

HELICOPTER ATTACK (LIGHT) SQUADRON THREE (HA(L)-3)

WOLFGRAM

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COMMANDING OFFICER

The Wolfgram is a publication of Helicopter Attack (Light) Squadron THREE (HA(L)-3. It is published in accordance with NAVSO P-1035 in order to keep HA(L)-3 personnel abreast of current policies, missions and activities of the squadron.

FROM THE FRONT OFFICE

COMMANDING OFFICER
CDR R. W. SPENCER

"Peace on earth--good will toward men! It might seem to many of us that this phrase has a somewhat hollow meaning this Christmas of 1967. For many of you, away from home; for those of us with families it will be the loneliest time of the year. It goes without saying that no stretch of the imagination can make a palm tree resemble a fir or pine. Yet each of us knows how much he has to be thankful for this year of all years. Let us all give thanks during the Holy Season and take pride in the fact that we've sent home the two greatest gifts a man can give: His love of family and his love of country. Merry Christmas and a Happy New Year to you and yours, may the best days of our past be the worst of our future.

ROBERT W. SPENCER, CDR, USN

FROM THE MEAN OL' XC
CDR CON JABURG

Reminders to all Vung Tau Personnel and those visiting Vung Tau from the Dets.

1. Back Beach is the only authorized swimming area for the military.
2. Leave the bars so as to be back at the airfield by 2200 curfew. Don't start thinking about leaving the bar at that time. You may very possibly get captured, then woe be unto you.
3. Don't, repeat DO NOT, carry weapons to town, this includes concealed switch blades and Knucks. If picked up, you'll be searched, the weapons confiscated and again you're in big trouble.
4. Remember military personnel are not permitted to ride as passengers on motor cycles/motorbikes. The few instances of attacks on the military in Vung Tau have occurred while passengers were on or in the aforementioned vehicles.
5. When parking a military vehicle, secure it. Security will check this and if not locked, tow it away. Then we'll have a devil of a time getting it back.
6. Water shortages are becoming a problem, authorized usage is 50 gallons per man per day. Studies have indicated 100-150 GPM are being consumed, so ease off and reduce the possibility of shower water not being there when you want it.
7. Personnel going on leave, R&R or home, remember to put a set of your orders in your hand baggage. This way if the tag is inadvertently lost, your luggage won't be.
8. Unaccompanied (hold) baggage is being checked for government property and other prohibited items as per USARV directive 55-2. So don't try to ship a Huey or an APC home.
9. Last, when you guys are getting ready to finally haul buggy to the land of the great PX don't forget to go by the APC and fill out a locator card.

"HAPPY HANUKKAH"

ADMIN OFFICE (LCDR AYDELOTTE)

As the holiday season approaches, your friendly old Admin Officer LCDR "Sunburned Sam" AYDELOTTE would like to remind all hands that it's business as usual so we will process your R&R, ETS, Awards, Transfers, Leave, Mail, and Special Pay requests in our usual outstanding manner. LTJG MONINGER and YNL BURTON are in Hawaii enjoying R&R (whatever that means - we have heard several versions lately). LT "Legal Eagle" BASYE would like to remind all hands not to call the R&R Office in Saigon but to check with the Squadron's Admin Office first on individual questions.

ADMIN OFFICE cont.

Being one who gets a first eye view of all incoming mail, I can only say you wonderful people back home are doing a great job in your letter writing and package sending duties. As a matter of fact we had to employ ADJAN HELMS as an additional mailman to take care of the volume we receive. Speaking about packages - please, will the person that is sending YN3 FULMER (soon to be YN2, 16 JAN 68) all those packages marked "Do not open until Christmas" please slow down. We are seriously thinking about renaming the Admin Office, "FULMER's Hold Package Office". One last note about the mail, to insure mail is properly distributed, all personnel must notify the mail P.O.'s when they change departments or detachments, go on R&R or leave, or when you enter the hospital.

Our Leading Chief, Chief HEROLD is on, as he puts it, "a well deserved leave", to Bangkok, Thailand. He has been saving his money for quite some time for this trip. I hope he leaves something for the rest of the Bangkok bound people to buy. Chief GREENE is filling in as ICOC in his absence. Chief GREENE has only one thing to say about this, "Hurry back Chief HEROLD"!!!

All officers are advised to submit revised performance cards to Admin six months prior to issuance of their orders.

YN3 OLSON and BASS have just decided what they would like for Christmas. A "Bottle". A bottle of hand lotion that is, for their callused typing fingers.....

SPECIAL SERVICES NOTES

These items are now on sale in the Special Services Office:

Squadron Patches	Pilot's Wings
CTF 116 Patches	Seawolves Drinking Flugs
SEAWOLF Pins	Squadron Plaques
AIRCREW Wings	
Squadron Lighters	

All Dets should designate an officer to contact the Special Services Officer (LMS BEAIRD) for liaison purposes.....

PERSONNEL OFFICE (LTJG PADGETT)

LTJG N. R. PADGETT has taken over the helm, as Personnel Officer and from all reports he is in Blackshoe Heaven. He says that he has heard more Sea Stories in one month than he gets from the airdales in six months. PNC WOOD made a daring trip to Nha Be and he had to be dragged out of the hot showers. The latest cut off dates for SLAVEY have been received (Segment A-68) so if you have some sea time and are due to get transferred between June and September it may be well worth your while to check it out with PN2 MORRIS who handles all rotation data cards for the Squadron. PN2 ROSE is in Saigon trying to get supplies for the office. The airdales aren't the only ones who have trouble getting things in Vietnam. Word is that the pay bill has been passed if you don't already know about it, however nothing official has been received by us or disbursing yet. Travel Claims for incoming personnel will be delayed for a while due to the transition of pay records. PN1 MAYER is on his way to all of the det's except for Det FIVE, to fill out data cards and to try and get a hot shower.

PAO (LT GACHE)

Our primary goal here in Vung Tau is to publicize the "Seawolf" reputation, but in order to do so we need maximum cooperation from you Dets in the Delta and Rung Sat. We can only reap the rewards of Public Relations if the people, not directly involved with HA(L)-3, read about what we are accomplishing here. The information must come from the source, that's YOU.

FAO cont.

If you are involved in a specifically successful action, call us here at headquarters giving us the particulars. We in turn, will forward the information to NAVFORV FAO in order that fresh news can be utilized while it is still hot. At present, spotreps are the only source of information available to NAVFORV PAC. As you well know, there is a time lag between transmission and receipt. This can be overcome by a phone call.

Spotreps are often lacking in detail. A more complete description of any action is possible without sacrificing brevity. Remember, the most successful corporations are those who have an aggressive Public Relations Program. We as "Seawolves" are directly responsible for furthering a new concept in Naval Aviation, the Attack Helicopter. We must get the word out about all of our successes.

Those of you on detachments who received orders to HA(1)-3 dated on or prior to 1 April 1967 are eligible PLANKOWNERS. Anyone who desires an engraved, suitable for framing, plankowners certificate, may order one through IAC Vung Tau. The price is \$2.50. Det FAO's pass the word to your detachment and collect the money along with names spelled out as the individual would like it engraved on his certificate. The names and money should be turned into LT GACHES on your next visit to headquarters.

One more brief note: Clear all FAO coverage through the home office. Recent news releases have been received at Vung Tau containing errors. Unfortunately, these have already been released without any routing through Vung Tau FAO.

OPERATIONS (CDR HIPP)

As expected, OFS was first to light off the season's festivities with an all hands tree raising party. YN3 NELSON's wire constructed Douglas Fir arrived rather wrapped up in itself, but with a little pampering by SN BRANHAM and the services of a crowbar, the fir let her hair down delighting all with healthy limbs. Our benevolent honcho's Ron HIPP and Jack "The Bolt" BOLTON swim into the "Season of Giving" by presenting each detachment additional pilots and crew members. We in OFS trust the detachments appreciate our expedient reply to their shortage and return the favor with a few bottles of Season's Cheer. While on the subject of timely gifts, "The Bolt" received via message, Mama BOLTON gave birth to a son 8 December. A great relief to Papa Bolt knowing wife and son doing well.

"Buffalo Bod" Bob BRITTS "Retired" was not at all reluctant to resign his Bull Ensign status for Junior LTJG. He shook the Skipper's hand 2 December and was promptly gipped for wearing gold bars.

CDR Ron HIPP and George CHICKELL are enjoying R&R in Hawaii. To no one's surprise, swim suits were left behind. Safety officer LCDR John JONES is in a state of abysmal joy, R&R Hawaii 22 January for sure! We'll remind him to take his swim suit.

In rage at a stubborn combination, Intelligence man, "Mad Dog" McMAHON, dealt countless merciless blows upon the dial of Ken OSBERN's 1,000 lb communications safe. The dial dropped off leaving dynamite the only key to entry. We share Ken's disbelief. Like who needs 300 lbs of classified material anyway? Come to think of it CYN3 Joe DUNCKEL has been missing. Hang on DUNCK we'll turn "Mad Dog" loose again!

LT Roger "Welly Balloo" HULSON, AMH1 EGGLESTON and AME1 ROGERS claim to have the finest training department in Viet Nam. We agree in spite of the risqué films shown during lunch hour.

AVIATION SAFETY OFFICE (LCDR JONES)

The Aviation Safety Program in the U. S. Navy is composed of many parts; each aviation activity has an ASO assigned, squadron, staff, Air Station, Carrier, and on. There are a multitude of instructions, notices, posters, slogans and publications. There is a Naval Aviation

AVIATION SAFETY OFFICER cont.

Safety Center, charged with overall guidance of the Safety Program. Aviation Safety is not a sometimes thing, it's here to stay.

But the whole kit and kaboodle isn't worth a darn without the wholehearted participation of all aviation personnel. Participation does not mean lip service, it means good old hard work and professionalism.

Our mission is a difficult and dangerous one, combat always is, but by strict adherence to the basic fundamentals we were all taught we can get a better edge on the odds. Accomplish the mission in the safest possible manner. Hold off on that 80 degree bank turn at 90 knots until you really need it, don't push the odds until you have to. There is very little sense in doing Charlie's job for him!

The Safety Office is in the new trailer located on the hangar deck. Y'all drop in and say hello when you're in town. Keep your turns up and give him one for me.

P.S. Due to the lack of sufficient number of saddles, our annual "Back in the saddle" program will be indefinitely delayed.

MAINTENANCE DEPARTMENT (LCDR HOLLINGWORTH)

A farewell to LCDR Chuck MYERS our Maintenance Officer who departed for the war in Dong Tam, Det 6. Chuck took the helm of Det 6 and relieved LCDR "Holly" HOLLINGWORTH who has returned to Vung Tau as Maintenance Officer.

"Tom" the DRIVER has departed for R&R in Hawaii and we expect his return soon, anticipating it will take him a few days to recuperate prior to turning to.

Congratulations to our two new LCDRs, selectees Tom DRIVER and Al (Crouch) PRELOQUIN. Al can no longer be called the "Ancient Lieutenant".

Has anyone ever wondered what would happen if the entire Maintenance Dept. took a full day off? The results would be as follows:

1. Two detachments would be grounded for at least 24 hours.
2. Three main rotor blades would not be changed.
3. HA(L)-3 would lose 1680 man hours of work.
4. The flight surgeon would not have a shower curtain
5. Four aircraft would not be placed in an up status.
6. The Maintenance Officer's jeep would not get washed.
7. Two tail rotors, damaged by brass would remain unchanged.
8. Twenty-five additional MPs and Shore Patrol would be required in down-town Vung Tau.
9. Beer consumption in the area would go up 10%. (Causing a shortage and requiring additional supplies to be shipped in-country)
10. Four aircraft would not be flown.
11. Sunburn cases would go up 25% at the hospital, resulting in additional manhours lost.

SUMMARY:

The entire war effort would be set back in Vietnam, supply problems would multiply. We cannot afford such a set-back, now you understand why it is necessary for the Maintenance Officer to insist we work seven days a week. Everyone understands when the "BIG" picture is finally explained

MAINTENANCE DEPARTMENT cont.

Next month we shall explore the deep dark mystery of the why and wherefor of Maintenance.

Q/C DIVISION (LT GLOVER)

Chief CELLA's crew is learning to adapt their eyes for night vision. It seems Don CARRISON's wiring job for the Q/C office has everything but enough power for the florescent lighting. So far, the Q/C division has changed more light bulbs than Carter has pills. Looks like Don will have to make Chief to handle the difficulties of the wiring. The first part of December saw some personnel changes in the division. "Goody" GOODSON went back to the Power Plants shop and Bob FERKINS left his soft job at the barracks and came to Q/C. Bruce MAJOR was away from the division for a couple of weeks during November. Seems like he's learning to be a "sniffer" expert. So far Tony CORRADO hasn't done anything really exceptional. He has taken up a new hobby though. He has gotten interested in the map making business, How about that Tony??

MATERIAL CONTROL (LT CALVERT)

Welcome back into the Navy for PHELPS, L. E. AK3 who has just returned from Vinh Long where he was the Army Supply IC. We're also glad to have RUSSELL T. A. AME (AK)-3 working with us. A sad farewell was said to LACAILLADE AK3 who has gone to Vinh Long to replace PHELPS. Lucky was loved by all who knew him for his quiet, un-assuring manner. Watch out Chief SMITH!

With the loss of our refrigerator, the parties have all been cancelled due to our lack of cold beer. War is Hell!

MEDICAL (LT TAYLOR & HEC CSANA)

The Seawolves' Aviation Dispensary is now in the process of being established at the airstrip near the hamlet of Vung Teu. When completed, it will be the Navy's first and only aviation dispensary in the whole Viet-Cong-infested Mekong Delta as well as in the Saigon area and the IV Corps Tactical Zone. This aviation dispensary will also provide services for the other Naval aviators and aircrewmembers assigned to units located in these areas.

We are determined to outfit our dispensary with the best possible equipment obtainable in the Republic of Viet Nam and in America (including a '69 Cadillac ambulance which, we hope, will meet all of the specifications of the Federal safety standards by then). We have already sent our requisitions for DUMED controlled expensive equipment to outfit our dispensary (estimated cost: \$100,000!).

Since we don't want to over-burden our FAO (editor of the "Wolf Gram"), we will disseminate other medical information (on preventive medicine, first aid and self-aid, family planning, family medicine, etc.) through our other medium - the bi-monthly Medical Bulletin.

DET ONE (JENNINGS COUNTY)

Since the last Wolfgram, the roster of Det 1 has changed substantially. Farewells are in order for LCDR's SAVAGE & JONES, LT AL BACANSKAS and also to LTJG's Bob HOFSTETTER and Tom ANZALONE. In addition Det 1 loses its leading Petty Officer Tommy MOORE, ABH1.

A "welcome aboard" is in order for LCDR's PFILIMLIN and WANTZ, LT WOLTERS-DORF and LTJG Bill RAMSEY. Lino Pretto, AO2 and MAHER, ATN2 are new additions to the gunners ranks, although it is more of a homecoming to MAHER, who served with Det 1 almost 6 months ago.

Speaking of returnees, 6 months ago Det 1 retired old "922", as battle weary and war scarred a helicopter as has ever flown over the Mekong Delta, 922 is back now, with just about a new everything; in fact, except for the tail number, it's hard to recognize the old gal. Det 1 has switched ships and is aboard the USS JENNINGS COUNTY, LST 846.

During the often times confused reshuffle of personnel, LT Steve CHRISTENSEN used the disorder, to move in to the operations stateroom and set himself up as a country gentleman, but when the smoke cleared, the plot was discovered and Chris was clapped in irons and thrown back into the J.C. Bunkroom.

Among our delinquent door gunners, Dennis MOSLEY ADJ3 has been voted the man most likely to become a teenaged gunfighter. The best dressed title goes to Tom OLZESKI for his Vietnamese tailored green fatigues. This in itself is sort of unique but the fact the whole thing was done with white thread adds a note of distinction hard to appreciate at a single glance.

DET TWO (NHA BE)

The action in the Rung Sat has really picked up lately. On 15 November, a Nationalist Chinese freighter was hit by VC rocket fire as it steamed up the Long Tau shipping channel towards Saigon. Flying with LCDR Rog McPHERSON and LTJG "Scan" LUSHER respectively, our new in-country aviators, ENS Dick SIDNEY and LCDR Norm ELDER reacted quite favorably to their first taste of combat. The fire team was credited with 5 enemy KIA's and the capture of several rocket launchers and ChiCom rifles. LCDR McPHERSON was personally responsible for the apprehension of 2 suspected VC attempting to leave the ambush site in their unarmed motorized sampan. When they refused to obey his signal to halt, "Mr. Mac" capsized their craft, thereby enabling a FBR to make the pickup without injury to the suspects. Flying with the fire team as door gunners were AO2 Don BOLTON, AE2 Dave HILTON, ADJ3 Gary WATKINS and AN Terry REASOR.

On 18 November, the USS President Buchanan was hit by 19 rounds of VC recoilless rifle fire. LTJG Al COPE, LTJG Dick STOLT, Chief KIAMI and ADJ3 Doug WOZNIAK were scrambled to the scene and formed a heavy fire team with 2 Army gunships. On the third firing pass, one of the Army birds was shot down and made a successful landing near a VN outpost. With a different Army fire team, SEAWOLF 28 covered an insertion of VN commando's during which the SEAWOLVES discovered and destroyed 4 camouflaged sampans. Between strikes while the Army/Navy fire team rearmed and refueled, Air Force jets occupied the enemy with 500lb bombs and 20mm cannon fire. When the jets finished their strike, an Army FAC spotted 30 or so VC as they attempted to "leave" their bunkers. An Army fire team flying Cobra's had a go at them, and then our Army/Navy fire team picked up the ball as the Cobra's were relieved on station. As a result of this combined effort, 23 enemy were KIA'ed and 2 recoilless rifles and numerous small arms were captured.

"When the ambushee, as properly ambushed by the ambusher, becomes the ambusher...."

On 21 November, SEAWOLF 27 (LTJG Dick STANGER and ENS Mel ROBERTS) and SEAWOLF 28 (LTJG Al COPE and LTJG Pat KITTLE) were scrambled when a FAC spotted an element of VC in bunker positions. The fire team reconned the

DET TWO cont.

area, and then covered a rapid insertion of VN troops into a nearby LZ. Contact was made and the enemy positions were pinpointed by Chief KEANE. The fire team executed its rocket and machine gun attacks while simultaneously vectoring the VN ground troops into the VC path of retreat. This action resulted in 12 enemy KIA's and the capture of additional weapons. Selective bursts of machine gun fire were directed by AMH3 Steve BARRITT, AN Harold BARONICH, and particularly AMH2 Doug AINSWORTH.

On 23 November, the Det rested. Thanksgiving was celebrated in monumental fashion. The brass from Saigon were heartily welcomed to our feast in suburban The Be. LTJG's LUSCHER, STOUT, and SHAY were seen happily dining in the CPO mess, in gracious deference to their numerous guests. Somehow, INS Mal ROBERTS got to eat with the "grownups".

Softball has become a big event with the Det. After four consecutive losses to the enlisted team, the officers decided to join them. At the beginning of December, a unified SEAWOLF team faced SEAL Team Golf, killers of the Rung Sat. The score went back and forth, but we lost by three runs in spite of the outstanding performances of shortstop ABH1 Tommie MCCRE, Pitcher AN Ron LEYDA, center fielder ADJ2 George SATPUNFIELD, and left fielder AN Johnny CRUSH.

The most valuable performance, however, was made by "Mr. Mac", who umpired.

DET THREE (VINH LONG)

LTJG Harold "CRASH" GUINN, one of our newly designated aircraft commanders has just returned from maintenance test pilot school, and all hands are anxiously waiting to see if he has learned any new ways to land the Huey. It seems that "CRASH" has developed various techniques of "Landing". We are anxiously waiting to see what the next one will be like.

We are glad to hear that he will be traveling to Hawaii with LTJG "Call Can Tho" PEASER. They are both looking forward to their Hawaiian Christmas. "Call Can Tho" claims he isn't going to go near a telephone and "Willy" GUINN says he isn't going to bring his "Dash 10". Wonder how they will spend their time !!!

November 4th was the First Annual Cookout of the "Mekong Manor Flayboys". Attending in full force were members of the flight crew and those fine "Gentlemen" from the maintenance crew.

Throughout the day there were various competitive events, and it is our privilege to announce the various winners.

Official "KING OF THE RAFT" is Ensign Richard "THE WHITE WALE" MARTZ. The "Whale" managed to beat all opponents and maintain possession of it for the longest period. A well deserved second place goes to "M. B." FITTMAN and his partner "Amboy Duke" KLUJ.

Winner of the eating award is John "THE HCC" FOCISIS. In a short period he consumed 8 hamburgers, not bad for a 120lb. "Weakling". His closest rival was Chief "Skinny Boy" VOSS. The Chief was almost a winner but we figured those "Cokes" took up too much room. Smallest eater of the day goes to "Old Crow" MAC FARLAND and "Walk A Straight Line" DAUGHERTY. Winner of the Swimming contest is "Gunner" FRANK, and "Little Boy" FIELDS was voted "Quiet Man of the Day".

"Crazy Legs" BOUCHARD direction of a "SEAL" attack won the Dramatics award and "Long Live the South" SIMPSON was elected president of the "Diamond for your Honey" club.

After this day of good food and drink the "Weigh-in" of the week was held. The winner and president of the "Mister Fatman Flubber Klub" for this week is the "The White Wale" MARTZ. Stay in touch to see who will be

DET THREE (VINH LONG) cont.

next "Chub-of-the-Month." "Who will it be?" Det 3 hereby challenges Det 7's "Plug FOLEY against our "White Whale."

As a final to the list of our "unusual men, all the pilots wish to extend their sympathy to "Amboy Duke" KLUJ who has lost something near and dear to him, his curly golden hair.

DET FOUR (USS HUNTERDON COUNTY LST 838)

LCDR CLARK
LT BARNES
LT HAAN
LTJG ANZALONE
LTJG TURNER
LTJG BULSON
ENS BEAIRD
ENS JOHNSON

AMS1 JONES
CS1 JOHNSON
ADR2 MAHANNAH
AMS3 WILSON
AN CHALKER
AN EKINS
ADJAN GARDINER
ADJ3 HACKMAN

Our base of operations, USS HUNTERDON COUNTY (LST 838), casts us adrift this month and as of this writing we don't know just where we'll set up our new base of operations. We had just recently completed our 1000th landing aboard our rememberable boat and we're starting to ~~shoot~~ for number two thousand.

November 28 was Shrove Tuesday for the enlisted portion of the crew. Each of the men now has a bald head. It hasn't been determined yet if they are in mourning about leaving the ship or if they are merely a high spirited group of men feeling their oats.

Don CHALKER has discovered that after shave lotion has definite merits when used upon a newly naked scalp. And "BULLET" JONES has discovered that the gunners belt is meant to retain a gunner in the aircraft. It seems that Bullet tried to follow his M-60 out the door one day and after he suddenly stopped (about twelve inches outside the aircraft) he frantically crawled back into the aircraft.

This month as all months has seen a number of personnel changes. A fond farewell to Pat KEELEY and George SPROWLS and a hearty welcome aboard to Dale HAAN and Tom ANZALONE.

The JO bunkroom on the HUNTERDON COUNTY has taken on the appearance of a warehouse. Dan JOHNSON's relatives started sending him XMAS presents. It seems that he requested and received loads of toys and soap for the orphanage at Ben Tre and the Vietnamese Junk Base on the Ham Loung.

DET FIVE (GARNETT COUNTY)

It looks as if the big move is complete. Det 5 has the new look in officer personnel. LCDR Ralph SCHWARTZ CinC, LT Steve BEGUIN asst CinC, LTJG Bill MEMELEY Maint, and Div Officer, LTJG Jeff SMITH Flight, LTJG Naury STIEM Weapons, LTJG George SPROWLS Admin. The CinC just lets everybody else work and signs messages. He is responsible for the important decisions such as how many filet mignons for Wed. noon, two or three.

The new "BOSS" has a little green book and AME1 (Rog) ROGERS, AO2 (Jim) GILLILAND, and AO1 (Dave) DAVIS are quite concerned about its contents. Any bit of information that concerns the detachments well being is contained in the book and a few other things besides. Mutiny is expected and the first item to be burned is the little "Green Book".

Sa Dec was our port of call during the week of 20 November. The PBR crews were most cordial in their welcome and all hands extend a hearty "Thank You" to Sa Dec PBR sailors. We'll cover them any time.

The expected change in ships is looked upon with anxiety and sadness. We know the GARNETT COUNTY is a great ship but the GARNETT COUNTY has

DET FIVE cont.

the fastest refuel/rearm crew in the Delta. She feeds well too. The change over includes a supply memo "Where to get the steaks."

AN's John BROWN, Ron YOUNG and Mike DRAPER are all up for promotion in the very near future. Everyone here hopes the gods in Saigon look favorably upon their advancement.

It looks as if we will have a gain and loss before the end of the month. Our gain will be IT Larry SHERMAN and our loss AMS1 Quib (never could spell QUIBIDEAUX). Larry comes to us from Vung Tau Operations and Jim leaves to be the Career Counselor/ Quality Control at Vung Tau. He doesn't know which as LT DRIVER and LTJG PADGETT were indian wrestling for his services. It must be great to be wanted. I wonder how it feels. How about it Linus?

Our one and only plane captain Jim JONES has put in to be a gunner. I guess the boys coming back with stories got too much for him. He seems to be Det 5's answer to Gary Cooper. Yup, is a complete conversation.

It has been noted that Ronald FALETTEA enjoys sitting in the pilots seat of the wing ship while it is on deck. The pilots don't know if he is thinking about volunteering for flight training or if he is just trying to hatch some eggs under the seat cushion.

AO1 Dave DAVIS and LTJG Bill MEMMELEY are spinning wheels awaiting their R and R in Hawaii. They leave in early December and when this Gram is put out they will probably be back telling all the rest of us "How sweet it is."

The Det gunners got some new shoes, thanks to the PER crews aboard. Not that they needed any but JONES walked across a piece of newspaper and could feel the print through the soles. Would you believe a braille newspaper?

I think everybody got in this epistle at least once and all here send their thanks to the home guard. If it were not for you we'd be there. Till next issue whenever.

The Hornets of the Harnett

DET SIX DONG TAM

Greetings from dusty, muddy, dry, wet, noisy, sun-baked, bug infested, VC harrassed DONG TAM. And to think that only about a year ago, this "paradise" was a quiet peaceful rice paddy that wasn't bothering a living soul. This is called progress????????? Despite all of Dong Tam's shortcomings, it is still a very popular spot with the other detachments and also with those tough, pistol packin' Vung Tau Warriors. The only reason that we can figure out is that they have to see how we live in order to appreciate just how good they have got it. Never-the-less we will be able to hold out until Dong Tam reverts back to its former status as a rice paddy. The reason being that at last count, the wind was blowing the dirt away faster than the dredges can pump it up from the My Tho River. Do you really want to know how we are able to withstand such deprivation? We owe it all to you folks back home and your packages of cookies, fruit cakes, candy, cheese and crackers that you have been so thoughtfully sending to us. Thanks folks back home and keep them comin'!!! As they said in the last war, "Praise the Lord and pass the goodies from home!"

The only thing that is certain in Vietnam is change and we have had our share this month, getting a new CinC and the arrival of three new officers. On the 23rd of this month, we held a Detachment Change of Command with LCDR C. E. MYERS relieving LCDR R. M. HOLLINGWORTH as Officer in Charge. We here at Det Six wish to express our thanks to Mr. HOLLINGWORTH for his untiring efforts, while he was here, to make our Det one of the best in the business and to wish him the best in his new home at Vung Tau. And to our new CinC, Mr. MYERS, we wish smooth sailing and good

DET SIX cont.

hunting while at the helm of Det Six. We wish to welcome our three new officers, LCDR Jim SAVAGE, who comes to us from Det One, will be our new Assistant CinC. LT Bill LLOYD, who just arrived in country, and LTJG Nick PRESS, who comes to us from Det Seven. In Bill LLOYD's case, we continually harrass him by saying that we could extend six months and still go home before him. Both of these fellas are hard chargers and we are expecting great things from them.

DONG TAM VIGNETTES

LT Raleigh SMITH is almost impossible to be seen these days while wearing his camouflage jungle fatigues that he obtained from the Vietnamese SEAL team. Proof of his invisibility came the other day when a local dog named "Willie Peter" mistook him for a bush and proceeded to lift his leg in true doggie fashion, much to the chagrin of our dear Mr. SMITH.

Congratulations are extended to our crewleader Paul ANDRUS AMH1 and Earl KENNEDY ADJ2 who were decorated at a recent Detachment Awards Ceremony.

Twice this past month we have heard the ominous "meat in the fan" sound produced on two different occasions when LTJG Mike STOCK and LTJG Larry KIER accidentally stuck their hand in the big floor-mounted circulation fan. Sorry ---- loss of digital extremities is not justification for sending a GI back home.

The enlisted crew had built a very beautiful and comfortable patio between their two hootches, that is complete with washing machine, large upright freezer, barb-e-que pit, luxurious lawn chairs and even bathed in red light at night. The reason for the red light is so that the crew and their guests don't lose their night vision during our sedate detachment parties.

Do you know what a surprise is? That's when the .50 cal. machine gun in the lead ship of Det 6 opens up on old Charlie. We like to call it "Seawolf Surprise!"

Until the next issue, we from Det 6 would like to extend best wishes for a joyous and happy holiday season to all of the readers of the Wolfgram, especially all of the folks back home in the States.

DET SEVEN (BINH THUY)

During the first part of the month an Army Mohawk pilot and crewman ejected from their aircraft 3 miles Southeast of Can Tho. While on a night patrol, Fireteam "M" led by LCDR SAFF penetrated instrument weather conditions to arrive on scene for gunship support of the two downed airmen. On the first pass through the area with the ceiling less than 1000 feet, and the area being lighted by a C-17, "Specky" aircraft from Binh Thuy Air Force Base, Mister SAFF, co-pilot ENS ORR, and PO1 FENNELL and PO3 WRIGHT as crew received tracer fire from the area while the down pilot was at this time being picked up by a Pedro (Air Force) rescue aircraft. Thinking the tracers may have been from downed crewman, the area was again transited. The wingship with LCDR WANTZ, LTJG FOLEY, PO3 SCHOCK and Airman HUGHES, reported more abundant tracer fire.

After refueling Fireteam "M" returned in a heavier rain and decreasing ceiling in search of the downed crewman. After several minutes of flight it was found that ground forces had picked up the crewman and were bringing him to an outpost for helo pick up. With a transport helo directed to the outpost, the Seawolves continued to provide gunship support for the recovery.

On October 10, while the Seawolves were supporting Navy Patrol Boats along back canals of the Bassac River, Fireteam "J", composed of LCDR MARTIN, LT BAYSL, LTJG PRESS, ENS HUNSON, PO1 CROWLEY, PO1 SUTTON and Airman CONE and FARRILL suppressed fire directed at both the boats and the helos. LCDR MARTIN performed the traditional ribbon cutting ceremony for Fire Team "JIMA".