

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

WOLFGRAM

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CDR ROBERT W. SPENCER, USN
COMMANDING OFFICER

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FROM THE FRONT OFFICE

COMMANDING OFFICER
CDR R. W. SPENCER

To the Wives of HA(L)-3;

That blessed event which we have all looked forward to for so long is about to occur. We are about to depart the land of "33" beer, sand, rice paddies, and VC and attempt to readjust to the unfamiliar ways of life in the land of the big PX. We leave behind a legend -- the legend of the SEAWOLVES, men who never shirked a mission or cry for help regardless of the weather or time of day. We also leave behind a record; no other squadron in the U. S. Navy or any other service has inflicted more confirmed damage upon the VC than the SEAWOLVES. I say this with a great deal of pride as I am certain you too are proud of your husband's accomplishments. The record speaks for itself, what hasn't been said is how it was possible. We the SEAWOLVES, salute you, our SHEWOLVES. The love and encouragement you sent to us, the prayers which you said in private and your belief in our goals provided us with the light and the strength to carry on through many dark hours of frustration and despair. The real heroes of this war are the wives and families we left behind. I speak for all of us when I say, "Thank God for the Navy wife."

The squadron will endure and continue. The new members of the team are outstanding in all respects, but then most of them have a secret weapon as did we -- a Navy wife.

ROBERT W. SPENCER, CDR, USN

From: Commanding Officer
To: All Hands

I deeply regret that our present workload and the mission at hand preclude my holding a formation which would enable me to express my feeling and the feelings of those in higher authority to you personally. Nine months ago we reported in-country to build a squadron -- one of an unknown type with a new mission manned by personnel of the United States Navy with a wealth of experience but little training and knowledge in the situation at hand. We represented grades E-1 thru O-5 and we built a squadron under the worst possible conditions and in the worst possible environment, combat.

We began as an unknown and unproven quantity with a little known nickname "SEAWOLVES". Together we have built a squadron; the word "SEAWOLVES" has become synonymous with the term "Can Do" and Charlie knows well the feeling of a WOLF's teeth. HA(L)-3 has established and perfected a new means of Naval Air Warfare.

"Charlies" TET offensive has proven that the "SEAWOLVES" are not merely a support group but a major offensive tactical weapon as well. Our maintenance has proven that determined and competent people can "Keep 'em flying" regardless of aircraft age and shortages. Operations has provided necessary and badly needed replacements when required. Admin has kept correspondence, individual reports, awards, mail and numerous other aspects rolling as usual. Our aircrews delivered - In Spades. As a result of the support they received we were able to keep all detachments flying throughout the entire crisis period, on numerous occasions ours were the only gunships flying. Saigon, My Tho, Ben Tre, Tra Vinh, Can Tho, Vinh Long, Binh Thuy, Vung Tau, and Soc Trang all enjoyed SEAWOLF support. 100 percent of our aircraft were hit, 100 percent of of our crews were working: In many instances night and day.

Our tours draw rapidly to a close, but now is not the time for rest or to become complacent -- tomorrow may be another TET. If such be the case, I know as you do, the SEAWOLVES are ready. It's not merely me who is proud, it's the whole United States Navy -- Well Done, "SEAWOLVES."

NAVFORV NEWS RELEASE ON HA(L)-3 HISTORY

VUNG TAU, South Vietnam -- "We all feel that the attack helicopter is the greatest thing that's happened to Naval Aviation since the introduction of the jet aircraft. It must become a permanent aircraft arm of the Naval establishment."

So spoke the Commanding Officer of the U. S. Navy's first attack helicopter squadron whose commissioning here in 1967 marked a major milestone in Naval Aviation history.

Commander Robert W. SPENCER, Baton Rouge, La., an attack pilot of 13 years experience, took command of Helicopter Attack (Light) Squadron THREE (HA(L)-3) at a time when many of his contemporaries were "driving Spads" (A-1 Skyraider attack bombers) from aircraft carriers into North Vietnam.

(The "Air War, South" -- strikes against enemy targets in South Vietnam -- had been shared by Navy, Army, Air Force and Marine pilots until August, 1966, when the decision was made to shift the Navy's "Dixie Station" carrier to the Tonkin Gulf in the north. Until that time, the Navy had matched the Air Force in daily fixed-wing attack missions, flown in the Republic of Vietnam while armed helicopter support was almost exclusively the Army's job. The new Navy helicopter detachments were to become the only Naval strike aircraft to operate in the south after the "carrier vacuum.")

CAPT John T. SHEPHERD, USN, then assistant Chief of Staff for operations at U. S. Naval Forces headquarters, Saigon, is credited with fostering the idea of armed Navy helicopters in support of the River Patrol Force. The concept of Navy armed helicopters arose from the need for support of American river patrol boats and other craft operating in South Vietnam's Mekong Delta and Rung Sat Special Zone.

The first river patrol boats (PBRs) arrived in-country in March 1966 and began patrols April 10. The need for aerial support for them became readily apparent when, on May 16, PBRs operating from their base at Can Tho engaged enemy forces along the Bassac River -- the first of hundreds of firefights which were to follow in the "Game Warden" (river patrol) operation. Though equipped with .50 caliber machine guns, M-79 grenade launchers, and other weapons, the 31-foot, fiberglass boats, could not oppose, for example, enemy forces firing 57mm recoilless rifles from the shore, without the aid of friendly aircraft overhead.

The armed helicopter became an obvious answer, but the Navy never had a need for them, had none in its inventory, had no organization to operate them, and at the personnel level had no pilots or crewmen with any experience in flying missions of the kind necessary to support the boats in a combat situation.

U. S. Army helicopter companies had been operating in South Vietnam for several years, and the mission and tactics inherent in the war environment situation had been developed by the 197th Aviation Company beginning in 1961.

The Army "choppers" or "Hueys" (as they are known, from their designation of UH-1) were available and did in fact provide fast sure support to friendly units under attack. Navy boats finding themselves in a fire-fight had the assurance that the Army helicopters were only moments away.

While grateful for the help, Task Force 116 -- the River Patrol Forces or "Game Warden" Force -- along with U. S. Naval Forces headquarters in Saigon, felt that the Navy should be supporting its own craft with aerial cover.

It was agreed initially that the 197th Army Aviation Company would provide eight UH-1B "Iroquois" helicopters, on a loan basis, to the Navy. The Navy pilots would initially come from Helicopter Combat Support Squadron ONE (HC-1), based at Rean Field, Imperial Beach, Calif. Four detachments of eight aviators and eight crewmen each would deploy to South Vietnam and undergo orientation and advanced training conducted by the Army.

HC-1 was essentially a support rather than a combat squadron whose detachments normally deployed aboard carriers in a search-and-rescue (SAR) capacity. The new assignment would mark the first time that American Naval Aviators would fly attack helicopters in actual battle. (Certain Navy SAR helicopters found themselves flying into North Vietnam from carriers on "Yankee Station" to make dramatic rescues of downed pilots, but "attack" was never their mission. The nearest thing to helicopter attack pilots were the anti-submarine aviators but the need had never arisen for them to actually strike at an enemy submarine).

The first detachment of pilots and crewmen left HC-1 in June, 1966 enroute to a Vietnam assignment which initially could offer them little more than a tremendous challenge.

First of the pioneers was Lieutenant Commander William A. ROCKWELL, who arrived on July 4 to become the officer-in-charge of HC-1, Detachment 29.

The training schedule for both pilots and crewmen was a rigorous one: Phase One for a period of two weeks qualified the aviators in the UH-1; many of the Navy pilots arrived qualified only in cargo, rescue, or other types of helicopters, but not in the UH-1. The initial two weeks found the enlisted men studying airframes, engines, electronics and avionics.

Phase two, approximately three weeks, was devoted to armament and crew training. Crewmen received a minimum of five flight hours in armed combat, while the pilots trained for 40 to 50 hours in combatant situations.

Game Warden orientation (about one week) followed next -- Phase Three. This included geography familiarization and techniques peculiar to patrol boat support. During this period, the "Navy phase-in" began, and the Army trainers were released except for a crew chief who provided technical assistance.

Aviator training in the UH-1 included a minimum of 18 hours of formal ground indoctrination in areas such as cockpit procedures, starting, run-up, hovering flight, hovering turns, landing from hover, normal take-off, climbing turns, level turns, straight and level flight, descending turns and normal approach.

Emergency procedures, forced landings and steep approach were also thoroughly taught. Beyond these were advanced tactics, advanced armed helicopter techniques, and advanced aerial gunnery.

Such cardinal rules of combat flying as "always know the situation" and "never overfly the target" were stressed.

Other aspects of the training emphasized the unique nature of the Navy helicopter air war, the tactics employed to insure victory, rules of engagement, and intelligence factors.

The doctrine of rapid point-to-point movement by air to permit an almost immediate concentration of forces at any point to exploit opportunities of inflicting damage on the enemy, was the training objective.

Their training completed AUG 14, LCDR ROCKWELL took his pilots and crewmen aboard the Dock Landing Ship TORTUGA (LSD-26) in September in preparation for flying combat missions in support of "Operation Game Warden".

Sept 19, U. S. Navy pilots officially took over operation of the UH-1Bs flying in support of the River Patrol Force. This was the first Navy Combat use of this type helicopter.

On Oct 31, the Navy helicopter pilots, now called "SEAWOLVES" -- a nickname given them by the Army -- met the enemy in a major battle lasting three hours on the My Tho River. More than 75 enemy sampans and junks, many carrying green uniformed troops, were sighted by PBR crews. Fifty of the enemy craft were sunk in a coordinated Navy boat/helicopter assault on their positions.

The enemy suffered heavy casualties in the action.

Experience, such as this, in the first months of operations taught the "SEAWOLVES" many lessons, and their tactical doctrine underwent modifications accordingly.

On November 11, the first of specially-configured LSTs for Game Warden arrived at Vung Tau. The USS JENNINGS COUNTY (LST 846) relieved the LSD USS COMSTOCK as a base for PBRs and "SEAWOLVES".

On December 15, SEAWOLF pilots and PBR sailors again engaged the enemy on the My Tho River in a major battle. Intercepting an attempted river crossing by elements of a main force Viet Cong battalion, the patrol boats called in air support to help suppress heavy automatic weapons fire from the enemy. Helicopter rockets tore into what is believed to have been an ammunition bunker triggering a large secondary explosion. Fifteen enemy soldiers were killed and 28 sampans destroyed in the fire-fight.

The primary mission of the squadron is to assist patrol boats under enemy attack. Secondary assignment includes armed escort for landing craft; troop lift; search-and-rescue; armed reconnaissance; "spotting"; SEAL support; assistance in psychological operations (leaflet drop, primarily) and medical evacuation.

By designation, the UH-1 is a utility aircraft, capable of performing these secondary tasks very well. Its attack capability results from nothing more than adding weapons to the basic equipment -- "the mating of existing helicopters with existing weapons," as one description puts it. Simple in design, highly maneuverable, and with sufficient payload for the job, it lends itself well as a limited air support vehicle.

The "Game Warden" concept of operations attempts to have "fire team availability" as close to 100 per cent as possible.

The UH-1B has been described as a small, compact, highly maneuverable, low-silhouette airframe with minimum drag. It has a high-visibility cockpit with side-by-side seating for pilot and co-pilot. With a maximum speed of 120 knots, it has an endurance of 90 minutes at maximum gross loads plus the capability for carrying external fuel tanks for long-range missions.

Armament includes one set of 2 M-60 machine guns mounted on movable pylons ("flex mounts") on each side of the aircraft, one 2.75 rocket POD on each side containing 7 rockets; 2 hand held M-60 machine guns operated by crewmember on either side of the helo; and M-79 grenade launchers.

The chief advantage of the flex mount over the fixed mount lies in the fact that it has triple the suppressive firepower after initially receiving hostile fire by virtue of the mount's ability to train down and to the right or left as the helicopter evades.

Between January and April 1967, the four original detachments changed numbers in preparation for transition to squadron status. Det 1, Det 2, Det 3, and Det 4 were now official HL(L)-3 detachments, pending the official commissioning of the squadron. In addition, three new detachments -- Dets 5, 6, and 7 -- were in the planning-formation stages, as aircraft, pilots, and crewmen became available.

On April 1, 1967, Helicopter Attack (Light) Squadron THREE (HL(L)-3) was formally commissioned at Vung Tau, South Vietnam -- the first squadron of its type in Naval history and the first known aviation organization to be commissioned in a war zone. LCDR Joseph B. HOWARD, OINC of Det 3, became the acting Commanding Officer of the squadron pending arrival of the newly-appointed commanding officer, CDR Robert W. SPENCER.

The new organization called for the deployment of 22 helicopters in seven detachments; they were to be located as follows: Two at Can Tho (Binh Thuy); two at Dong Tan; two at Nha Be; three at Vinh Long; two each on three different LSTs, and seven spare.

From January to April, the SEAWOLVES flew more than 1200 flight hours (for a total of 2,852 since Sept 1, 1966) and the total sorties to 1,431 flown since Navy helicopter operations began the previous September. Enemy casualty figures showed 107 confirmed killed. Other statistics: Enemy fortifications destroyed, 229; damaged, 121; enemy sampans destroyed, 75; damaged, 394.

CDR Robert W. SPENCER, the New HL(L)-3 CO, arrived in Vietnam and assumed his duties May 7 from LCDR HOWARD. The "SEAWOLF" headquarters were to be at Vung Tau Army Airfield, 35 miles southeast of Saigon. Initially, the procurement of the basic essentials for supporting a squadron came slowly. Living and working spaces were furnished by the Army. An administrative office -- a quonset near the airfield operations center was required. A barracks was built by HA(L)-3 personnel and Navy CBs.

An attack pilot, the 38-year-old CDR SPENCER had flown 4Ds (later the A-1 Skyraider) until 1960 when he transferred to helicopters. From 1960 to 1962 he served with HU-2 (Helicopter Utility Squadron TWO) at the Naval Air Station, Lakehurst, N.J. deploying regularly with east coast carriers. A Navy veteran of 19 years, he flew from 10 different carriers, both as a fixed wing and rotary wing pilot.

Prior to his assignment to Vietnam, he served as the Air Officer aboard the helicopter assault carrier USS VALLEY FORGE (LPH 8).

His new officers (94 under the revised allowance) and crewmen (240) began arriving between May and August. Among them were the squadron's executive officer, CDR Conrad J. JABURG of West Palm Beach, Fla., and the new operations officer CDR Ronald N. HIPPI, of Salinas, Calif. All of the pilots, like their predecessors in the HC-1 detachments, were volunteers for the "SEAWOLF" assignments.

As regards to the "SEAWOLVES" specific role, CDR SPENCER said: "The primary mission of the squadron is the interdiction of enemy forces (in the Mekong Delta and Rung Sat Special Zone). Flying in all kinds of weather, night and day, we support the River Patrol Boats (PBRs) in closely coordinated operations.

"But we do not support them exclusively; we come to the aid of other friendly forces as well. All of our missions, of course, are cleared by the sub-sector advisor in the particular area where we're operating.

Jet qualified, CDR SPENCER has served two flight instructor tours of duty with the Naval Air Basic Training Command at Pensacola, Fla.

CDR C. J. JABURG reported as HA(L)-3 Executive Officer 7 May 1967. An ex-enlisted man and former fighter pilot, CDR JABURG went to helicopters in 1956. During the early 1950s he flew from the carriers LEYTE and F. D. ROOSEVELT. His assessment of the squadron at the time of arrival in Vietnam touched on the need for unity at the time.

"CDR SPENCER's role was to draw in the detachments which for so many months had remained separate entities. In bringing the old dets into the fold, we had to establish a homebase (at Tung Tau) for the squadron headquarters.

What special qualifications does it take to be a "SEAWOLF"? CDR JABURG: "Judgment and a certain amount of guts! And the ability to determine when to stick out your neck and when to draw it back in."

How about training Naval Aviators in armed helicopters? "Put him in the left seat and fly him. Let him shoot the guns, get the feel for the whole mission. When he's had enough time in the left seat as co-pilot, let him assume command of the aircraft. As he grows in experience, give him the opportunity of leading the fire team. There is no substitute for flying".

The 36 year old CDR JABURG also expressed opinions about the idea of attack helicopters.

"The idea is here to stay. It should, in fact, loom ever larger in the scheme of things in our age. For brushfire wars, a quick reaction force is essential. The helicopter attack force is one good workable answer."

Couldn't the Army just as well fly support for Naval forces such as we're experiencing with the PBRs in this war?

"I think it's a question of sailors talking better to other sailors. Not to belittle the Army -- they have some great helicopter pilots and they taught us about all we know of this business -- I just feel that people work better with their own kind. Eventually, ours hopefully will be a truly shipboard operation where the mobility factor can be fully realized. From this standpoint, we are Navy men and should be better than the Army at sea. For example nautical language alone is vital to any shipboard evolution and in helo operations it is near well critical. I foresee a time when a helicopter landing ship (LPH) or other platform, larger than the LST will be employed to support a full squadron of Navy attack helicopters -- the whole works!"

CDR SPENCER looked ahead with similar longing. "A CVL (Light Aircraft Carrier) perhaps would make an excellent attack helicopter squadron support ship", he said.

On the subject of desired service support, he also felt that "Navy working with Navy always has formed a highly spirited, cohesive outfit -- a compatibility not necessarily assured when two sister services team up. The fundamental knowledge of shipboard routine, which is innately Navy, cannot be underestimated in operations as potentially dangerous as these".

Both Commander SPENCER and JILBURG were asked about the UH-1 as a close air support, attack helicopter.

CDR SPENCER: "It is an excellent close air support vehicle, relatively uncomplicated and dependable."

CDR JILBURG: "The UH-1 is a great aircraft, and would be even better if it had the T-53 engine. The T-53 engine is second to none. It's simple and generally trouble free. It's simple and generally trouble free."

CDR ROBERT A. HIPP, Operations Officer for the "SEAWOLF" squadron, also praised the UH-1. "Of what's available now and considering the mission we presently have, it's the best we can get. Its best attribute is its maneuverability. And in the area of firepower, the way the aircraft is configured, it is able to protect itself throughout a 350 degree arc."

An anti-submarine pilot before, CDR HIPP arrived in Vietnam to take over his assignment in May 1967. He has been an aviator since 1952.

Said one aviator: "With greater payload capability and air speed, the helicopter gunship could overlap the entire spectrum of fixed wing air support as we know it today."

CDR SPENCER: "The Navy and Marine Corps need an attack helicopter."

From 1 April to 31 December 1967 -- nine months of continual operations as a squadron -- the first 3 months with only 4 detachments, statistics showed significant battle scores in enemy killed, structures destroyed, enemy sampans destroyed and enemy bunkers destroyed, while flying 9,744 hours and over 7,000 missions.

Of friendly casualties, seven squadron personnel were killed-in-action while 50 personnel were wounded during that period.

In December 1967, seven operational detachments were situated at the following bases: Det 1 aboard the USS JENNINGS COUNTY (LST-846) on the Bassac River; Det 2 at Nha Be in the Rung Sat Special Zone; Det 3 at Vinh Long; Det 4 aboard the USS GARRETT COUNTY (LST-786) on the Co Chien River; Det 5 aboard the USS HARNETT COUNTY (LST-821) on the Ham Luong River; Det 6 at Dong Tam located on the My Tho River; and Det 7 at Binh Tuy Naval Base near Can Tho. This required that 14 of 22 assigned aircraft be in an "up" status at all times.

The consolidation of the squadron also was a codification of doctrine. A tactics manual came into being which resulted in much needed standardization.

The constant development of new armament configurations continued during this period. The "Honeywell" belt fed 40mm grenade launcher was incorporated into the UH-1B's basic weapons system with great success. Another innovation which has proved successful has been the designing of twin-mounted .30 cal machine guns for each crewman vice the one hand-held M-60. This design has made it possible to do away with the pylon mounted M-60 flex guns and install two larger rocket pods capable of holding 19 rockets each vice only 7 in the conventional pods. The installation of a .50 cal mount has been successfully attempted with devastating effect on enemy targets. Through continual experimentation, the squadron hopes that the ultimate effective weapons configuration will be found for future Game Warden Operations, as well as for future Navy attack helicopter operations.

By the end of 1967, Helicopter Attack (Light) Squadron THREE had reached what CDR SPENCER termed "a period of stability". He noted the aircraft procurement problem, but expressed great pride in the constantly increasing maintenance availability and the professionalism with which his aircrews were fulfilling the mission. "We'll continue to do the job as Naval Aviators - - - we have a great tradition to uphold".

DET ONE (JENNINGS COUNTY)

The month of February was definitely one of the more exciting in a long time. It started out with a big bang like the 4th of July. For awhile we thought about that since we tend to lose track of time, but the ones who count the days reminded us. On the lighter side, for those who count the days and call themselves "short" all of us are 29 days closer

to returning to the farm and the other side of the great pond. But then some of us just couldn't wait. Hawaii was the meeting place for some of our elite seawolf pilots and their wives.

LCDR "fearless leader" PFLIMLIN and LT "tite" seawolf Christenson were one of the first ones to leave on R & R to enjoy the many delights awaiting them. Both of them walked on cloud nine for days after returning from the south sea paradise. Learning of this LTJG HAMMERGREN made arrangements in a hurry and left for the south seas paradise too. LT WOLTERSDFORF on the other hand went to Okinawa to see his wife, family and brother-in-law, nothing like killing two birds with one stone. We almost forgot about LTJG CURTIN who went to Tokyo on R & R. He is really short! He leaves for the peace time Navy in just a couple of days.

For awhile we were spread thin with all the talent gone all at once. LT WALKER from Det 7 at Binh Thuy was glad to help out. He enjoyed his stay so much that we had to pry him off the ship when it was time to depart. All of us like to thank Det 7 for letting us have LT WALKER for the R & R period.

As usual, we have new faces with us. A welcome aboard goes to our new Leading Petty Officer MAJOR, AT1. That's his name, by the way, not his rank. The men are in good hands with never a dull moment. We also like to welcome our new gunner Petty Officer RECORD, AMS3. Hope that by now they feel at home and as part of the "in crowd". We like to bid farewell to two of our former gunners who are now back at Vung Tau and are enjoying themselves at the white beaches. We bid sayonara to Petty Officer LAFERTY, AT1 and to Petty Officer PRETTO, AO2.

One of the highlights of the month was when Petty Officer MOSELY, AMS3 received a telegram from back home that his charming wife gave birth to a son, he was more than delighted when he heard the news. We all give our hearty congratulations and hope that mother and son are doing fine.

The det has their very own VC flag. To make a long story short, LT WOLTERSDFORF, ENS MINAHAN and their crew, Petty Officer MAJOR and Airman BEACH, brought it back from one of their "routine" patrols. They didn't say where they acquired it; anybody see a 1500' flag pole around?

LCDR "Sunshine" WANTZ is now doing his time in Hawaii and should have that faraway look when he returns. ENS MINAHAN is contemplating R & R in Hawaii with the added attraction of acquiring a wife.

AT3 HAAKE transferred to Det 7 as a swap for ADJ3 MILBOURNE. HAAKE will be among friends as several other Det ONE gunners have taken up residence at Binh Thuy.

Our newest officer to report is LTJG David CRANOR. He reported to us following two years at Cubi Point P.I. Did he really say 360 days to go? Argh!

DET TWO (NHA BE)

Det TWO extends a big welcome aboard to LT Raleigh SMITH who recently checked in from Dong Tam. His talents will be greatly appreciated in his capacity as our new assistant O-in-C.

We felt bad about losing sixteen of the twenty men temporarily assigned to us for a month or so. They helped us out tremendously with every day tasks which lightened the normal work-load considerably. The men were especially helpful when it came time to sand-bag our new trailer. Hence, we affectionately call them "the sand-baggers". Especially missed will be Airman JURAN who assisted the new men immensely in getting their advancements in rate squared away. In view of the present state of affairs in Vinh Long we at Det TWO have but one question, "Would you like to come back, guys?"

Despite the fact we lost a good amount of soft-ball talent when we lost our sixteen men, we still manage to beat the base-support personnel a majority of the time in our weekly contests. One of these weeks we're going to beat the SELLS, maybe(?). Our star pitcher-catcher combo is Airman LEYDA and A2 HILTON would like to extend a challenge to all HA(L)-3 hands at Vung Tau. We'll beat you at soft-ball, but a steak dinner consolation awaits you if you can get a team up here on a Sunday.

The officers of the Det are looking forward to what should be one of the more spectacular social events at Nha Be. LT(jg's) DICK, STINGER, and A1 COPE have pinned on their "railroad tracks" and are now Lieutenants. So, a wetting-down party is planned which will be co-sponsored by LT(jg) Dick SIDNEY. We're waiting, guys!

Other bits of gossip..... LT(jg) Sean LUSCHER is leading the competition in the Det for the "R&R Award". LT(jg) Dick STOUT says he just loves Japan having recently returned from R&R there. Petty Officers HILTON and SAPPENFIELD and Airmen CRUSE and REASNOR are back from their R&R in Vinh Long. AMH2 LINSWORTH says he loves Hawaii, not to mention his wife(!?). Since LT A1 COPE has returned from Hawaii, he has actually been seen to smile a time or two from day to day. ENS Mel ROBERTS has his first operational hops as wing-ship commander under his belt and is anxious to keep going. That's about it for this time from the Rung Sat.

DET THREE (VINH LONG)

Congratulations are extended to two of our pilots of Det THREE. Lieutenant (jg) GUINN and LCDR WESELESKEY were the recipients of the Vietnamese Cross of Gallantry, at ceremonies held in Vinh Long sector. Hal GUINN was awarded his decoration for his actions as Fire Team Leader in coming to the aid of an ambushed Vietnamese Convoy in Ba Cang Sub-sector.

Wes was awarded his decoration for services and actions performed in support of Vinh Long sector. The Cross of Gallantry is the second highest award of the Republic of Vietnam, and was awarded by Brigadier General THI, Commanding General of the Ninth Vietnamese Division.

As January passes and February approaches each of us considers himself that much closer to coming home. First to leave in March is Web WRIGHT, who will be reporting to HC-5 San Diego, Calif. Web is now spending his remaining days here visiting the cities of Bangkok and Tokyo. Bill FEASER will be leaving March 21, to report to VC-8, in Roosevelt Roads, Puerto Rico. His remaining days are being spent trying to lose the excess poundage he has acquired in the past months. Hal GUINN will be leaving April 26, for HC-2 in Lakehurst, New Jersey. His days are being spent trying to figure out where he will fit all of his medals on his small chest. Dick MARTZ has just returned from Taipei, and he really must have enjoyed the culture of the orient, for the first thing he did upon his return was to put in for leave to Bangkok. We all hope his stanina holds out.

Ed MILLER has returned from his week visit to Vung Tau and is now the Quality Control Officer, for the Maintenance Det.

Ton CRULL has been keeping himself busy reading the novel "Left Seat" and has replaced Wil SIMPSON as the Co-pilot personality of the month. Ton has really been enjoying himself lately.

Two new gunners have joined our ranks recently. WILSON has already been acclaimed the "Best co-pilot Brass-en downer" in the detachment. GLENN really keeps the co-pilots jumping during his attacks. BOLTON has also been doing very good as a crew chief, but it seems that he has one bad habit -- he tends to drop things on the deck of the aircraft during rocket attacks. This habit tends to put extra strain on the pilots "nerves".

We apologize for not including the maintenance crew in this issue but at the time of writing this, it seems that they decided to take a day off from work compliments of the "Viets". They decided to spend the day off and enjoy a day of festivities in the area of the villa and downtown Vinh Long.

Wendell MAXWELL has just returned from a visit with the Wife in Hawaii.

As I am writing this it is getting rather noisy in the area so I will end this issue with promises of a more complete coverage next time.

DET FOUR GARRETT COUNTY (LST 786)

LCDR CLARK	AMS1 JONES
LT BARNES	CSI JOHNSON
LT HAAN	AE2 KORMAN

LT TURNER	ASM3 WILSON
LT LOUY	ADJ3 HACKMAN
LTJG BULSON	ADJAN GARDINER
LTJG ANZILONE	AN KLUJ
ENS MUNSON	AN PITMAN
	AN WEAVER
	AN BLUSKE

Detachment FOUR welcomes aboard our two newest gunners Gary WEAVER and Richard BLUSKE and also Mark KORMAN who after being with us for almost a month is no longer considered a "new guy" despite the fact that he still can't tell a river bank from a camouflaged sampan.

This years' week of TET (Lunar New Year) started off with another party. Steve PITMAN being in an understandable hurry for this rare period ashore neglected to look where he was going, banged his head against a door frame and didn't get to go after all (Tough luck Steve).

Old "Charlie" made us work pretty hard during the week of TET attacking just about every city and outpost in our patrol area. The detachments' fire team was deployed to Vinh Long on 31 January and supported the Army and Navy in and around the city for the next five days. Lots of flying and shooting and many outposts giving us heartfelt thanks.

LTJG Marv BULSON (missing the peaceful season of TET) spent R&R in Hawaii and even though he had only four and a half days there, returned with a twinkle in his eye and a smile on his lips.

Every other night down on the tank deck of the ship you'll be able to find "Animal" (Steve GARDINER), "Pit" (Steve PITMAN) and "Hack" (Jim HACKMAN) getting exercise lifting weights to the tune of Today Vietnam, Tomorrow the "World".

The Stew Burner (CS1 JOHNSON) is back in the swing of things after a quick visit to the U. S. and we think better than ever.

Congratulations to LT Wade TURNER and LT Mike LOUY for making LIEUTENANT. The crew is still waiting for the refreshments and festivities that normally accompany such an occasion.

The enlisted crew compartment (fraternity house, recroom, bedroom, suite, lounge or what have you) has been decorated with artificial flowers, one girlie calendar and one large paper mache' dragon head acquired in Tra Vinh. It's undoubtedly the unique compartment aboard ship and it is becoming more of a home every day.

DET FIVE (HUNTERDON COUNTY)

Looking through the notes on who did what of note during the month of February finds John BROWN at the head of the list. His trip to Penang on R&R provides background for many tales and a hearty recommendation to "Go Go Malaysia". It has been said that BROWNIE is the victim of Jim "Con Artist" JONES. Being a nice guy he gave JONES a VC flag and somebody offers JONES a camera and a watch. Well BROWN is now looking for some VC flags and plans on some trading rather than giving.

"Jake" JACOBSEN makes the news as a voter. Jake turned 21 on 24 FEB. GILLILAND performed the ceremony of the paddle on the flight deck and Jake found the gunners seat rather hard the rest of the day. Gil says there is nothing to say except he is short with a capitol S. He feels he will be of great value in a supervisory capacity. Chief SWART will find stock in the Cool Lide company a good investment. Mrs. S doesn't think that the "T" is a good feeder and sends an adequate supply of his favorite drink. Really it's not bad out here.

DRAPER has the Stereo, Hi-Fi bug. This boy has a regular sound studio in the crews compartment. I guess the sound's the thing but Drape isn't this getting a little ridiculous taping the announcement of the LMC.

Bill MENEELEY finds the life of the "Next to Go" a real dream. His job of Movie critic causes him to lose much sleep but this is taken into account when he doesn't rise before noon. I believe the nickname of "Owl" would be appropriate. Speaking of nicknames Tom CALKINS is "Buddah" and Len GOZI the "Littlest Seawolf".

George SPROWLS just returned from R&R. He liked it, can one say more about meeting your wife in Honolulu. The Boss came back to the "T" and when somebody asked if he had a good time in Hawaii he just smiled. There must be something to this R&R. Morrie STEEN and Jeff SMITH are the Camera bugs of the month. Jeff with his candid shots of the troops and Morrie with his quality cameras. These young bachelors are spending money like it was going out of style next week.

Steve BEGUIN has come up with a priceless excuse for thin hair and an appearance of baldness. Would you believe "I just used the end of the comb where the teeth were widely spaced"?

Two members of "Old Det 5" joined us for a week, Bob BRITTS came out and gave us a hand for a few days but then the pressures of Vung Tau called and he was forced to return. Bill RAMSEY has rejoined us for good as he did such a good job in Vung Tau that he proved that there was no need for an assistant Training Officer. Bill will be a big help in training the new pilots scheduled in the middle of March.

We usually start with telling who arrived and who departed. For a change I think we will end with this. Welcome aboard to Steve PORCH from HS-2. Steve must have some stories of "How to do it up North". I hear he wants to see how the other half lives. ATN2 Bob DIXON, AE3 Bob COMA and AN Gene PAREJKO (I don't know how to pronounce it either) have arrived and are coming along well as new gunners. They haven't had the opportunity to do enough worth of the Wolfgram notebook but have no fear next month they will come under the gun rather than fire it.

That covers everybody folks, no real big news so as Dean Martin says "Keep those letters coming in. The boys and I read them and answer every one. If you don't hear from us just write another and we will surely answer." So until next month.....

"Everybody loves somebody sometime....."

Incidentally

"The Hornets of the Harnett"
are now "The Hunters of the Hunterdon"

DET SIX (DONG TAM)

Greetings from Det SIX at Dong Tam, Garden Spot of the Orient. Especially we'd like to wish you all a Happy, Mortar Attack Free, New Year. You should have been here New Year's Eve, the crew was throwing a little party for all those not on duty and from all the red eye balls we saw the next day it was a rip roaring success. Also included in the festivities was a fire works display put on by all hands who had access to flares, tracers, etc. The base was reportedly lit up for ten minutes with red and green star clusters and the regular artillery flares, not to mention all the pencil flares and tracers put up and out by the positions on the perimeter. It did give us a little bit of a start until we found out that this activity was part of the program.

We've had some personnel departures this month. The first to go was LTJG Mariner COX, Det SIX's old Good Humor Man, and the place hasn't been the same since he left. Best wishes on your new assignment Mariner, you're our loss and Det SEVEN's gain. Our heart felt sympathy goes out to Raleigh "No-Pokes Six" SMITH. He has left us also and his is a sad story indeed. Poor ole "No-Pokes" went from Asst. O-in-C to Co-pilot in the wing ship in just five short months. Of course this was no reflection on him, but rather the drastic change in the power structure here at Dong Tam. We did give him a send off fit for a Province Chief. Officers and Men of Det SIX sponsored a going away party for our long time friend and admired warrior of the Delta skies. Reliable sources report that the affair was a real hum-dinger and according to our source, Joe KRZYSIAK terminated the party by waking up the cook at 0530 for a couple of beers. We wouldn't infer that Raleigh was hung over, but his eyes looked like the Air Intelligence Officer's overlay for a map of the Delta, that is when they were open. Best of luck to you at Nha Be Raleigh and you'll be happy to know that LCDR MYERS has assumed the title of "No-Pokes Six" and your other title has gone to ENS LAROCHELLE, that is, the title of "Pop Corn King."

Several of the troops went on R&R this past month. ENS LaROCHELLE reports that Bangkok is all that it is cracked up to be. Our visitors to Hawaii included LCDR MYERS, LTJG STOCK, and LTJG DICK. There must really be something to this thing called R&R and to the trained eye, returnees can be spotted a mile away. The one thing that really gives them away is their smile that extends from ear to ear which is almost always accompanied by baggy eyes and pale complexion. When asked why no sun tan, the canned answer is "It was raining" and we wonder about this. It is reported that the favorite movie shown aboard Pan Am's Jet Clipper to Hawaii is "Mary Poppins"---Just the thing to soften up combat hardened troopers going to see their wives after several months of separation.

Our congratulations to Det SIX personnel who received the Field Advancement Waiver. They are Bob SEAMAN, Allen ROPER, Bobby BOONE, and Dennis CRABTREE. These men are very worthy of this advancement as they have worked very hard and diligently for the betterment of Det SIX and the Navy.

To those of you who don't know, we've finally moved into our trailers. You won't recognize them when you land at the Delta's Dust Bowl, but they're there just the same. They have really come a long way since we first got them. Originally they reminded us of two of LTJG Dave DICK's shoe boxes and they were just about as bare. Would you believe negative facilities? Through the concerted efforts of LTJG Mike STOCK, Project Engineer, and his many helpers, they transformed those two pitiable excuses for trailers into a A-bomb proof livable sanctuary. Our Electrical Engineer was none other than the Duke, Jim York, and our carpenters, laborers, and rocket box toters and sand bag hefters included Bobby "Boom-Boom" Boone, Dennis CRABTREE, AL ROPER, Art IBRA, Danny "Annie" OAKLEY, Dennis ROBERTSON, Dan "Shades" HIGGINS, and Charles "Muscle Beach" TAYLOR, OOPs, somebody said that Paul ANDRUS, the "Slave Driver" and Harv "Funny Man" SWAFFORD were down there helping out too, but we wonder, it sounded like the "Funny Man's" voice. And we believe that the bunkering job is a good one too. As a matter of fact, Dong Tan hasn't been mortared since they've been completed. The air-conditioning isn't bad either. At least it is a cool place to sleep.

In the "Would you believe Department" we have a few. First on the list is the fact that LCDR Jim SAVAGE is reported to have lost weight. Where's it gone, Sir? And we're glad to have LCDR Chuck OYLER back with us on the Flight Schedule after his little accident. We're not talking about the one where he drove a truck through the fence in front of the C.O.'s office, but rather the one where he got his finger in the rocket hanger. Also in the "Would you..." is the fact that we believe that we are the only Det that sports a POD daily. It is really a fine tool of communication in which we carry the Flight Schedule, notes of interest, and a Maintenance note and a Safety note. This little jewel is put out by the Admin staff made up of LTJG Dave DICK, Secretary, or would you believe Yeoman O-2 Dick. Once in awhile we fail to get a Maintenance note and this is usually due to a malfunction on LTJG Dick "Leathargic SIX" White's Department of Logs and Records, all kidding aside, Dick is doing a fine job. Our Maintenance Officer and Det Test pilot, LT Bill "Peter Pilot" LLOYD has been overheard to say that he has been to Vung Tau so

often lately that he can make the whole trip blindfolded, good luck Bill. LTJG Larry KIER has been having a field day as our Air Intelligence Officer, what with putting up a new map of our area down at the trailers, he has found an outlet for his creative talents by covering and obliterating everything with different colored grease pencils---have fun Larry.

Greetings again from the dust bowl of the Delta, Dong Tan of course. The dust is so bad that some people are rumored to have planted potatoes on their bed spreads. It really isn't that bad, but occasionally we go IFR while walking between the hootches and the chow hall and between our trailers and the aircraft. We hear a lot of complaints about the wind too. It is always blowing from the East at this time of the year and at its average fifteen knots it carries several tons of dust into our living quarters weekly. What the really big complaint is though is the fact that the "head", a beautiful rustic six-holer, is located up wind and its aroma is always tintilating our noses. There is progress being made to correct this situation though, the weather man informs us that the prevailing winds will change in about a month or so.

Det SIX has had some new people come in this month. Vincent PAONE has come to us from Vung Tau to be a gunner. Gerald AURAN and Jerry BARTLESON are with us from Vinh Long and they have really been helping us out with our increased work load. LTJG Norm PADGETT and LT Steve PORCH came up from Vung Tau to help us out in the pilot department while LCDR Jim SAVAGE and LT Nick PRESS were on R&R. We really appreciate the help and you're welcome back anytime. Jim YORK is our only departing personnel this month. We're sorry to see him leave as he has been with us for some months and rendered a great deal of service to the detachment. He is going back to Vung Tau and we wish him the best of luck in his new assignment. Dennis ROBERTSON has been to Vung Tau for most of the month, it seems like, for gunners school. We're also anxious to get Charles TAYLOR back with us. We are sorry to report that he was called home on Emergency Leave.

We didn't get a chance to get it in last month but we sure do hope that you had a Happy and Profitable TET. Things have really been booming here at Dong Tan since the beginning of the Vietnamese Holiday. Charlie has been booming at us and we have been booming at Charlie, and in the spirit of the holiday, we sure do hope that he receives more than he gives. Believe it or not, we in Det SIX have come to realize that it is true, "... the gift is in the giving..." and "it is better to give than to receive..." Giving is really a grand feeling, the only trouble is, that the more we give, the fewer Charlies there are to give to.

Det SIX personnel have after much effort become acclimated to living in our newly completed trailers. The really big advantage is that we don't have to go to a bunker when Charlie starts sending us his little calling cards. Mike STOCK informs us that through his engineering genius, he has given us a construction that will withstand anything.

In case you've noticed that your mail box has been empty more often lately, it is due to the spirit of the TET holiday. We promise to do better as soon as the holiday is over.

DET SEVEN (BINH THUY)

The first month of 1968 has been an eventfull one for Detachment SEVEN's "Bassac Bandits".

New arrivals at Det SEVEN this month include: LTJG Mariner COX, who comes from a brief stay at Dong Tam's Det SIX; ADJ2 BELL and ADJ3 WEIL, From Det ONE; and ADJ3 WOZNIAK from Vung Tau. Welcome to the family.

LTJG "Roly-Poly" FOLEY and LT Wayne BAUER just returned from R&R in Hawaii and are disgusting all hands at Det SEVEN with their sated looks. LTJG Bob HOFSTETTER has departed on R&R to NIPPON and we expect him to return with several thousand pounds of goodies. Does AIR AMERICA run cargo service from Japan?

LT A1 "The Mad Russian" BACANSKAS is just about to depart on Hawaii R&R. A1 says he is going for an "air start" but he is worried about his high EGT and fears a possible FLAME-OUT!

AMH1 Ben SUTTON and LTJG Jim SMITH are still fighting over the one can of Beans and Wennies in a case of C-rats. If anyone has any extra supplies, we could sure use them to restore peace. We also could use a case or two of 10-20-30W oil for that somewhat aromatic flight suit AEB3 CAUDILL has been wearing. It's about due for an oil change!

Of course, not all of Det SEVEN's time has been spent at fun and games. LCDR MARTIN, Det O-in-C, and his "Midnite Marauders" have been racking up the night time. LCDR SAPP and his fire team have not been idle either.

All is quiet on the middle Bassac now, and HELATKLTRON THREE's Detachment SEVEN would like to take the time to wish all of the other Dets good hunting and good luck in the months to come.

HELATKLTRON THREE's "Bassac Bandits" have had another busy month in the Republic. The increased action in the Delta has meant mucho flight time for Det 7 with the monthly average per pilot well over sixty hours. We've done a little bit of everything, from transporting "liquid refreshment" to besieged Det 3 at Vinh Long, to delivering 20 pound bombs to CHARLIE. Maybe we should be known as the "Bassac Bombers". Or perhaps the "Bassac Brewers"....

Det 7 is sad to report the loss of two fine pilots, LT A1 "The Mad Russian" BACANSKAS, and LTJG Bob "The Hoff" HOFSTETTER. A1 has gone to Vung Tau to fight the war of ~~crossed-out~~ gunships, and Bob is stateside bound to fight the war of readjustment to home cooking, round-eyes, and other things best obtained and appreciated at home.

We are happy to report the return of LTJG Pete MADLEY and Airman CONE. Both report that life in Yokosuka, Japan is number one.

LCDR Chuck "The COLONEL" SAPP has departed on R&R in Hawaii and we expect him back shortly with real "combat" fatigue!

Det 7 is happy to announce that LCDR Bill "Faster-than-the-eye-can-see" MARTIN, Det O-in-C, has received word of his selection for promotion to Commander. When asked the secret of his success by LTJG "Beans and Weenies" SMITH, he is reported to have replied "It's magic, Son!" Now all he has to do is find some more Vietnamese rabbits for his silk top hat. By the way, his Gunship wizardry is as astounding as are his magic shows.

Congratulations are also in order for Bill "Roly-Poly" FOLEY, who was recently promoted to Lieutenant. Det 7 now claims the roundest Lieutenant in the Delta! Bill has orders to TECHREP duty with the Kaman Aircraft Corporation for his next tour of duty. (LT Jin "The Body Beautiful" WALKER reports that Danan stock has fallen by thirty-five points since the news is out!)

The enlisted personnel are up to their usual tricks. A01 "Pops" PENNELL is soon with the Det's pet monkey all of the time these days. We don't know if we should put him on MEDICARE or just start feeding him bananas! It seems like A1SAN HUGHES has some new type of VC weapon every time we see him. When he comes up with something larger than a PBR, that will be it. Where he digs up this stuff we'll never know! Do you suppose he has friends in the bushes?

Plank Owner ADJ3 MILBOURNE returned to DET 7 for duty this month, but the fortunes of war being such as they are, he was quickly transferred to DET 1. We welcome his replacement ATMAN HLAKE from DET 1. Now members of the family (and honorary SEAWOLVES) also six NAVSUPACT personnel. These young tigers, BM3 SINGLEY, MY3 SHEEHAN, AN KENDALL, FN MICKE, FN THORNLOW and FA McCHRISTY have really learned the SEAWOLF spirit and have greatly enhanced our operational capability with their aid in ammo stocking and quick turn around service.

During the recent stopped up action around the Can Tho area many of the local civilians lost their homes and all of their belongings. Det 7 is helping the families of two of the Vietnamese workers on the Binh Thuy PBR base. All hands are to be congratulated for giving some of their spare time and money to help these unfortunate people. We are proud to be a part of the program of friendship and aid in the Republic.

If any of our squadron mates are lucky enough to pick the right day, we have a cookout at the HELOPAD once a week. However, if you stop by bring a loaded gunship! Two fire teams were scrambled during the last sortie!

Det 7 was happy to play host to HA(L) THREE's Executive Officer, CDR Con "He puts-'em-where-he wants-'em" JABUNG, for a weeks worth of flying and frolic. The XO was a real tiger on the Bassac and we hope he will come back and see us again real soon. The local hoards of VC do not share our sentiment!

Until next month, DET 7 wants to wish our sister dets good hunting, and we extend an invitation to stop and visit us whenever you are in our neck of the woods. Immediate fuel and ordnance service-with-a-smile is available around the clock!

OPERATIONS
CDR HIPP

Hey Boss, have we got anybody qualified to fly the new aircraft we have in the squadron? What kind? Well there's a B-26, a Bi-plane, a - get down off that railing Commander HIPP, I was only kidding, we do have them but they're just models. CDR SPENCER, CDR HIPP, LCDR AYDELOTTE, and LCDR MCPHERSON have been busily working on model aircraft lately. LCDR HOLLINGWORTH was in on the building, but his factory was wiped out when a certain person happened to fall while hanging up a parachute canopy. That huge B-36 did make good kindling wood for a barbecue though. LCDR JONES decided he'd try something different - so he's in the ship building business.

CDR "Boss" HIPP just returned from a safety conference in Japan. The conference was cancelled due to blizzard conditions. It was so cold there that he came back by way of the Phillipines to thaw out a bit. He wanted to be sure his fingers would be in good shape for throwing darts at the rotation board.

LCDR "The Bolt" BOLTON is doing his best for the physical fitness program. He's been running laps around the BOQ for some time now and has added a few followers. LCDR "Yosemite Sam" AYDELOTTE, LCDR "Roger Dodger" MC PHERSON, LTJG "Slim" KEELEY, and LTJG "Buffalo Bob" BRITTS have joined the "Mr. Physical Fitness" program. Someone else is going to have to lead the athletes this week as "The Bolt" is going to be in Hawaii on R&R with his wife.

LCDR "Lonesome George" CROWELL has been out to Det FOUR helping fill in the gaps. The rough on the standardization manual was complete before he left. It should help in getting everyone standardized and really help in transitioning the "New Guys".

LTJG BRITTS (6'2" and Short) will be leaving for the good Ol' U. S. 18 March and checking in to VRF 31 in Norfolk, Virginia. In the mean time, he has promised not to borrow CDR HIPP's sedan to fetch bread when the bakeries are closed or offer advise on the cheapest bakeries. Who gets the extra 5¢ a loaf Bob? Maybe that's where you get all your stereo gear. We'll stick our super duper intelligent officer on your trail.

I. M. WATT (wrong all the time,) "Mad Dog" McMLHON's number one intelligence source, is supplying "Mad Dog" with enemy position reports. Once, "Mad Dog" and I. M. WATT learn how to break down the code they've been using, we'll know where the enemy was last August.

Honest! "Mad Dong" really did receive a locksmith's manual. The books came addressed to "Mad Dog" McMLHON. Your friendly reporter saw it with his own two eyes. So all of you better keep a close eye on your safes.

ENS "Ozzie" OSBORN received his AHAC papers. He also takes over as Bull Ensign since ENS Charlie "THE MLD COUNT" BILLER puts on the Silver ones shortly.

CYN3 "Tex" ANDERSON must be striking for diplomat, at present, he's getting letters from Canada, Mexico, and Texas. It should be interesting to see how long it takes for a crises to develop.

YN3 "Who Me" NELSON just returned from Australia, he spent \$60 on kuala bears. He keeps saying it was wonderful, but when you ask him questions about it, all he does is sigh.

SN "Janitor" BRANHAM keeps bugging communications for the R&R list to Bangkok. I don't think he believes us when we tell him it isn't in yet. Maybe you lost the request, BRANHAM. Better be a little more careful of what you put in file 13 in the OPS office.

Training's three enlisted instructors, A01 Dave DAVIS, ADR2 Fred MAHANNAH and AN Ron YOUNG, are working full time training gunners to replace all you short timers on the Dets. Presently six to eight students are completing the course every two weeks. Remember that the sooner you complete their on-the-job training, the sooner you can worry about the important things such as packing your sea bag and where to send your hold baggage.

GUNNERS: When you are in Vung Tau stop in and see training. Training is responsible for shifting you around and we will be glad to consider your personal preferences. Incidentally, there is a notice coming out designating all but the very newest gunners as "Special Duty Aircrewmembers" and authorized the wearing of aircrew wings. No final decision has been received on "Combat Aircrew Wings."

LTJG Bill RAMSEY has given a glimmer of hope to the rest of the Vung Tau Warriors. He managed to escape from the training office and make it all the way back to Det FIVE. LCDR Roger "The Optimist" MCPHERSON, let him go on the promise that Bill's relief would be a wave. Two new pilots, LT Steve PORCH and LTJG Dave CRANOR have just completed training and are on their way to Dets FIVE and ONE.

MAINTENANCE

All is right with the world. The Maintenance Officer returned from R&R with clear blue eyes and a smile on his face.

Welcome to LT Steve BEGUIN the new QC Officer. Look out Dets, Steve says he will take no guff from you Det guys. Lt Al BACINSKAS is aboard as the new Weapons boss.

We bid farewell to LCDR Tom DRIVER and LT Jim GLOVER. Best of luck to two fine Maintenance Officers.

This month due to the Bosses goof we won't have a Wolfgram from each shop.

Many new faces are with us at Vung Tau.

AO2 L. B. PRETTO is in from Det, PRETTO has built the New HL(L)-3 (Fort Knox) armory, well done PRETTO.

AM1 C. D. FIELDS is back from Vinh Long, FIELDS is our new metal bender pusher, doing a fine job.

ADJ3 R. F. PALETTA is in from Det FIVE. Welcome aboard to all the newcomers.

QC has now moved to the former CPO lounge. Chief AUSTIN has moved his base of operations to Maintenance Control. The Chiefs are now (working?) out of the new CPO Club.

LT Dan (Marco Polo) CALVERT has just returned from afar, scouting the Orient for goodies for HL(L)-3. From the looks of the incoming material his trip was not a bust.

Our new Maintenance Control/Asst. Maintenance Officer LT (Grouch) PELOQUIN has taken over with a firm hand and a steady eye. He is really happy inside, he found all of his guns.

A few "Would you believes"

"Would You Believe"

1. Chief Morgan really has a sun burned face.
2. Chief Huk is with the CIA.
3. Chief VOHS has lost some weight.
4. Chief Austin bleaches his hair.

5. Chief Casey hates monkeys that drink.
6. EA(L)-3 will be using yellow sheets soon.
7. The Maintenance Officer has an ulcer.

And as a last item, remember to tell all your friends,

Visit Vietnam, The Fun Capitol
of the World

ADMIN DEPARTMENT
LCDR AYDELOTTE

LT BAYSE -- on R&R to Hong Kong
 LT HAN -- Welcome
 LTJG MONINGER -- Farewell
 LTJG KEELEY -- Welcome
 LT GACHE -- Goodby
 LTJG JACCORD -- Goodby
 ENS BEARD -- To Det FOUR

February finds the Admin Dept finishing up the month as a disaster area. With the advent of visiting VIP's the deck was painted and refused to dry. This gave the squadron's "Think Tank" a 3 day weekend. Maintenance take note - "You too can plan ahead"!

All of the Lieutenant promotions were completed on time in spite of eleven LTJG's daily (sometimes more often) calling requesting date of rank, base pay, instant papers etc.

LTJG MONINGER our first departee to the Land of the big PX is Memphis bound for Maintenance School. LTJG KEELEY will be replacing him.

YN2 Ted FULMER made it back from his 4 days R&R in Bangkok. All smiles and no comments. He was able to make the entire trip in a record breaking 8 days. Seems he had a little trouble getting a flight out of Bangkok. The SGT in charge of the R&R center told FULMER he'd better get used to "fish & rice" for awhile... He did.

Also returning from R&R was YN3 Barry JUAIRE. His choice was Australia. JUAIRE's comments, "I wish I had brought a camera". Well, Australia is very picturesque.

Welcome aboard to YN1 Gary MC CLURE, YN2 Walter FICKLIN and YN3 Robert HUNT.

PERSONNEL
LTJG PADGETT

Greetings from the Blackshoe trailer. Things seem to be looking up around our happy home. Now that orders have started to come in a lot more people are starting to appreciate personnelmen. We realize that some of you might be a little bit disappointed in your orders, but please don't set up any more claymore mines around the office.

You may have noticed that PN2 MORRIS has started smiling again now that the rating exams are out of the way. PNL MAYER and PN2 ROSE have been doing a lot of smiling lately also. Somehow they seem to have the silly idea that they are getting short. It must be catching because there are a lot of people in the squadron with the same idea.

Your friendly neighborhood Career Counselor, ATL FRANK, seems to be regaining some of the flab that he lost during his trip to the War Zone. I guess he had to do some work for a change.

If things seem a little crowded in the trailer now when you drop in, it is because of the two new men we have. Welcome aboard to CORR and RYAN.

If anyone sees a can of Brasso running around loose please notify Personnel. Chief WOOD is lost without it.

PAO
LT GACHE/LT SHERMAN

LT GACHE has been turned down on his extension request so is regretably departing for HT-8, Pensacola via Toms River N. J. (where's that?) in early March. "What --! extension?" LT SHERMAN is taking the helm at PAO till April then LT Nick PRESS will have the job. Larry's had the job now in his last three squadrons, ugh.

Look for a HL(L)-3 notice giving requirements for Wolfgram material which will be done on the 1st of each month and the Wolfgram will be printed by the 5th, with cooperation from the Army. OINC's should bring the material in at the end of the month meeting.

Projects in the initial stage of workup are Press Kits for the visiting press, each det will get them, guidelines on how to write released for the det PAO's. Finally completed and mailed to Fleet Home Town News Center is the roster story. The story tells of you serving as members of HL(L)-3 and about the squadron. It should be released to your home town papers, that of your wife's and parent's. If any receive newspaper clippings of this or other release, PAO can use them for our files. For those who didn't get in on this roster story its because PAO hasn't received your completed release form, sent to the dets & departments some (long) time ago. Whether you desire any released on yourself the form must be completed and in our files. Only those authorizing release will be sent in.

Still needed is news stories for Fleet Home Town News Center. We are not looking for the big stories that might make the national papers but the human interest or any accomplishments of the individuals, like making the 2000th landing on an LST, receiving the Cross of Gallantry, Medevacs, assisting another service or Vietnamese family. Special ceremonies at base or ship, etc.

All releases must be cleared through P/O Vung Tau. This includes Fleet Home Town News Center releases as well as any newsmen that may show up at your detachments. NAVFORV OPORD 201 YR requires this. Also stated is these newsmen will be treated as LCDR when feasible. Check their COMUSMACV accreditation cards, report to this office immediately by radio or phone any visiting newsmen not cleared thru HA(L)-3.

SAFETY

Not submitted.

MEDICAL

Not submitted.