PER YOUR RESERVATION, YOU WILL BE CHARGED
ONE NIGHTS ROOM + TAXES

RESERVATIONS:

CALL: (877) 408 - 9661 (TOLL FREE)

GROUP NAME: VIETNAM VETERAN REUNION

CUT OFF DATE: MAY 18, 2026 ↪ ↪ ↪

THE ASTOR CROWNE PLAZA IS A “SMOKE-FREE” HOTEL **THE SMOKING LAMP IS OUT!**

NOISE: UNLESS YOU ARE CONDUCTING A NIGHTTIME ASSAULT, THE HOTEL ASKS THAT YOU
KEEP THE NOISE LEVEL DOWN **WE'RE SUPPOSE TO BE ON R&R, NOT FIGHTIN'**

TRANSPORTATION TO THE HOTEL FROM THE AIRPORT: THE HOTEL DOES **NOT** OFFER A
COURTESY SHUTTLE; FOR OPTIONS, SEE [AIRPORT GROUND TRANSPORTATION](#)

DRINKS ARE ON OUR HOSTS:
BILL & DIANE CLARK
WITH MUCHO ASSISTANCE
FROM CONNIE SHULER

... WAIT A MINUTE... MAYBE WE
SHOULD BUY THEM DRINKS!
YA' THINK!



NEW ORLEANS ♦ 2026 REUNION

THINGS TO DO IN NEW ORLEANS

[The Official New Orleans Tourism Web Site](#) (Ed: a very good source of information)

[Maps & Transportation](#) [French Quarter](#) [Casinos](#)

[Best Things to do in New Orleans](#) (Written by a couple who have “been there/done that”)

What is a [Hop-on Hop-off Bus Tour](#)?

Explore New Orleans your way with a Hop-on Hop-off bus tour! Ride through iconic spots like the French Quarter, Garden District, and Jackson Square with live commentary and panoramic views. With City Sightseeing New Orleans offering... ([read more by clicking on the blue link above](#)).

[Swamp Tours](#)

The South is known for our swamp tours, and there are plenty of reasons why: a boat tour of the swamps can give you a whole new view of this state’s unique ecosystem, history, culture, and animal life. Browse by category to find a swamp tour... ([read more by clicking on the blue link above](#)).

[History and Haunts Carriage Tour in New Orleans](#)

Travel back in time to the 19th century and revisit New Orleans' dark and rich past, where carriages were the principal mode of transportation and the streets were filled with mystery. This spooky, nighttime carriage tour will take you... ([read more by clicking on the blue link above](#)).

[The National WWII Museum](#)

The National WWII Museum tells the story of the American experience in the war that changed the world—why it was fought, how it was won, and what it means today—so that all generations will understand the price of freedom and be inspired by what they learn. (Ed: a friend says this is a must see!)

[Paddlewheel River Boat Cruises](#)

There are three: Natchez, Creole Queen and City of New Orleans

NEW ORLEANS WEATHER

June is generally a very hot, muggy month. The average temperature is of 82 °F, with a minimum of 73 °F and a maximum of 90 °F.

- On the coldest nights of the month, the temperature usually drops to around 66 °F. However, it dropped to 55 °F in June 1993.
- On the **warmest days of the month, the temperature usually reaches around 95 °F.** However, it reached 100 °F in June 2009.
- Precipitation amounts to 7.7 inches, distributed over 13 days.
- The day lasts on average 14 hours and 0 minutes. There are on average 9 hours of sunshine/day. So, the sun shines 65% of the time.
- The average humidity is 74%. Hence, the air is normally humid.
- The average wind speed is 6 mph.
- The average sea temperature is 82 °F. The sea is pleasantly warm and allows for long swims.

NEW ORLEANS ♦ 2026 REUNION

ADVANCE ORDERS ONLY ♦ PICK UP AT THE REUNION

★ ★ ★ ORDER FORM MUST BE RECEIVED BY APRIL 6, 2026 ★ ★ ★

Shirts and hats are **POND BLUE**, with the **USMC Lima 3/5 logo** embroidered on the front left breast and the **Vietnam Service Ribbon, 2026 & New Orleans** on the left sleeve.

Polo Shirt S, M, L, XL \$28 ea. Size _____ Qty _____ \$ _____

Polo Shirt XXL \$31 / XXXL \$32 ea. Size _____ Qty _____ \$ _____

T-Shirts have silk screened USMC Lima 3/5 logo on the front left breast

T-Shirt S, M, L, XL \$19 ea. Size _____ Qty _____ \$ _____

T-Shirt XXL \$22 / XXXL \$23 ea. Size _____ Qty _____ \$ _____

Hats have the logo on the front and VSM ribbon on the back

Hats are adjustable \$18 ea. Qty _____ \$ _____

\$12 Postage for shirt/hat order if not attending the reunion \$ _____

Total Shirt & Hat Order \$ _____

**Banquet Dinner \$65 Per Adult # _____ @ \$65 = \$ _____
(Children under 12 Free)**

General Fund (contribution) \$ _____

My Shirts & Hat Order \$ _____

MY TOTAL FOR 2026 NEW ORLEANS REUNION \$ _____

★ ★ ★ ORDER FORM MUST BE RECEIVED BY APRIL 6, 2026 ★ ★ ★

Make check payable to:
Dennis Freed

Send Order Form to:
Dennis Freed
24665 Via Tonada
Lake Forest, CA 92630
949-351-4718
prplhrt68@gmail.com

Name _____

Spouse/Guest _____

Address _____

City _____ ST _____ Zip _____

Phone _ (_____) _____ Cell _ (_____) _____

E-Mail _____



LIMA 3/5

COMPANY MEMBERSHIP

LIMA 3/5



ROSTER & SOCIAL MEDIA

Lima 3/5 membership roster has 646 Marines & Corpsmen and 35 relatives & friends.

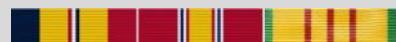
Lima 3/5 Website: <https://limathreefive.org>

Lima Facebook (private group, must apply to join):
<https://www.facebook.com/groups/149906508829193>

Active	359
Lost Contact	50
Died	235
Do Not Contact (DNC)	2
Relative/Friend (R/F)	35



TAPS



ANDREW "ANDY" SYOR, JR

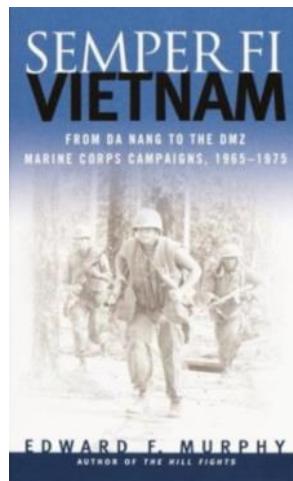
Died: November 21, 2025

Lima Co: '65 - '66
 Rank: CPL
 MOS: 0341
 WIA: No
 Reunions: 0

SEMPER FI VIETNAM

Enemy activity had been infrequent throughout 1970, but it declined even more as the year neared its end...

Another major discovery came on Christmas Eve when Company L, 3/5, stumbled upon a large NVA command post. That afternoon a squad from Company L spotted a group of nine NVA, eight men and one woman, sitting in front of a cave. The Marines killed four of the enemy in a flurry of rifle fire, but the others escaped. After searching the area, the patrol realized that it had uncovered an important cave network. Elements of two other companies arrived the next day to help explore the six-cave complex. Besides the normal supplies, the Marines also found a variety of communications equipment. Based on their finds, the Marines felt confident that they had at last uncovered the forward CP of the elusive Viet Cong Front 4 Headquarters.



Murphy, Edward F. Semper Fi: Vietnam: From Da Nang to the DMZ, Marine Corps Campaigns, 1965-1975 (p. 343). Random House Publishing Group. Kindle Edition.

Submitted by Andy Syor



LIMA 3/5

COMPANY STORIES

LIMA 3/5



MARINE'S BRIEF TIME WITH MARINE COMPANY BRINGS LONG-LASTING BOND

DAN NORDMANN'S STORY

By Bill McClellan
Saint Louis Post-Dispatch
Friday, June 25, 2010

Lima Company of the 3rd Battalion, 5th Marine Corps Regiment had a storied history in Vietnam. From Operation Hastings in 1966 to the Battle for Hue in 1968 to the end of Marine Corps combat operations in 1971, Lima was in the thick of things. Its veterans have a reunion every year, and this year it's in St. Louis. Going on right now, actually. Dan Nordmann of Bridgeton is this year's host.

He is an unlikely host. Everybody he knows from Lima Company he knows from previous reunions, not from Vietnam. "They're great guys," he told me when I visited the hospitality room at the Millennium Hotel Wednesday afternoon. But none of them are old friends. He spent almost his entire time in Vietnam with a different unit. As far as Vietnam goes, he remembers only one man from Lima Company. That would be a corpsman, "Doc" Murphy.

If Nordmann is an unlikely host, he was also an unlikely candidate to be a Marine. He had polio as a child, and the right side of his face is partially paralyzed. He can't see well out of his right eye. He could easily have avoided military service. Moreover, his original plan was to be a priest.

He grew up in Pagedale. After graduating from a Catholic grade school, he attended Del Bufalo, a high school seminary in Liberty, Mo. He graduated in the spring of 1967 and enrolled at St. Joseph College in Rensselaer, Ind. That school, founded and supported by the Missionaries of the Precious Blood, represented the next step toward the priesthood.

"Sometime that summer, I just decided I was tired of school," Nordmann said.

He went to see a Marine Corps recruiter. He was thinking that maybe he could get training as an airplane mechanic. The recruiter advised him against it. Getting a job like that would mean a four-year commitment. He might have to do two tours in Vietnam. If he were willing to go into the infantry, he could get a two-year enlistment. Then he'd only have to go to Vietnam once.

That seemed to make sense, so Nordmann signed up for the two-year hitch.

He became a machine gunner. He arrived in Vietnam in February 1968. He was assigned to Fox Company of the 2nd Battalion, 27th Marines.

He stayed with Fox Company until September 1968 when the 27th was rotated back to the states. Nordmann still had five months to go in Vietnam so he was transferred to Lima Company.

(continued)



He joined Lima on Sept. 11, and was wounded two days later on Friday the 13th. Two North Vietnamese soldiers popped out of a spider hole, fired a few rounds and ducked back down. Nordmann was only about 15 yards from the hole, but didn't want to use a machine gun because there were Marines on the other side of it. As he prepared to throw a grenade at the hole, one of the North Vietnamese popped up and fired a burst at him. "I could see the whites of his eye," said Nordmann.

A round tore into the left side of his neck and exited under his right shoulder blade.

The corpsman, "Doc" Murphy, scrambled over to him. "Can you move?" Murphy asked. "Yes," said Nordmann. To everybody's amazement, including his own, Nordmann was able to walk.

Still, the wound was serious enough that he was sent to Guam. "You've got a ticket home," the doctor said when he inspected the wound. But after about a month, Nordmann had recovered sufficiently to be sent back to Vietnam.

He was on his third day back with Lima when the company came under mortar fire. Nordmann hit the ground and put his arms over his head. A piece of shrapnel tore into his side.

Murphy put a bandage on it, and told him he'd be on the first medevac chopper out. "I'm not hurt that bad," said Nordmann. "You don't understand," said Murphy. "This company isn't good for you."

The wound was serious enough to keep Nordmann in the hospital for a couple of weeks and then he was sent home.

He became an electrician and he raised a family. In 1999, he put his name on a Marine Corps website, and he listed the various units he had been with, including Lima. A veteran from Lima contacted him about a reunion. "I was only with Lima for six days," said Nordmann. "An hour is enough," said the man.



So, he went to the reunion in 1999, and he has been going to them ever since. He even met his former company commander, who showed him a diary entry from the day he was shot: "One of the new guys took a round in the neck, but strangely enough, I think he is going to be okay."

That nameless new guy is now the host of the reunion. The only shame is that "Doc" Murphy couldn't make it to St. Louis. He'd have seen he was wrong.

Lima Company was good for Dan Nordmann.



ONE BADASS MARINE !!!



FRENCH POSTCARDS

Cpl Andy Syor, '66 – '67

I sheathed my ka-bar after winning a territorial battle with a scorpion for the foxhole that was surrounded by sandbags. Returning to heating my C-ration coffee, it felt good to be stationary for a while after climbing so many hills. The days had turned into weeks and I had lost track of how many weeks, or even which ongoing operation we were now part of (it may have been Hastings). All I knew is that we were at a very high elevation and had been butting heads with some North Vietnamese Army regulars for some time now.

That Rolling Stones song "[The Last Time](#)" had been my mantra over the past few months and was keeping me centered. I had found in the repetitiveness of combat, even the rounds whistling past my ears, became routine.

Being rested, I thought it was a bit dramatic for the sergeant to have a couple of us draw straws for one of the outposts. Anyway, I got the duty. The sandbagged outpost was on the crest of a steep hill, set back about one hundred yards from a barbed wire outer perimeter further down the incline.

I was just settling in when a familiar Force Recon team I had seen on several of the past operations, approached the outpost. "So, where are you all off to?" I said, as I let them out through a break in the barbed wire. "Going to pick up and bring back a NVA for the interrogators, should only take an hour or two, so keep an eye out for us returning," was their reply. "Sure," I said, securing the barbed wire behind them, "see if you can pick me up some of them French postcards while you're out there." They were chuckling as they left and I walked back up the hill to the outpost to await their return.



A relatively short amount of time passed, when I caught a glimpse of them storming up the hill, with a blindfolded NVA, toward the gate. There was a hornet's nest of enemies behind them and soon the complete side of the hill was under heavy fire.

Crawling on my belly, I got to the barbed wire just before they did and opened it to let them in. "What about my French postcards?" I shouted as they entered. "Get the hell out of here!" was their laughing response, just as the rest of our perimeter defenses opened up, eliminating everything outside of the barbed wire.

With that ending well and with adrenaline surging, I went back to the outpost to contemplate on returning to the "world"...



YELLOW FOOTPRINTS

Lcpl Ted "Lambchops" Crisp, '69 – '70

One of the very memorable event in my time in the USMC is the yellow footprints. Our busload of new guys arrived at the Marine Recruit Depot at San Diego, California where we were met by three Drill Instructors.

They commenced to scream at us and proceeded to herd us over to a staging area that has over 60 sets of yellow footprints painted on the concrete ground. The yellow footprints were at a 45 degree angle, evenly spaced in a proper order. Each recruit was to put his feet over the yellow footprints, simulating the proper position your feet would be in whenever you stood at attention.

I remember saying to myself, "What in the world have I got myself into now?" And I have to believe many other Marines thought the same thing.

Only Marines can relate to this.





THE MEANING BEHIND THE 13 FOLDS OF OLD GLORY

The flag-folding ceremony represents the same religious principles on which the United States was originally founded.

The **first fold** of our flag is a symbol of life.

The **second fold** is a symbol of our belief in eternal life.

The **third fold** is made in honor and remembrance of the veteran departing our ranks, and who gave a portion of his or her life for the defense of our country to attain peace throughout the world.

The **fourth fold** represents our weaker nature; as American citizens trusting in God, it is Him we turn to in times of peace, as well as in times of war, for His divine guidance.

The **fifth fold** is a tribute to our country. In the words of Stephen Decatur, "Our country, in dealing with other countries, may she always be right, but it is still our country, right or wrong."

The **sixth fold** is for where our hearts lie. It is with our heart that we pledge allegiance to the flag of the United States of America, and to the republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

The **seventh fold** is a tribute to our armed forces, for it is through the armed forces that we protect our country and our flag against all enemies, whether they be found within or without the boundaries of our republic.

The **eighth fold** is a tribute to the one who entered into the valley of the shadow of death, that we might see the light of day, and to honor our mother, for whom it flies on Mother's Day.

The **ninth fold** is a tribute to womanhood. It has been through their faith, love, loyalty and devotion that has molded the character of the men and women who have made this country great.

The **10th fold** is a tribute to father, who has also given his sons and daughters for the defense of our country since he or she was first born.

The **11th fold** represents the lower portion of the seal of King David and King Solomon and glorifies the God of Abraham, Isaac and Jacob.

The **12th fold** represents an emblem of eternity and glorifies God the Father, the Son and Holy Ghost.

The **13th and last fold**, when the flag is completely folded, the stars are uppermost, reminding us of our national motto, "In God We Trust."

[Marines folding "Old Glory" \(video\)](#)



US flag evolution

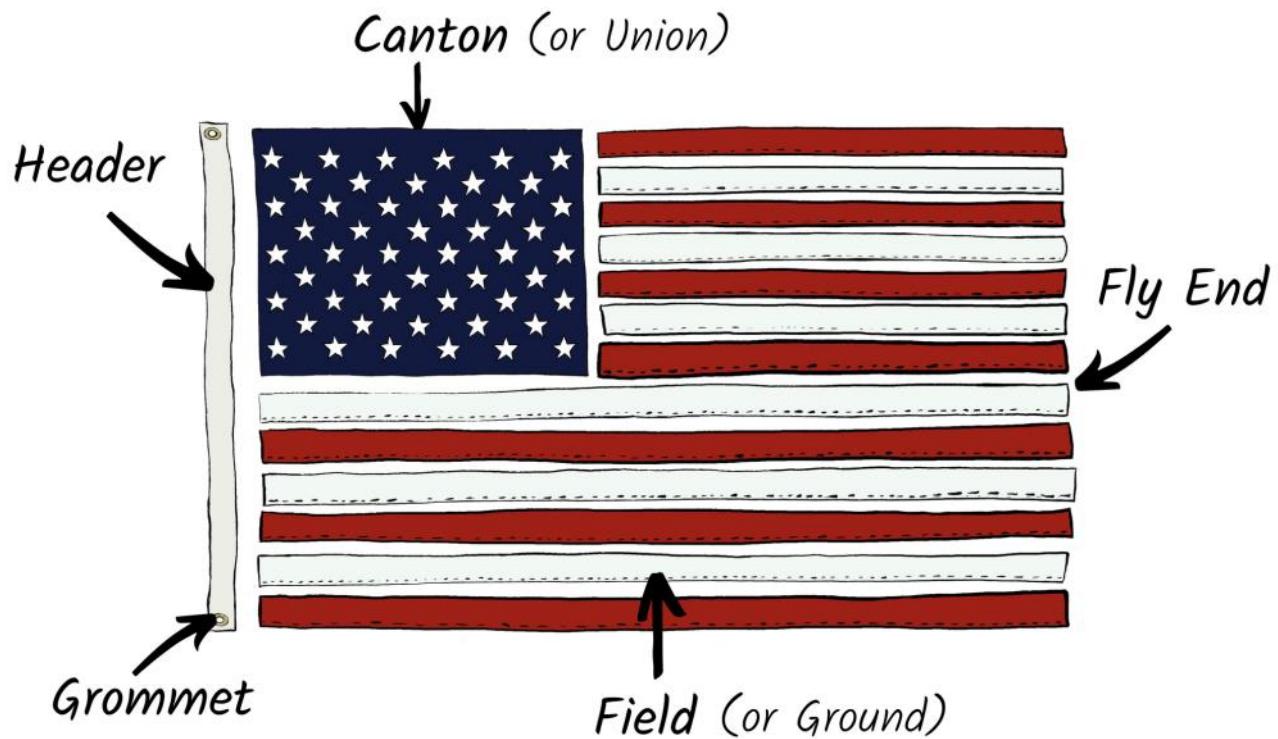
1775 - 1777	1777 - 1795	1795 - 1818	1818 - 1819	1819 - 1820	1820 - 1822	1822 - 1836
13 states	13 states	15 states	20 states	21 states	23 states	24 states
1836 - 1837	1837 - 1845	1845 - 1846	1846 - 1847	1847 - 1848	1848 - 1851	1851 - 1858
25 states	26 states	27 states	28 states	29 states	30 states	31 states
1858 - 1859	1859 - 1861	1861 - 1863	1863 - 1865	1865 - 1867	1867 - 1877	1877 - 1890
32 states	33 states	34 states	35 states	36 states	37 states	38 states
1890 - 1891	1891 - 1896	1896 - 1908	1908 - 1912	1912 - 1959	1959 - 1960	1960 - now
43 states	44 states	45 states	46 states	48 states	49 states	50 states



BASIC PARTS OF THE US FLAG

Header (or heading) - The header is a **band** of material placed on the **pole side (hoist)** of the flag, it serves to secure the flag to the halyard line. The header is usually made of a thick cotton/poly blend that feels like **canvas**.

Grommet - A **metal ring** or eyelet embedded in the header. These are usually made of brass and used to secure an outdoor flag.



Canton - Technically the canton can be any quarter of the flag. In modern flag design it usually refers to the **top left corner** (upper hoist), which is the **position of honor**. The canton of the US flag is also called the **Union** - the blue background where the 50 stars are sewn or appliqued.

Field - the **background** or predominant color of the flag.

Fly End - The fly end is the edge of the flag furthest away from the pole. The term **fly** is used to describe the length of the flag, and the fly end is the side that is not secured. By nature, it "flies" freely and endures the **most stress** or whip.

Go to: [Fine Line Flag](#) for additional information

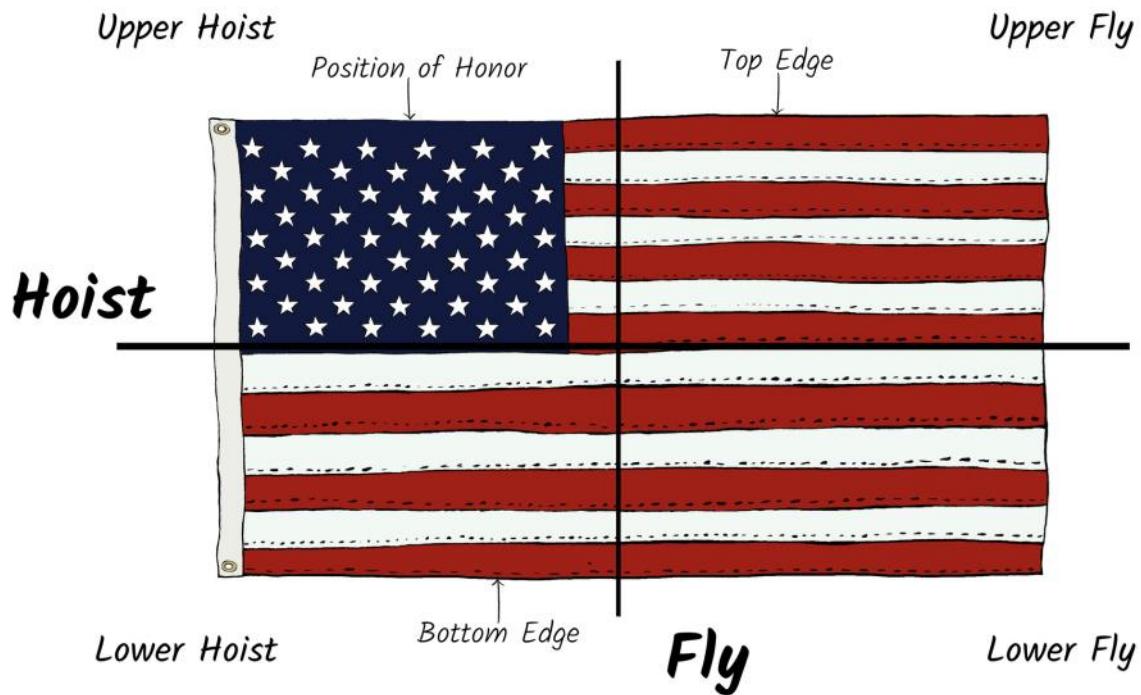


POSITION TERMS TO DESCRIBE THE US FLAG

Hoist - The term hoist is used to refer to the half (and edge) closest to where the flag is hung. It also refers to the distance from top to bottom of the flag. This is confusing since it is a **vertical** measurement, but describes the **flag's width**.

Upper Hoist - Imagine the flag is broken into four quadrants and each quadrant is named for the edges it borders, the upper hoist is the upper left corner.

Lower Hoist - lower left quadrant of the flag, nearest to the flag pole



Fly - The term fly is used to describe the half and edge of the flag that is furthest away from the pole. It can also be used to describe the **length (horizontal measurement)** of the flag.

Upper Fly - the top quarter of the flag furthest away from the pole

Lower Fly - bottom right quadrant of the flag

Fly End - The fly end is the edge of the flag that is furthest away from the pole - the end that "flies" freely.

Position of Honor - The position of honor is generally the **upper hoist**. This is also commonly referred to as the **canton**. Many colony flags use this area to honor their ruling country. **Australia** is now independent but the [flag of Australia](#) is a good example.