

HELICOPTER ATTACK (LIGHT) SQUADRON THREE

WOLF GRAM

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CDR Robert W. SPENCER, USN
Commanding Officer

The "Wolf Gram" is a semi-monthly publication for the internal use of HELATKLTRON THREE. Primarily intended as a forum for the detachments' news, it also serves to communicate policy and happenings at Home Plate. Contributions by all Squadron personnel are heartily requested.

DET ONE (GARRETT COUNTY)

Activity at DET 1 of late is limping slightly, the evening movie being the biggest topic of conversation. Of little significance and even less importance is the fact that Fire Team "Golf" arrived aboard LST 786; headed up by LCDR JONES, the Fire Team sports a variety of talent, most of which has yet to be discovered.

In keeping with his New England tradition, LTJG Bob HOFSTETTER maintains that the "new comers will never work out, they ain't got no feeling for the land". Along with other homey touches such as picketing, the newly arrived have settled down to a routine of sorts.

In recent weeks unnamed and unsung members of the crew have pelted the O-inC, LCDR Jim SAVAGE, with numerous suggestions; among the more noteworthy have been the idea of converting the tank decks into an afloat R&R center and giving the two aircraft names. Aside from the more frequent and not always affectionate titles bestowed on the birds comes the notion of naming the lead A/C, "The Evil One" and the wing ship, "I'm Evil Too".

Fond farewells are in order for LT. Matty GACHE, who departed for Vung Tau. He is gone and also forgotten. (It might be added that with out his help this missive might never have been written).

Editor's Note

DET TWO (NHA BE)

Just the other day DET 2 had the happy opportunity of becoming involved in a classic ambush. It seems we (the good guys) were going to insert a SEAL ambush. As the PBRs, hearing our ambushees, approached the ambush site they were ambushed by them (the bad guys) hereafter referred to as the ambushers. As the (now) ambushees were undergoing the ambush by the ambushers the DET 2 Seawolves came ditty bopping along and became anti-ambush ambushee assisting ambusher eliminating ambushers.

All the good guys came out in fine shape and the Army put the frosting on the cake with 228 rounds of 105 mm. The ambushers were last seen reevaluating and rewriting their ambush tactical doctrine to include a section on "When the ambushee, as properly ambushed by the ambusher becomes, in effect, the ambusher by the presence of an anti-ambush ambusher - Seawolf. "Well anyway-----"

DET 2 has found a little Vung Tau R&R to be a great morale booster and nerve tonic. Recent crews that have been through the reconditioning of Vung Tau's fine beach, water skiing, sailing and fine food have been; LTJG Dick STANGER, LTJG DICK STOUT with their crewmen AMH2 Douglas AINSWORTH and AN Jonny CRUSE and LCDR Jack BOLTON's crew of LTJG Pete SHAY, AMH3 Steve BARRETT, and AN Ron LEYDA. ADJ3 George SAPPENFIELD has also been through this retracking process.

Congratulations to Don BOLTON for his promotion to Aviation Ordnance-man Second Class. He has graciously agreed to spend some of his pay increase on padlocks for the Squadron's conex boxes and (LT. PELCUM note) in taking a course in padlock care during his off duty hours.

LTJG Dick STOUT has reported aboard for extended R&R after a four month tour of arduous duty at Vung Tau. SEAN "The Leprechaun" Lusher (honest, that's the way his mail is addressed) agreed to let him move in with him on condition that he help tote SEAN's private mail bag topside each day.

DET 2 is still having trouble finding a suitable mascot. The crew's monkey lasted about two days before being banned from the base - by popular demand. And our ex-bird lover, LTJG Pete "the birdman of Mha Be" SHAY, released his biting, deaf mute parrot after three frustrating days, twenty seven cage cleanings, and fourteen bites.

Several of our intrepid DET 2 Seawolves have finally reached the point where they are eligible for out-of-country R&R. October will see visits to such exotic places as Bangkok, Taipei and Tokyo.

DET THREE (VING LONG)

LTJG Willis PRESSEY and LTJG Micheal PETERS were awarded the Distinguished Flying Cross by the Army. Both will be returning to the land of the Big PX, maybe then PRESSEY will stop "Whimpering".

LTJG Wade TURNER has achieved Aircraft Commander, all he has to do to fly now is try and keep his Co-pilot Bill FEASER out of the rack. LTJG FEASER is trying to see how many days of his tour he can sleep through.

The accomplishment award for the month goes to LTJG Bill MACKEY, who, even in Viet Nam has managed to gain weight. At a "slim" "trim" 210lbs. MACKEY's favorite past time is eating and sleeping. Rumor is that MACKEY ate seven cans of pretzels and two cans of peanuts in two days, could that be possible?

Fighting for second place in the "Fatman" club is ENS Dick MARTZ. Dick has been cheating lately by eating goodies from home, but I am sure that he won't hold the lead for long.

LTJG "Will" SIMPSON has recently upset our "happy" home. He recently acquired some paint and is making us paint the hutch. Imagine having to work in Vietnam! I wonder what he plans to do with the cement!!! Not work, I hope!

LTJG Harold GUINN has been doing an outstanding job as material officer. Guess who owns the most flight suits in the detachment? Harry is the best dressed pilot on the West Line. All the men are glad that we have been issued dependable wrist watches. Now we don't have to worry about missing Happy Hour!

Everyone is anxiously waiting for "Will" SIMPSON's wetting down party. That's a hint Will!

AM2 FIELDS is claiming that his "brass" couldn't possibly "fly up" into that tail rotor. Seems he believes that "Charlie" is throwing brass into the rotor.

AN KLUJ otherwise known as "POO FER" is doing a real good job on the .50 caliber. It seems that "POO FER" likes the sound so much that he hates to stop shooting.

No newsletter could be complete without giving thanks to LCDR BUCHARD and his maintenance crew. These men under Chief SMITH and Chief VINS have done an outstanding job of keeping ours and other DETS planes in A-1 condition. Without their conscientious efforts it would be impossible to complete our mission. Many thanks to the men that keep our planes flying.

DET FOUR (HUNTERDON COUNTRY)

The "Hunterdon Hunters" have become the Dong Tam destructors, temporarily at least. Although our air conditioned quarters aboard ship are sorely missed, we must admit that DET 6 has bent over backwards making us feel at home here at Dong Tam. The cooperation of LCDR HOLLINGSWORTH's boys is certainly appreciated. We are sorry we repaid their kindness by stomping them on the football field but we couldn't hold ourselves back. All the energy we built up while drinking "root beer" in their outstanding O club just had to be released.

Working with DET 6 has been mutually beneficial beyond doubt. We have run numerous combined patrols on such occasions as either DET would have a bird down for maintenance. On September 27, when a UH-23 had to shoot an emergency landing in a rice paddy, there were four gunships providing overhead cover for him. Charlie just didn't have the nerve to challenge team work like that.

We got the title Dong Tam Destructors in that oasis of tranquility called the O club the second night after we arrived. It seems all that peaceful quiet got the better of Bill BARNES. He made a screaming exit (perhaps heading for the barrel??). The only trouble was, Bill forgot to open the door. Scratch one door.

DET 4 misses the services of LT Ken LUND, who has completed his tour and gone back to the states. However, five will get you ten he doesn't miss us at all. Just goes to show you girls, this year is guaranteed to end sometime, maybe 1984?

The grand ole opry has nothing on the enlisted hooch of DET 4 these days. Charlie JOHNSON and Hack HACKMAN are really belting out the country sounds. Makes a man appreciate Chopin more every day.

We'd like to welcome our newest gunner, Steve GARDINER, into the DET 4 wolfpack. We are also looking forward getting ENS JOHNSON back. He is presently in Vung Tau Hospital with a kidney ailment.

In closing we'll steal Dean MARTIN'S line and say keep these cards and letters comin in. They are the only thing that keep the days and weeks in proper prospective and we thank you for them.

In order to provide some much needed diversion from the rigors and tensions of war, several of the Harnett County's seamen and helo crewmen constructed a portable basketball back board. Though not exactly to NBA specifications, it can be installed anywhere on the flight deck—even between two parked helos. The exercise is beneficial and lately some of the crewmen have acquired good tans. Some of the officers have even been using the basketball games to remove some of those extra pounds acquired aboard our luxury liner. There are even reports that LTJG COONEY has lost his double chin!

All has not been smooth sailing however; the pad eyes and cleats on the flight deck are quite a navigational hazard to the unwary. AN Ronald PALETTA has already suffered a twisted ankle and ITJG Bill MENESELEY received a black eye. Admittedly, all this sun and exercise won't ever replace ____, but it sure beats cold showers! Last night the ship's First Lieutenant reported that LCDR CROWELL was looking for an AXE. Wonder what that could be for ----

Now that our squadron is increasing in stature and complexity, we've even got our very own Safety Officer, but DET 5's safety conscious crewmen have already devised a few innovations of their own. A/E2 Manuel ROGERS and AN Ronald YOUNG have designed a safety/survival kit designed from a 50 cal. machine gun ammunition can. The kit consists of 200 rounds of 7.62 machine gun ammunition, 40mm grenade rounds, parachute flares, and DAY/NIGHT smokes. Stored near the door of the cargo compartment, these handy little kits would be easily accessible in an emergency. Details and photographs of this ingenious kit are available at the Squadron Weapons Office. P.S. Has anyone seen the safety critiques?

It's generally accepted that the key to victory here in Viet Nam is a comprehensive and concerted program with decisive action on both the military and civil action fronts. Several of the officers and men in the detachment have been receiving parcels of children's clothing, soap and other personal health aids for distribution among needy Vietnamese children. On 26 September LT Wayne BAUER and Major LITTLE, Army advisor in Cang Long subsector of Vinh Binh Province, conducted a MED CAP. These Medical Civil Action Projects are eagerly received by the Vietnamese, and judging from the smile on Wayne's face when he returned, it's quite a personally satisfying job. If any of our readers would care to donate children's clothing or personal hygiene supplies we'll certainly see that they're put to good use. All items may be shipped to Detachment 5, Helicopter Attack (Light) Squadron THREE, FPO San Francisco California 96601.

Miami Beach has it's droves of sun folk led by "Murf the Surf", and the Sun Worshippers aboard LST 821 have their leaders as well -- "Rog the Batner" HULSON, and "Bob the Bod" BRITTS.

The duty ferry fire team, less one gunship, had been participating in a personnel transfer. As the final landing was made aboard the Harnett County, one of our more alert officers LTJG Bill RAMSEY, managed to unseat a day smoke. The smoke fell from it's resting place to the helo deck, thereby activating. Within a few short seconds, the entire cabin and cockpit of the helo was filled with bright red smoke.

LT Roger HULSON and LTJG Morris STEEN were sharing duty at the helm while AME2 Manuel ROGERS and AN Ronald PALETTA were crewmen whose duty it was to assist the VIF passengers and make their excursions as comfortable as possible. As the cockpit filled with smoke, LTJG STEEN realized the urgency of the situation (he was rapidly becoming asphyxiated) and leaped from the aircraft, leaving the more senior LT HULSON at the controls should a real emergency develop. Meanwhile AN PALETTA and PO ROGERS were desperately trying to locate the source from which the smoke came. During that time LT HULSON sat in the IFR cockpit and transmitted in the blind in an effort to establish radio communications with his co-pilot. PO ROGERS and AN PALETTA finally succeeded in locating the smoke can and evicted it from the aircraft. As the smoke cleared from the aircraft, LT HULSON made his exit. He seemed to have red eyes and blamed it on the smoke. For months now it has been this detachment's opinion that something else was the cause of LT HULSON's red eyes.

DET SIX (DONG TAM)

Since our last report, three additional officers have joined the detachment. Welcome to Mike STOCK, Larry KIER, and Ray LAROCHELLE. The arrival of the new officers and genuine metal lockers has necessitated bunking up and over. Pig Pen Six, Marv BULSON, now has his "Sty in the sky." We also lost one officer; Pat KEELEY couldn't stand the mud and dust any longer, so he took off for the Hunterdon. Dong Tam is the only place in the world where you can be up to your holster in mud and still be IFR in blowing dust.

The Seawolf R&R center has been in full swing this past week with CDR JABURG spending a week at war, sailing and water skiing. The Skipper has just arrived so we will inform you of his activities in the next Wolfgram. DET FOUR also paid us a visit. It seems they just can't stand the air conditioning on the "T", so canvas cots and cold beer were broken out for these hardy seagoing Seawolves. By the way DET FOUR, why did you bail out so early the next morning? Didn't the CinC know you were gone? We also held a late evening "bunker beer bust" while the XO was here, awaiting a mortar attack that never materialized.

The Navy Dong Tam Officers Club is now open and in full swing. The "Lee Rail" is fully air conditioned (much to the chagrin of the "T" sailors) and has the coldest beer in the delta; it is well stocked and features an exotic TGFLESS GO GO ACT! That sleek and racey beauty, Ralph SCHWARTZ, has the duty next week. It might be mentioned that Big Berta (Holly) lost his mini skirt and will not be featured until another bolt of burlap can be found.

The enlisted "wolves" of DET SIX have been working with the NAVSUFFACT crew here and have produced one of the finest Enlisted Clubs in the world. The "Windjammer" boasts a shuffleboard table, piped in stereo, and plenty of atmosphere.

So much for the serious side, now for the tales and exploits that strike fear in the hearts of all who dare raise their thunder stick against mighty DET SIX. Well - - - some other time! Either the VC around here have all gone on R&R, or they don't sweat the PBR's anymore, because things have been pretty quiet around here for the past two weeks. We have been flying routine patrols just to get flight time. And as usual, our maintenance and availability has been very good.

Oh we almost forgot, LCDR HOLLINGWORTH is relieved LCDR SCHWARTZ at the helm of DET SIX on 15 September. LCDR SCHWARTZ will be staying on with the Detachment as a fire team leader. Good luck to both in their new jobs.

DET SEVEN (BINH THUY)

DET 7 had its first operational flight on September 6. Our two aircraft were diverted from a night familiarization flight to Vinh Long when DET 3 requested assistance. We were needed as a high altitude flare ship on a night attack mission. With LCDR WANTZ, LTJG FCLEY, and PO 3 SCHOCK lighting an area 7 miles NW of Sa Dec, the other two gunships sought a 40 foot sampan with a reported 82mm mortar aboard. They didn't find the sampan, but did place an attack on a known VC camp scoring two secondary explosions.

Steve WRIGHT accepted his petty officer crow and stripe from LCDR MARTIN at quarters on September 5. Congratulations to AX3 WRIGHT.

DET 7 has been undergoing an intense training schedule. We have had over 500 manhours spent in classroom instruction and over 200 manhours in the air to bring about crew and fireteam coordination and efficiency. Our door gunners have been aided greatly by AE3 KING who was on loan from the squadron. DET 7 would like to extend a well done to Petty Officer KING.

On 9 September, six officers and four men from DET 7 flew to Soc Trang at the invitation of the Army. The following morning a muster was held at the swimming pool for a period of water survival training. With mae west, armor plate, flak jacket, and helmet, each man jumped into the pool and practiced removing his armor plate. It was found extremely easy to remain afloat because of the buoyancy of the flak jacket. The armor plate proved to be no problem to buoyancy or mobility. The flak jacket also proved to be more comfortable than the mae west.

DET 7 is presently operating out of Can Tho Airfield where our revetments and trailer are completed and set up. We still lack electrical and water hook-ups for the trailer. All the materials are here for the construction of the Airstrip at Binh Thuy. This is expected to be complete by the first part of October, but until then the daily trips between our billets at Binh Thuy and Can Tho will be our challenge.

The narrow, bumpy road accomodates bicycles and pedestrians as well as heavy rolling stock and tanks. At one point a single lane bridge must be negotiated. We have all learned what is meant by "defensive driving."

DET SEVEN went officially operational at 1200 hours on the 28th of September. The first shift flew three day and one night mission in support of PBR's and Seals. We have a complete fireteam living in the trailer at Cam Tho airfield with a ready reaction time of three to four minutes.

This month has found DET 7 involved in the Navys civil action program on the Bassac River. September, LCDR's MARTIN and SAPP, LTJG FOLEY, ENS ORR, PO1 PENNELL, PO3 WRIGHT along with PBR River Section 512 visited eight villages. At each stop Mister MARTIN preformed a magic show which was enthusiastically received by children and adults. ENS ORR should receive a purple heart as he was mobbed by a group of children when he tried to pass out candy. It almost looked like Custer's last stand. Also at each village the PBR group passed out clothing and toys for the children. (Note: The 18th of September this year was also the 15th day of the seventh month of the lunar calendar. Back in the days of empires, one old emperor had a dream that he flew to the moon where before him appeared spectacles, games, fantasies, and all types of children's amusements. After awaking the following day, he realized the joy and happiness that a festival could bring to children, thus he declared a festival for all children. The fifteenth day of the seventh month has been known as "Trung Thu" which is a children's holiday.

At noon in the village An Lae Tay, a Vietnamese lunch of rice, fried pork rind and onions, boiled liver and herbs, along with iced beer and the hospitality of the village chief delighted all.

The day before this display of civic action, Admiral JOHNSON, CINCPACFLT, and Senator SYMINGTON were carried to the Garrett County by DET 7 for a brief on Task Force 116. Later an aircraft from the Garrett County was joined by a DET 7 aircraft with LCDR WANTZ, LTJG FOLEY, PO3 SCHOCK, and Airman HUGHES as crew for a demonstration on the Seawolves's firepower.

On the 23rd of September another show was given at the outpost on Cu Lao Mai Island on the Bassac River. At this outpost a medcap (a medical assistance program) was set up along with the magic show. A Navy Combat Photo Team did a story on the establishment of the new Seawolf Det and on the civic action performed by the Detachment. Several good rocket strikes were also filmed. The films and pictures will have an outlet in national magazines and on television. No dates are set for showings but don't be surprised to see us one night on the news.

Our two Fire Teams work 24 hours on and 24 hours off. We look forward to future civic action on days off. It is a welcome relief when time permits.

CDR ROBERT W. SPENCER, COMMANDING OFFICER

We recently received a copy of LT Thomas GILLIAM's Homily, Mass of Benediction from LT GILLIAM's parents. We are reprinting it here because we feel it places into meaningful words the sacrifices all Americans are making in Vietnam for their Country.

Our Lord once told his followers, "If a man wants to enter my service, he must follow my way; and where I am, my servant will also be. And my Father will honor every man who enters my service". These words seem to apply in a special way to the life of LT. GILLIAM. His life was a life of service. Service to God and service to his brothers. He followed Christ, to the point of giving his life for his brothers. And as Christ promised, his Father has honored him.

He followed Christ by trying to lead a life of charity. Those who know LT GILLIAM remember his love for others, his unselfishness, his complete self-giving. He lived in Christ's service; and he knew that he could only serve God by serving his friends and his country.

By his life we can learn a great deal. We can especially learn from the loyalty that LT GILLIAM possessed in his life. He was loyal to his God. Yet we seldom think of our sins and selfishness as disloyalty against the Person who has the greatest claim upon our loyalty. He was loyal to his country at a time when many Americans are distinguished only by their indifference. He was loyal to his friends when we, so often, think of ourselves first, even before those whom we have made a lifelong commitment.

LT GILLIAM's death in Viet-Nam brings us face to face with the mystery of suffering. God only asks great sacrifices of those whom He loves very deeply. We know from Christ's own life that we shouldn't look upon suffering as a punishment; but as a means of entering into and sharing Christ's own glory and life. The suffering that LT GILLIAM's parents are sharing now can't be described. Yet, suffering is meant to transform us, it is meant to mature us, it is meant to instruct us. It is meant to deepen our personalities and to increase our capacities for love and understanding. Suffering unites those who share a suffering; it is a power of communion.

Christ died that we might have life and have it more abundantly. LT GILLIAM died, too, that we might have life, that we might be free to live. Let us so live for others and in the service of others that his death will not have been in vain.

CDR JABURG, EXECUTIVE OFFICER

Detachments are not authorized to design and wear individual detachment insignias. HA(L)-3 and CTF 116 insignias are the only ones that will be worn by HA(L)-3 personnel.

All personnel are reminded that curfew hours are 2200 to 0400 daily. Between these hours you must be off the streets and out of public establishments. This is a very serious offense in a war zone. Do not endanger yourself or your friend by violating this curfew.

Just a reminder that each individual is accountable for his weapon. Keep it clean and keep it safe. The barracks MAA shack and the armory provide for weapons storage. These facilities are to be utilized.

Finally, did you here about the near-sighted turtle that tried to make love to the helmet?

CDR HIPPIE, OPERATIONS OFFICER

A new instruction on flight records is being printed. The flight records instruction is HA(L)-3 INST 3710.3 and introduces a new form to be used for reporting flights. The form is similar to the old mission report. The "dash twelve" will still be used, but not filled out in detail. It has been noted the "dash twelves" have not been properly filled out. Attention is called to the procedures in the TM 38-750. Those not able to obtain a copy, contact the flight officer for the correct procedures. Major errors noted: no times for takeoff or landing; under organization, Det number not listed; for the first flight, complete information on crew not listed; date of flight missing; passengers listed under crew section.

The new instruction on the flight time report is out. It establishes a standard form for the report and eliminates the mid-month report.

The procedures for handling passengers on HA(L)-3 aircraft has been changed. Effective immediately, all requests will be directed to the squadron flight officer. He will coordinate with all departing flights for the passengers. All passenger transportation will be approved by the flight officer. He will manifest the passengers with the Duty Office for the departing aircraft.

Detachments arriving at Vung Tau will check-in with the flight officer and notify him of they can take passengers on their return flight and the number they can carry. Prior to departure, all detachment pilots will check with the flight officer for passengers and any messages. They will leave with the flight officer a list of their crew and intended flight plan.

The single side band radio in the operations office will be used by the operations personnel and Detachment O-nC's. Detachment O-in-C's will use their call sign vice the squadron's call sign. All messages, will first be written on the messages form and approved by an operations

officer prior to transmission.

It has been noted that Detachments have been using this net for administrative purposes. They are reminded that this radio is for operational traffic ONLY. Use other means for administrative traffic. Strict radio procedures will be used on this radio. Too many casual conversations have been transmitted.

When transferring crewmen, the detachment flight officer will insure that all flights have been entered into the crewmen's flight log and will give this log to the crewmen who will turn it in to the next flight officer. Crewmen flying in other than squadron aircraft will have the pilot of the aircraft fillout the Enlisted Flight Time Credit Transmittal OPNAV FORM 1326-1. These forms will be kept on file by the detachment entering the flight on the Enlisted Log.

For pilots temporarily flying with a detachment, the detachment flight officer will complete the Record of Completed Flight Time CINAV FORM 3760-37. This form will be given to the pilot to turn-in to the flight officer having custody of his log book.

For the "dash twelve" the actual time will be listed for take offs and landing. The total time will be rounded off to the nearest five (5) minutes. For the new flight report HA(1)-3 INST 3710.3 transfer the actual times of take off and landing from the "dash twelve" and convert the actual total time of the flight to the nearest tenths using the table below:

<u>MINUTES</u>	<u>TENTHS</u>	<u>MINUTES</u>	<u>TENTHS</u>
1-2 - - - - -	0.0	34-39 - - - - -	0.6
3-8 - - - - -	0.1	40-45 - - - - -	0.7
9-14 - - - - -	0.2	46-51 - - - - -	0.8
15-20 - - - - -	0.3	52-57 - - - - -	0.9
21-26 - - - - -	0.4	58-62 - - - - -	1.0
27-33 - - - - -	0.5		

As taken from MACV Directive 59-1 states:

Component commanders will establish criteria for transporting passengers in tactical aircraft in accordance with the following:

Except in cases of extreme emergency (i.e., life or death), when safety of flight is secondary, no tactical aircraft, while transporting passengers, will be operated in excess of maximum operating weight or outside center of gravity limitations as stipulated in the appropriate operator's manual. The maximum load to be transported will be directed by the component commander based on the operator's manual and applicable technical orders.

Except in extreme emergency, no passenger will be transported for whom a seat and seat belt are not available. Within the limitations set forth in the above paragraph, this restriction may be waived by the force commander when carrying troops on assault missions.

In addition to the normal crew, an ARVN observer may be carried at the unit commander's discretion.

News media representatives may be carried, when authorized by proper authority to be on an assault mission, subject to operational requirements, weight limitations, and mission.

Passengers may be carried when the following criteria are met:

- (1) No other feasible transportation is available.
- (2) Ordnance has been expended.

Prior approval for travel outside the restrictions established by this directive must be obtained by forwarding request to CCMUSM:CV, ATTN: MACCOG4.

LCDR MYERS, AIRCRAFT MAINTENANCE DEPARTMENT

Lots of new faces since the last report. LCDR Chuck MYERS, the new Maintenance Officer, was naturally everjoyed at the prospect of extending his stay at the Vung Tau R&R Center. LT Tom DRIVER, who has handled maintenance so capably since April, was retained as the Maintenance Control Officer to lend continuity to the Maintenance effort. LTJG Mike JACCARD relieved LT Steve CHRISTENSEN and promptly went home on leave. LT Jim GLOVER is now the proud owner of the QC division. He is already showing great promise as the "Chief Knit-Ficker". LT Al FELOQUIN is as usual carrying more than his share of the load. He's been doing duty as Avionics/Weapons, Material, Projects Officer, Base Radio Officer and he just about "flipped his lid" when the maintenance Officer casually mentioned that he might be assigned as the Maintenance Awards Officer. His request for flight orders was turned down ostensibly because the Bureau felt he wasn't experienced enough to perform inflight checks of the armament systems. Al's only been in aerial gunner for about fifteen years! On top of all this Al had a bout with a rat that set up headquarters in his room. The rat bit Al and died, Al wasn't so lucky, he's taking rabies shots with the longest needle the Army can find. At least temporarily, LT Dan Calvert and LTJG Mike HAMMERGREEN are bolstering up the maintenance effort by filling in as Material and Ordnance Officer respectively. Rumor has it that Dan's losing weight chasing some of his storekeepers all over the area. LACAILLADE says "We really got a tiger in our tank when Mr. CALVERT took over as Division Officer". Chief AUSTIN has requested that the Mrs. keep sending that good candy as the Maintenance Officers are eating it as fast as he gets it. Everyone has been wondering where Chief HUK got his black eye. His story is that he ran into a door. We hear he's had some trouble finding his bed at night. They've even started putting a chair beside bed so he will have someplace to sleep.

QUALITY CONTROL

Chief CELLA's Quality Control crew have had some wierd experiences.. Goody GOODSON the sailor was intercepted by a PBR while trying to sail back to the U.S. in a 10 foot sailboat. Bruce MAJOR has really helped out in the people to people program and in return had a choice meal. We wouldn't want to say what type of food, but when alive it makes a barking sound. Chief CELLA, Tony CORRADO and Don GARRISON really have there hands full. They had been trying to find away of purchasing 44 buckets of "nuo' c mam"* for chief HUK without upsetting the Vietnamese economy.

*(a delicious, locally fermented fish sauce.)

AIRFRAMES

Chief BENSON said things are progressing smoothly in Airframes. BECK shipped over to beat Mr. Whiskers out of some taxes. Dennis GRANT is trying to swing a deal for some Montana Snow to cool things off in this area due to the 100 + heat. DURHAM and CRUTCHER were seen perching on the edge of a check-stand the other day. Must have been the heat!! ANURUS and FOWELL are holding Night Check down real well, and the Army is still trying to find out who stenciled the "Seawolf" emblem on their equipment. "Don't worry KINNAMON" we won't tell. GAKLEY's been flying around the countryside sightseeing. Wonder why they keep going over the beach?? Speaking of BECK shipping over: If you are eligable and all qualified this is the place to do it, everything is Tax Free and can save you several hundred dollars.

LCDR ROSENTHAL, ADMIN OFFICER

Information for stateside relatives and friends: Packages up to 5lbs. can be sent from the states considerably cheaper by standby Air Mail (SAM). Regular Air Mail takes from 3 to 7 days whereas SAM takes from 3 to 10 days from CONUS to Vietnam.

A list of Christmas mailing periods has been promulgated for those persons planning to send cards and gifts during the holidays.

TO CONUS (U.S.)

<u>Type of Mail</u>	<u>From</u>	<u>To</u>
Surface	1 October	1 November
SAM	15 November	4 December
Airmail	1 December	13 December

TO HAWAII

<u>Type of Mail</u>	<u>From</u>	<u>To</u>
Surface	1 November	20 November
SAM	15 November	4 December
Airmail	1 December	13 December

TO PACIFIC APOs

<u>Type of Mail</u>	<u>From</u>	<u>To</u>
Surface	15 November	4 December
SAM	15 November	4 December
Airmail	1 December	13 December

TO NEW YORK AFOs

<u>Type of Mail</u>	<u>From</u>	<u>To</u>
Surface	15 October	1 November
SAM	15 November	1 December
Airmail	1 December	10 December

DEFINITIONS:

- Surface Mail - Parcels mailed at the fourth-class rate of postage which do not qualify as SAM mail.
- SAM Mail - Parcels mailed at the fourth-class rate of postage which do not weigh more than 5 pounds or measure more than 60 inches in length and girth combined.
- Airmail - Christmas cards and parcels mailed at the airmail rate of postage. Christmas cards mailed FREE and those mailed at the first-class rate of postage (5 cents an ounce) should also be mailed during the period recommended for Airmail.
- Length and Girth Combined - Measure the longest side to get the length. Measure distance around the parcel at its thickest part to get the girth. Add the length and girth.

Just a word to the wives! You are invited to submit articles for inclusion in the Wolfgram. Many of you can very easily gather up some interesting information on how things are back stateside.

LT HAAN, PERSONNEL

SHIPPING OVER - THINK AHEAD!!!!

If you are one of the Seawolves who will be eligible to reenlist while in Vietnam there are many advantages to be gained by doing so. First there is the three months constructive time that may be gained by reenlisting up to three months early. This time may be used for the purpose of figuring active federal service for retirement. Next there is the reenlistment bonus itself, not that any of our intrepid warriors would dream of reenlisting for the monetary side of it. If you reenlist in the combat zone, your reenlistment bonus is tax free and if you are eligible for a Variable Reenlistment Bonus all subsequent payments will be tax free.

There are special programs available for men who want something extra from reenlistment. The Selective Training And Retention Program offers extra training for those qualified in return for extra obligated service. The Selective Conversion and Retention Program offers some people in selected ratings the opportunity to attend school in order to qualify for more critical ratings, again normally in return for extra obligated service. Thinking of signing on for another hitch, whether you are or you aren't, why not stop by the Personnel Office and get the lowdown.

LT GACHE/LTJG BARON, FAO/AWARDS

With the departure of LTJG STOUT for Nha Be and DET TWO, PAO/AWARDS has now changed hands. LT GACHE and LTJG BARON will be in cahoots until November 1 at which time we'll bid farewell to MR. BARON who will depart for HC-4 Lakehurst, N.J. after a 12 month tour as a

Seawolf,.

On the FAO side, we're planning to accentuate the Fleet Home Town News program at the squadron level, but cooperation will be needed from the Detachment FAO's. In order to ensure the success of such a program, information will have to be provided by you now serving with the Lots. We do not have completed NAVSO - 5724/1 (Authorized Home Town News Release) forms for all squadron personnel. Those who have not completed this form, please do so and forward same to Vung Tau. Reading about a loved one in the local paper is a source of great pride to all families as well as a boost to their morale.

We also need pictures from you, Black and white, slides, individual pictures of all personnel as well as combat action and civic action shots, are needed by NAVFORV. Your cooperation is necessary. Publicizing our squadron is the only way of informing those higher in the chain of command that Navy Helicopter Attack should not be allowed to fall by the wayside before it has had a thorough chance to evolve. It's up to you who are presently carrying the fight to the enemy. We have accomplished much in a few short months and we should be proud of our accomplishments.

Numerous questions concerning awards have recently come to light. Here are a few tips.

1. Be sure to cite specific information as to time, place, reason for mission and results.
2. All awards for a particular action should be submitted at the same time.
3. Two to three months are required to receive word from CINCPACFLT on awards. Therefore an effort should be made to submit recommendations to Vung Tau as soon as possible.
4. Due to the present work load on the Yeoman, Air Medal time should be submitted on the squadron mission time forms at monthly intervals.
5. Use full name, first, middle and last.

Your cooperation will be greatly appreciated and ensure that award recommendations are processed as rapidly and efficiently as possible.

Congratulations are in order for the following Seawolves who have recently been decorated for specific acts of valor.

LCDR George ROWELL - Distinguished Flying Cross
LT Al BANFORD - Distinguished Flying Cross
LTJG Willis PRESSY - Distinguished Flying Cross
LTJG Victor BARON - Army Commendation Medal
ADJ2 Jim KENNEDY - Air Medal with Combat "V"
AN Jim CHAPMAN - Army Commendation Medal

LT TAYLOR/CHIEF OSANA, MEDICAL

It's finally happened. We now have our own Flight Surgeon, LT Robert TAYLOR, who just recently reported aboard. Welcome aboard Bob, glad to have you with the Seawolves.

Under the provisions of BUMEDINST 6230.1D, all military personnel and federal civilian employees are required to receive an annual influenza

immunization during October unless they have received such immunization within the preceding 9 months. A history of sensitivity to egg or chicken protein will be taken by medical personnel prior to immunization. Those with a positive history will be exempt from this immunization. All Seawolves are directed to report to medical facilities during the month of October for this immunization, with the exception of those noted above. DD form 737 ("Shot Card") must be signed by the individual in order to be valid.