

HELICOPTER ATTACK (LIGHT) SQUADRON THREE

"WOLFPACK"

VOL. I, No. 1

27 June 1967

The "Wolfpack" is a weekly publication for the internal use of HELATKLTRON THREE. Primarily intended as a forum for the detachments' news, it also serves to communicate policy and happenings at Home Plate. This first issue is somewhat incomplete, inasmuch as we haven't received material from Vinh Long, the Harnett County, or the Jennings County. The "J.C.", of course, has just become operational, so the circumstances are understandable. However, "J.C.", let's hear about all that action you've been getting along the Co Chien!

DET ONE (GARRETT COUNTY)

LCDR WESELESKEY (SEAWOLF 16)	EGGLESTON AMH1
LT GACHE (SEAWOLF 19)	FEE ADJ2
LT GREENLEE (SEAWOLF 18)	YOUNG AO3
LT GLOVER (SEAWOLF 17)	LEAF AE3
LTJG JACCARD (SEAWOLF 19 CO-PILOT)	MAHER ATN3
LTJG MONINGER (SEAWOLF 17 CO-PILOT)	LACAILLADE AK3
LTJG WRIGHT (SEAWOLF 18 CO-PILOT)	OLEZESKI AN
LTJG HOFSTETTER (SEAWOLF 16 CO-PILOT)	

During the past two weeks (4-18 June), CDR Stafford, CINCPAC Historian, spent several days on board the Garrett County (LST 786) gathering material on Pacific Fleet units. He covered all phases of the Game Warden program and participated in a Seawolf strike in the Long Toan Secret Zone.

Combat artist and professional illustrator Marbury H. Brown of New York came aboard the Garrett County 12 June for a look at action in the Mekong Delta. Ten minutes after arriving, "Marb" found himself in the jump seat of the wing gunship when the Det was scrambled to attack a newly discovered VC battalion approaching the Bassac River. The sub-sector advisor cleared the strike in and Marb clicked away with his trusty camera. He was later surprised to learn that Charlie was really shooting back, and when a funny looking cannister came up at the lead aircraft, he gave it little thought. MAJ Purvis, sub-sector advisor, later confirmed Charlie was detonating Claymore mines at the Seawolves! Our strike was effective and caused the battalion to break and seek refuge elsewhere. Marb captured several striking scenes of Seawolf helicopter operations aboard LSTs in his sketches. His visit was an unexpected pleasure and indeed a morale booster.

On 16 June, Martin Gershen, a newspaper man from the Newark, New Jersey Star-Ledger came sailing in on a PBR. "Marty" was searching the Game Warden program for New Jersey boys and he found them. LT Matt Gache, Lodi; LTJG Ed Moninger, Short Hills; LTJG Hofstetter, Mahwah; Airman Olezoski, Springfield. All New Jersey Seawolves gave him plenty copy material for the home town folks. Marty was disappointed that he had missed us on the Hunterdon County - a N.J. County LST! Marty also flew with us, but he insisted on flying with the "Jersey Seawolf Crew"! His stories back home will certainly make interesting people-to-people news. By the way, have you gotten any of those free cigarettes from the Citizens of Fairlawn, N.J.? The Det-1 Seawolves were recipients of two cases, and they were enjoyed by all hands when the Seawolves passed them out to PBR and ships company sailors as well.

On Tuesday, 20 June, Charles Murphy, NBC TV, brought his four-man camera/sound crew on board the Garrett County for some action shots. He got early action when the slick transporting his crew got a chip-detector light and LT Tom Driver was forced to land aboard. The NBC crew hitched a ride with Det ONE and arrived on board the Garrett County eager to go.

They specified a requirement to film Seawolf/PBR combined tactics in action, for a newscast Saturday, 24 June. It seemed like an impossible task, but that evening the action came. An evening scramble by Seawolves 16 and 17 into the Long Toan Secret Zone to cover U. S. Green Beret Troops under automatic weapons attack provided an excellent insight on the night close-air support role Seawolves can play. Two trips into the Zone were sufficient to suppress the enemy fire and provide a Chinese New Years effect on film. The following day, two PBRs came under heavy fire by a 57mm recoilless rifle, 81mm mortar, and .30 caliber automatic weapons. An apparent VC battalion crossing was in progress as Seawolves 18 and 19 of the Garrett and Seawolves 55 and 51 of the Jennings County responded to the alert. NBC was right in the thick of the battle, catching Seawolf 18 (Tom Greenlee) rocketing 3 VC troops out of a tree!

In the pilot seat of 19's ship was CDR Spencer, who had just come aboard for a few days of LST operations. His first day aboard proved to be a harvest of 6 hours flying in three missions raising hell with Charlie!

NBC packed up their gear 24 hours after arriving, having accomplished every facet of their mission, elated beyond belief!

Probably one of the spookiest operations of the past week occurred when Outpost 21 on the lower Bassac River was being overrun by VC. Spooky was unable to provide suppressive fire due to a 600 ft. overcast and rain. Seawolf 18 (Tom Greenlee) and 19 (Matt Gacho) launched at 0245 and headed towards the action. The VC had penetrated the outer defense of the outpost and were coming through the second perimeter when the Seawolves arrived. As Spooky (Puff the Magic Dragon) lit up the sky with flares, the gunships began their passes. After the first pass, Charlie broke and began extracting to the South and East. The Seawolves continued striking until all rockets were expended. Seawolf 19 took one hit during the strike causing minor damage to one rocket pod. If anything was accomplished during the mission it was the fact that notice was served Charlie that bad weather is no guarantee that Seawolf will not appear whenever needed.

The new Seawolves of Det ONE are coming into their own since taking over on 29 May. The VC have managed to give us the opportunities needed to gain experience. Under the combat experienced eyes of Petty Officers Eggleston, Fee and Young, our new gunners (Petty Officers) Ott, Loaf, Maher, Lacaille, and Airman Olezeski have adopted to combat quickly, much to the delight of all our pilots.

The sum product of Det ONE's operations has been gaining experience and learning. Each has proved to be a new and rewarding adventure. Each and every man, officer as well as enlisted, is proud to be serving as part of "The Seawolf Team".

DET TWO (NHA BE)

The word from Det 2, as with the rest of the Squadron, is "chance". Just about everything here is in a state of flux. LCDR Foster, the original Det 2 O-in-C, is preparing to rotate home and the new boss, LCDR Jack Bolton has just arrived on board. His indoctrination has been reasonably swift, and he has already racked up his first few fire fights, both night and day. The new assistant boss, LCDR John Jones, has put his share of strikes in for the first week, also. The same holds true for the other pilots and crew. The old guard is passing on a year's worth of invaluable knowledge, and the newly-arrived are assimilating it as best they can.

Also in the process of evolution are the facilities for new office spaces and, best of all, a new holo pad. The new pad, 450' X 150', will incorporate built-in lighting and a flexible fuel bladder, which should greatly simplify operations.

A training schedule has been worked out to familiarize newly arrived pilots and crew with the local area and the tactics being used. Close cooperation with Army fire teams in the area has resulted in many pilots flying with these teams to the benefit of all concerned.

The four pilots currently flying Army-style are LTJGs Norm Padgett, Shawn Luscher, Bill Feaser, and Pete (the Ayrah) Shay. Literally, they've been flying from dawn to dusk; in fact, Norm Padgett was flying and had to miss his Saturday night wetting-down party. Together with Carl Larson, Pete Shay, Bill Feaser, and two other officers, Norm had prepared the party to celebrate their recent promotion to LTJG. Despite his absence, the festivities were a success, with food and drink for all.

The Det assumed a sort of Hollywood effect in recent days with the presence of combat photographers and a varied assortment of the duty gear. With the arrival of the movies has come a gleaming array of fresh flight suits and cheerful smiles. Leading the parade of now summer (or is it winter?) flight gear was LTJG Dale Stett. The ensemble he sported was done in a basic ghastly green, with sequins offsetting the basic background so that he twinkled when he walked.

The movies were shot in the lower Rung Sat region and depicted most of the holo/PBR tactical coordination and all that jazz.

Even the people-to-people program was furthered in recent weeks. The Nha Be base personnel have regularly engaged the local VN detachment in more or less hard-fought games of volley ball. The more common faces present have been LT John Smoot, LTJG George Baland, and LTJG Carl Larson.

Recently HACed in the gunship were LT Dale Haan, LTJG Al Copo, and LTJG Dick Stanger. Dick Stanger is in order for further congratulations since his wife just had a new baby boy-san.

VUNG TAU HQ

CDR R. W. SPENCER, COMMANDING OFFICER

The Skipper bumped into a CDR friend who just returned from Japan, where he had been a ward-mate of Mike Louy's. Mike is still far from complete recovery - his wounds are still quite painful, but his enthusiasm for getting back to the Squadron is as high as ever. We know he'd appreciate hearing from his friends here; you can write to him as follows:

LTJG Michael S. Louy
U. S. Naval Hospital
Yokosuka, Japan

CDR C. J. JABURG, EXECUTIVE OFFICER

All officer and enlisted personnel are encouraged to use the MARS radio shore in Vung Tau. This is a service in which an amateur radio contact is made with the States and a collect phone call put through to your family. This is an inexpensive way to talk directly to your loved ones because you only pay for the call from the stateside situation to your home. This service is run from 2300-0200 daily in two places, the Bunglai Air Force BOQ in Vung Tau and at the Airfield. For further information, contact CDR Jaburg.

All hands that are recommended for a field promotion are urged not to take the test in August. It has been brought out by BUPERS that in the past, personnel have been recommended for such advancements and participated in the exam failing same; henceforth having the recommendation cancelled.

All personnel are urged to keep clear of the HA(L)-3 administrative office section in the headquarters building unless on official business. Correspondence in the incoming/outgoing baskets shall not be tampered with at any time.

CDR R. N. HIPPIE, OPERATIONS OFFICER

Within a week, all Operations personnel should be in their new office spaces in the hangar area. This will help alleviate the congestion problem in the HQ building.

ASST OPS/SAFETY (LCDR Bob Johnson)

The following ditching procedures for the UH-1B has been paraphrased from the May '67 Army Aviation Digest:

It is now a RECOMMENDED procedure to slow the helo to zero airspeed, with a moderate flare. While descending, jettison right hand door, lock left hand door open (don't jettison due to possibility of striking tail rotor), keep level, and allow the helo to roll whichever way it might go. As it rolls, assist it with a positive application of corresponding cyclic to stop rotor blades. When rotors are stopped, exit to either side as determined by direction of roll.

Detachment pilots coming in to Vung Tau via the Back Beach are urged to remain high. Tower operators and life guards have instructions to turn in tail numbers of low aircraft, and one Army Captain has already been awarded a flight violation for this. Also, remain clear of asphalt and tank farm on west side of field.

Orange balls will be put on the 14,000 volt line in the approach end of runway 12 at Vung Tau.

Three "hard" spots will be available for Seawolf aircraft at Vung Tau in the near future. This will include revetments.

The "pea patch" will have a neoprene cover this week, ending the sandblast era.

ADMIN (LCDR Gene Rosenthal)

LCDR Rosenthal, one week in country, has relieved LCDR Joe Howard of duties as Admin Officer. Mr. Rosenthal thoroughly appreciates the admin problems of a new and growing outfit, and promises nothing but good service. LCDR Howard is leaving for CI School at the Amphib Base in Coronado after having served as O-in-C of our predecessor, HC-1, Det Vung Tau.

PAO/AWARDS (LTJG Dick Stout)

The Squadron is definitely getting its share of publicity. Thanks to LT Manny Perez of CHINFO in Washington, we're all going to be heroes. Manny is doing an outstanding job in filming our story - it will be a half-hour documentary, as yet untitled (any suggestions?). The film will incorporate a number of "firsts", as far as motion pictures go: the first combat helo footage shot through a nose-installed camera; the first helo combat footage taken from the Nelson-Tyler Mount; and the first helo footage taken with "synch-sound", enabling the audience to view a synchronized audio-visual presentation of combat operations. Manny has been aboard the LSTs Harnett County and Jennings County, and is currently at Nha Be. Next in line is Vinh Long, and the job will be done. Since the Garrett County was covered by NBC News last week, we feel that the entire Squadron has been receiving good exposure.

The next area of PAO concentration will be articles for Navy Times, Naval Aviation News, etc. If anyone has negatives of good action shots, we'd appreciate them.

One of the most important sources of press release material is directly from the detachments in the form of SPOTREPS. When these are infoed to COMNAVFORV as they should be, their PAO journalists prepare a complete story from the message, and then present it to the press during the daily afternoon COMNAVFORV press briefings. Ultimately, these make their way in a very short time to newspapers throughout the country via the wire services. The preparation of SPOTREPS has been SOP for some time now (see Appendix II to Annex E of Game Warden OPORDER 201 YR (U), classified Confidential). However, COMNAVFORV PAO wants to clarify one point: When Seawolf helo's participate with PBRs in an operation, the PBRs will originate the SPOTREP. When Seawolf helo's are in any operation not involving PBRs, the Seawolf Detachment will originate the SPOTREP.

In the area of Awards, recommendations are already coming in in large numbers, and we anticipate this to get a lot bigger. Several detachments have already received blank form letters for Air Medals, which should ease the problem slightly. More are on the way. One important thing to keep in mind when drafting the recommendation is the need for the full name of the award nominee. We will process those recommendations already received without the full middle name, but do not expect to do so in the future. The problem is that CINCPAC may send them back to us for correction.

One last word. If you're not already doing so, administrative type flights above the 1R4 category shall be counted as points toward Air Medals.