

HELICOPTER ATTACK (LIGHT) SQUADRON THREE

"WOLFPACK"

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

DET ONE (GARRETT COUNTY)

The past week (7-12 July) was an action-filled, perpetual SPOTREP for the "Evil Ones" of Det ONE. With the Garrett County underway to Saigon on a resupply mission, the Seawolves retired to Soc Trang for a few days of R & R (supposedly). LT Tom Greenlee was the only exception, returning to his hallowed alma mater (Vinh Long) for a couple of days of packing for his trip home before coming down to Soc Trang.

After flying a few fire missions with the Jennings County fire team on the Co Chien on 6 July, we shifted from the ship to Soc Trang. We weren't there for more than an hour before we were scrambled out of our lunches to help out our PBRs back on the Bassac. From there, we were scrambled in flight to Tra Vinh to bail the Army out of a little trouble. After a full day of flying, it was good to get back to our suite at Soc Trang for a little rest.

Besides the myriad of scrambles, our R & R in Soc Trang was outstanding. There was one night there when we practically dominated the "Tiger Den"- at least with our bellowing voices and Navy chants. At one point, LTJGs Jaccard, Moninger, and Hofstetter were heard drowning out all other voices with a medley of German drinking songs. The evening ended with a conga line winding its way over the bar top and around the post, and a vast amount of beer throwing, all in good spirits. We doubt the Army will ever recover from our visit.

Our stay ended on a sad note as we were called upon to med-evac casualties from one of our own PBRs from Rivdiv 511- they'd taken a direct hit from a VC Claymore.

Welcome aboard to LCDR Jim Savago (the Evil One) as our new O-in-C, and also LT Larry Sherman who will be replacing our "Merry Giant" and sure-to-be-missed Tom Greenlee.

DET TWO (NHA BE)

Det TWO was involved in a rather unusual night mission recently.

Armed only with 14 rockets; 4 M-60 flex guns; 2 M-60 door guns; 1 M-79 grenade launcher; 2 M-16 rifles; 6,000 rounds of 7.62 mm ammo, an assortment of smoke grenades; 1 .38 cal revolver; 1 .45 cal pistol; and assorted knives and voodoo symbols....each, our stalwart fire team laid seige to its own home port of Nha Be.

Action was initiated after individuals, unknown as to affiliation, did the decidedly unfriendly deed of setting up automatic weapons and firing same into the civilian sector of town. Fear ran rampant lest one of Nha Be's bars be stricken.

As Seawolves rolled in for the first pass, LCDR John Jones, Fire Team Leader, thought better of salvoing his rockets. While said action would definitely silence the firing in town and be a tremendous morale booster, the idea of having no BOQ annex to come home to was disconcerting at best. Coordinating with ground elements, the team made successive low-level passes with their landing lights, thus exposing the individuals involved and resulting in their retreat with no danger of friendly casualties.

Recent early morning attacks on PBRs and MSBs by VC recoilless rifle positions has led to the establishment of the Seawolf Dawn Patrol. Without going into particulars as to tactics, the patrols have proven successful and very popular, particularly among the MSB sailors, whose large, slow-moving, and not-so-maneuverable craft make good targets.

Society notes.....Welcome aboard to ENS Chuck Biller.....LTJG George Baland and LT Bill Doyle bid fond farewells in an appropriate ceremony at the "Nha Be Officers' Bettermont and Dueling Society" Field House..... Our favorite gray-haired LT, Manny Perez, photographer extraordinaire and bon vivant, is still aboard Dot TWO, in body if not soul. While shooting aorials on a recent mission, the hydraulics were shot out on the aircraft flown by LCDR Jack Bolton and LTJG Al Cope. The resulting night run-on landing, while completely successful, was not the manner in which our favorite son likes to spend his evenings.

DET FIVE (JENNINGS COUNTY)

Det FIVE is happily settled aboard the USS Jennings County, LST 846, and the ship is trying hard to live up to its motto; "We Can Handle It". LCDR Patella, CO of the ship, and all her officers and crew have been striving to accommodate us in every possible way.

There is a widely circulated theory going around the Jennings County, however, it has been quite difficult to track down the source. According to this theory, the water buffalo in the Delta are actually reincarnated VC. Hence, "dispatching" them is within the scope of our operation. Although the source of the theory is still a mystery, the good money seems to favor "Buffalo Bob" Britts.

We're conducting our own psychological warfare campaign now. After each fire fight, we make an additional pass on the target area to distribute our calling card:

The V.C. in Your Area Have
Been Killed by
"Seawolf"

Wire-"WOLF"
LST 846

Different individuals react to the frustration of family separation in various ways. The other day, LT Roger Hulson was observed reading the latest edition of Playboy. A little peek over his shoulder revealed that Rog was engrossed in a beautiful color spread of "Beer Mugs" ??!!

Last Thursday, one of the commanding officers of the COMLINKSHIPRON, CDR Lamb, decided to take a field operation. After about four hours "in the saddle", CDR Lamb seemed quite happy to get back aboard one of his ships. He later remarked that our low-level recons were particularly "exciting".

VUNG TAU HQ

CDR R.W. SPENCER, COMMANDING OFFICER

U.S. Military Image Portrayal: As "guests" of the Republic of Vietnam, our mission accomplishments depend heavily on our relationship and image projection with the people of Vietnam. Practice the courtesies you would expect of someone visiting your home town and your family. During the Monsoon weather, when streets are wet and you are driving a vehicle, take time to avoid splashing pedestrians and scooter drivers. Be extra courteous and friendly, you may be surprisingly pleased to find yourself the recipient of the same courtesies by a Vietnamese citizen.

CDR C.J. JABURG, EXECUTIVE OFFICER

All hands are reminded that when submitting R & R requests, each man must submit two (2) copies. The original will be forwarded to NAVSUPPACT, Saigon, and a copy filed in the HA(L)-3 Admin Office. Prior to departing on R & R, it is required that your shot record be up to date.

Personnel assigned to HA(L)-3 are continuing to include the geographical location in the return address on mail matter instead of the correct FPO ZIP code number. The correct return address should include the sender's complete name, rank, service number, unit assigned, and the FPO number.

R & R in Hong Kong: Effective immediately, all personnel dressed in civilian clothing when arriving in Hong Kong are required to have passports in their possession. The Hong Kong government will no longer condone the importation of weapons into Hong Kong. All such incidents will result in criminal prosecution with a maximum punishment of three years imprisonment. No appeal from the U.S. Government will be accepted.

All hands that desire to participate in the Navy-Wide examinations for advancement in rate are urged to order all required correspondence courses early. Delaying this until just prior to the examinations can often cause a person to be ineligible to take the examination because his correspondence courses were late returning to his command. Each year the Naval Correspondence Course Contor has a backlog of courses to mail out due to many people waiting until that last minute. Try to order yours early to avoid this mishap.

War trophy firearms will not be mailed as per Army Reg. 643-20. Despite the fact that the postal manual permits the mailing of most non-concealable weapons, rifles and shotguns may not be mailed if they are war trophies. Authorized war trophies which are not firearms may be mailed if acceptable in accordance with the postal manual. Customs declarations must show a complete and accurate description of package contents.

CDR R.N. HIPP, OPERATIONS OFFICER

The following is excerpted from the June, 1967 issue of Approach, courtesy of HELTRAPON EIGHT:

Dear Pilot:

When I start to fix an aircraft I'm sort of like Jack Webb: I need the facts. More often than not, you don't give 'em to me--- in writing, that is. The proper reporting of your inflight troubles will not only cut down on my work, but will give you a safer aircraft the next time you fly.

Seems some pilots figure that a mechanic spends his time drinking coffee, changing spark plugs, and writing "Ground Checks O.K." on forms, this is not true. Quite often, in fact, your grumbling about your aircraft condition should be aimed at yourself. In some instances brevity is O.K., but the lack of details in many write-ups is bad.

Like most mechanics I want to do a good job, but without your help I don't have a chance. Without a few clues I'm lost, and I get real frustrated going around in a circle trying to figure out where to start.

Perhaps a few simple rules will help to straighten things out. How about those?

Write it up! Your talking about it with other pilots is fine, but tell me too.

Write in all the details. If it's about an engine, tell me the altitude, power settings, instrument readings, temperature, and anything else you think of. If it's about a radio, tell me which channel, and whether it's the receiver or transmitter, and what kind of noise it makes. Be specific-- don't be afraid to use more than one block for the write-up if you need more space. Tell me everything.

PLACED
15 Dec

Tell me what checks you have made and what the results were. You seldom ever quit using a piece of equipment without some effort to make it work or to find out what's wrong. Remember, I may not be able to duplicate your tests on the ground.

Keep your knee pad handy---write everything down as it happens. You'd be amazed at the items you forget after you are on the ground and in a hurry to leave.

I hope I've made my point, sir. With your help maybe I can get the Maintenance Officer off my back, give my ulcers a rest, and even quit beating my wife.

Thanks,
Joe Maintenance

P.S. If your handwriting is POOR, PLEASE PRINT!

ASST. OPERATIONS/SAFETY (LCDR Bob Johnson)

It has come to the attention of the Operations Officer that our aircraft have not been calling for artillery clearance early enough. It is each pilots' responsibility to call as soon after take-off as possible to ensure that he is able to deviate around artillery. Aircraft have been known to be shot down by friendly artillery. CALL EARLY.

M-16 clips are to be loaded to 18 rounds and not 19 or 20. If more than 18 are placed in clips the round will not chamber properly or will not chamber at all.

All Det. O-in-C's are reminded once again to ENSURE that the "Green book" is complete, accurate, and up-to-date with all the information required. It is impossible to pull maintenance and make reports when the log is not complete. The proper way to keep track of fuel usage will be to record the data on DA 2408-13, Box 11-12 of the log. This will ensure accurate data. The det "owning" the aircraft at the end of the reporting period will account for all fuel for that period.

Do not overfly the POL at Vung Tau. After re-fueling, you must go around the POL enroute to the "pox patch". This will avoid the possibility of loose ammo within the aircraft rolling out and into the POL site. All pilots comply and the POL site will still be here for your return trip.

MAINTENANCE (LCDR Joe Bouchard)

Pilots landing at Vung Tau for maintenance are requested to get their green book to the Maintenance Chief ASAP- he can't fix anything until he has this background of basic information. We've had pilots checking on their aircraft several hours after arrival, only to find that no one in Maintenance even knew they were there. So, give us the dope and we'll help you out as fast as we can.

AVIONICS/WEAPONS (LT Al Peloquin)

Cleaning equipment for all weapons has been ordered and, hopefully, will soon be here- this includes material for sidearms, rocket pods, the M-60s, etc. Distribution to detachments will be made as soon as possible.

Gun and rocket sight bulbs have been special-ordered through NAVSUPPACT Saigon Weapons Officer. The initial order is for 100 each. Continued replacement shall be through the normal supply channels and, in the event of dire need, the local NAVSUPPACT Det nearest each H-1(L)-3 Det will have these bulbs in small quantities, as well as other high-usage gun parts such as M-60 bolts, actuating rods, firing pins, etc. The intent of this arrangement is to meet your emergency needs for these items where normal procedures will not. After you do get parts from the NAVSUPPACT Det, continue to order the item through normal channels. Once this system becomes fully operational, it will result in fewer trips to Vung Tau solely for high-usage items.

In addition, we are also gathering a supply of similar high-usago items to be placed in a Detachmont Kit which we will provide to all HA(L)-3 Dots. It will be the detachments' responsibility to maintain and replenish the kit through the Vung Tau Weapons Branch through use of a weekly/monthly form soon to be distributed. The kit will contain such items as rolls of electrical/ordinance tape, special tools (as desired), safety wire, and other items that will be useful to you on a daily basis. Your ideas and suggestions for items in this kit are most welcome and highly solicited. However, do not deplete the kit completely and then expect overnight replenishment. We will need some lead time.

To further increase the availability of aircraft and armament systems, the following comments are made to acquaint you with some problem areas which presently exist and are expected to be resolved:

- Our pylons are being stripped from our helos parked on the line or on the "pea patch" by persons unknown. Defective pylons have been found in adjacent aircraft with no explanatory comments to the maintenance chief or anyone else about the transaction. This has resulted in gun crews being delayed once again.
- Pylons with missing parts returned to us for repairs are not accepted by the 388th for replacement. Elevator potentiometers cost \$75.00 each and are repairable, hence they are placed on an exchange basis by the Army. Send them to us and we can exchange them for good ones.

A conex has been placed at a position just north of the newly oiled-down "pea patch" for the sole purpose of providing the flight crews with temporary storage of weapons, ammo, and rockets. Temporarily, there is a combination lock on the conex which will soon be replaced by a key lock. The Squadron Duty Officer has the combination and will have the key to the new lock. The Conex is available 24 hours a day and is strictly controlled by the Duty Officer or his assistant by the use of a log book. Only flight crew personnel will have authority to check out the key and any controversies arising with regards to missing weapons shall be resolved by the Duty Officer, the flight crews concerned and the Detachmont O-in-C's.

A small number of smoke lights and assorted ammo shall be stored in the Conex for flight crew convenience. Feel free to take whatever you need but please think of other crews. An automatic replenishment system has been instituted by the Weapons Branch and flight crew members need not concern themselves with this, but can take whatever they need.

MATERIAL CONTROL (LT Chris Christonson)

In order to give Detachmont Material Control Officers better supply service, certain procedures have been initiated. These procedures, if followed, will allow the Material Control Division to serve your material needs faster and more efficiently.

Since almost all aircraft parts and service items are in high demand by all aviation units in the area, instant parts and supply is impossible. By giving us the proper nomenclature of the desired item, its part number or Federal Stock Number (FSN), the quantity needed, and (when applicable) the size, we will be able to give you the desired item. Please avoid verbal requests.

Requisitions for aircraft parts should be submitted giving the aircraft side number, proper nomenclature of the part, whether or not it's an E.D.P. (AOCP), and when possible, the part number or FSN, Technical Manual and page, figure and item number. If the part is available at Tech Supply, the time of completion on the item will take about two hours. A message or phone call on critically needed parts would give us time to order them ready for your arrival in Vung Tau, or alternatively sent to you. Other items can be ordered with the provided forms.

We presently have a large order of general supplies outstanding. These will be delivered to those who ordered them as soon as they arrive. With new storage spaces and office room, we hope to stock high usago items. Until those items are received, your patience would be appreciated.

ADMIN/BOQ BILLETING (LCDR Gono Rosenthal)

Clothing and luggage belonging to Detachment personnel may be left at the Seawolf Manor Conex Box. No clothing or luggage may be left in the rooms or closets of the building. Effective 5 July, all such articles left in closets or rooms have been placed in the Conex. The key is in CDR Spencer's custody.

ASST. ADMIN (LCDR Al Woseloskoy)

Men with minds
and hearts so free
Brandish Tridents
to cross the sea,

Like Wolves they travel
in their pack
To do a job-
break Charlie's back.

So from the lands
and through the sea,
The Wolves race fiercely
come watch with me.

They call, they answer
day or night,
With bloody howls,
the Seawolves FIGHT!

The challenge calls
to come and save-
The Seawolves answer,
for all are brave,

Hand-picked men,
both young and old
Will rewrite history
so I'm told.

Now come with me
and ride the storm
To watch the flight
of a Seawolf's form.

No prouder men
have ever flown,
Nor risked so much
with courage shown.

These men in Blue
out of the sea
Savagely FIGHT
for you and me.

PAO/AWARDS (LTJG Dick Stout)

Anyone wishing an engraved "plankowner" certificate with the Squadron's commissioning date may obtain it by giving \$2.50 and your name to your detachment's PAO Liaison Officer, or to the Squadron PAO if you're in Vung Tau. We've gotten a reduced rate on these, and must pay in advance in order to get them. They're quite attractive and suitable for framing.

Other goodies on order include lighters, stationery, beer and coffee mugs, and plaques. The price list will be furnished as soon as the information is available.

New squadron patches will be available without the plastic shield. The new ones will be washable, and will cost less than those with the plastic.