

DEPARTMENT OF THE NAVY

POSTAGE AND FEES PAID
NAVY DEPARTMENT

Commanding Officer
Helicopter Attack (Light) Squadron THREE
FPO San Francisco 96627

Printed Matter

COMMANDING OFFICER'S NOTE

Since this is my first Wolfgram, I would like to take this opportunity to tell each member of this command how proud I am to be a Seawolf. It is certainly an honor and a privilege to serve as Commanding Officer of this truly great squadron.

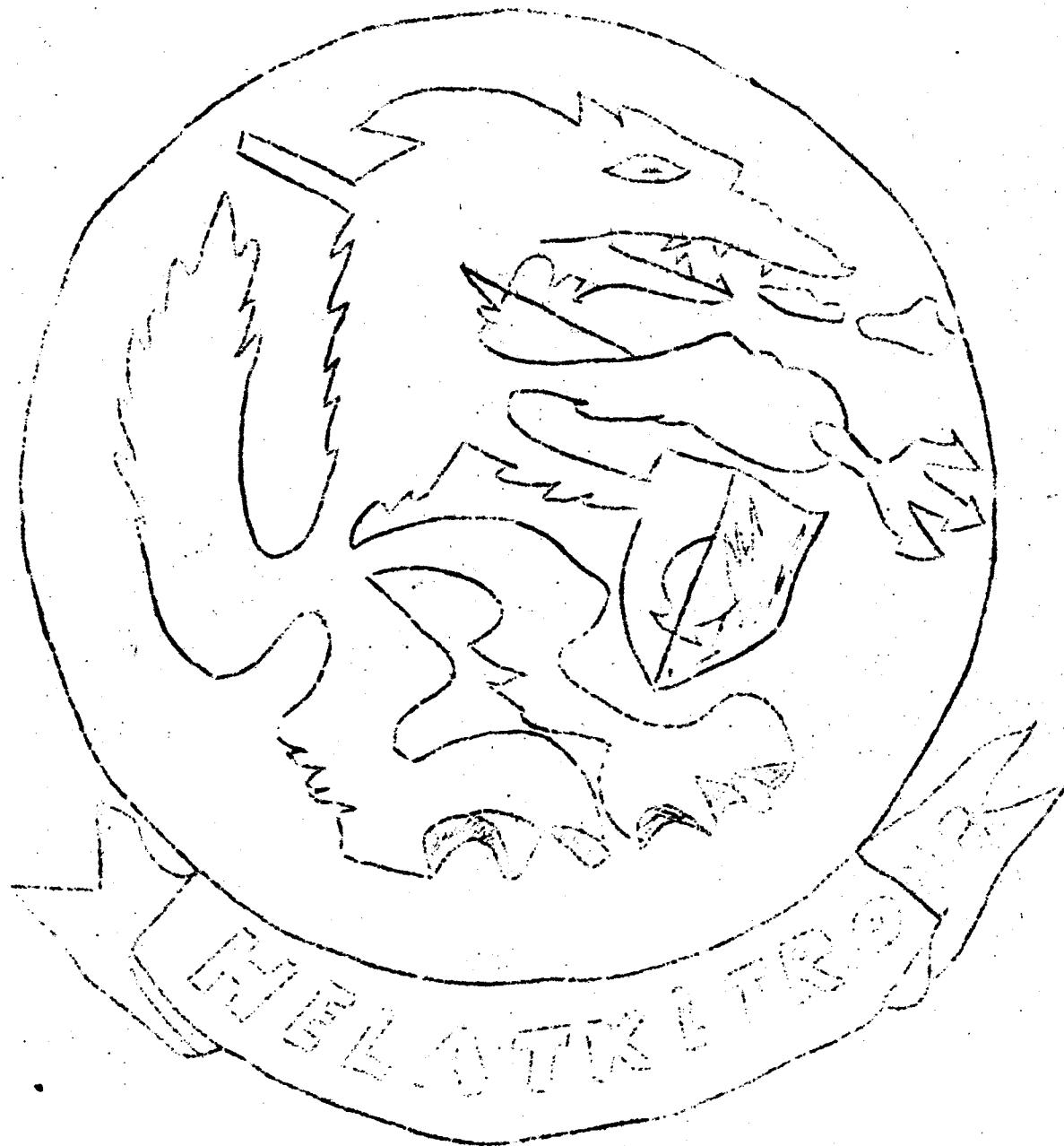
A superb example that my pride is not misplaced was the recent move from Vung Tau to Binh Thuy. All hands involved with the moving of our headquarters and approximately 90 tons of equipment did a fast, efficient and outstanding job - which has become the standard for HA(L)-3. I compliment the squadron on their performance during this monumental task of moving and still maintaining 22 aircraft at combat readiness. "Well done," to all hands.

R. Beckwith
R. Beckwith

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

Vol. IV No. 7

WOLFRAM



CAPT. R. BLACKWELL
COMMANDING OFFICER

The **WOLFRAM** is a publication of Helicopter Attack (Light) Squadron THREE
HA(L)-3. It is published in accordance with NAVSO P1035 in order to
keep HA(L)-3 personnel abreast of current policies, missions and activities
of the Squadron.

INDEX

NEWS BRIEF.....	1
SAFETY.....	2
MEDICAL.....	5
DET ONE.....	8
DET TWO.....	9
DET THREE.....	9
DET FOUR.....	10
DET FIVE.....	11
DET SIX.....	12
DET SEVEN.....	12
ADMIN.....	13
MAINTENANCE ADMIN.....	13
MAINTENANCE CONTROL.....	14
AIRFRAMES.....	14
QUALITY ASSURANCE.....	15
LINE DIVISION.....	15
ORDNANCE.....	16
FIRST LIEUTENANT.....	16

NEWS BRIEFS

The following is an article of general interest for all hands taken from "TIDES and CURRENTS", The Navy Personnel Newsletter, by Vice Admiral Charles K. DUNCAN, Chief of Naval Personnel, dated 21 January 1970.

"I am sure that you have read or heard about some of the unfortunate irregularities in certain Service enlisted and officer clubs and messes. You will be interested and pleased to know that after a thorough check of the Navy's clubs and messes there have been no irregularities uncovered of really serious proportions. In the only case involving apparent embezzlement, the case had already been discovered by the normal procedures and was under investigation when the Navy's special check was instituted. There were several other cases where management deficiencies were brought out and procedural improvements indicated, but overall our record looks good. The Navy's system is to decentralize responsibility to the Commanding Officer and the members of the Command. They are assisted by the Navy Audit System. In the final analysis, it comes down to vigorously policing ourselves, and to the inherent integrity of the Service. In helping to preserve this, every member of the Navy has a part and the career petty officers and middle grade officers are the keystones to success. If we are not able to police our own Service in all its aspects, others will do it for us, usually after serious deficiencies are uncovered. This special inspection of the clubs and messes is now finished and we are about to complete a special check on all other non-appropriated fund activities. So far in this area only two serious incidents have come to light. It is the responsibility of all of us that these activities are run with scrupulous honesty for the benefit of Navy people and their dependents.

As mentioned earlier, the very special circumstances of drug abuse in our Navy (use by members of ships' companies, in aircraft units, and in certain shore stations) has a significance felt beyond the harm to the individual user. Such use can endanger the security of the country and endanger the lives of all on the ship or unit. Unfortunately the abuse of drugs is growing and reflects the pattern in the country as a whole. In this respect, we cannot afford to reflect the trend in the country; we cannot tolerate the abuse of drugs among our shipmates. Military life is inherently dangerous with constant association and operations with high explosives, high performance aircraft, rough seas, nuclear weapons, cryptographic security, etc. Maintaining safety and security requires the best of everyone. As I have mentioned previously, the close association that Seamen have at sea is an advantage in early detection of any erratic behavior or apparent drug abuse. It cannot be tolerated, on duty or off duty. You will be protecting the country, the Navy, your shipmates and the user if you take positive steps to stop it. From Seaman to Admiral this is a shared responsibility of all hands."

SAFETY

Aviation safety program; how to accomplish.

1. We are in this business to further the Squadron's readiness. This job is unique in the Squadron. We can accomplish great improvements in every Department by simply counseling, advising, notifying, checking, rechecking and pushing for improvements. Hardly any problem in HA(L)-3 cannot be approached from a standpoint of Safety. This is why I like safety. It's got achievement possibilities that are unlimited. We establish our own limits on this job. Where we are satisfied, so is the rest of the Squadron. We must never be thought of as a hindrance. Rather, we must provide help, suggestions, point out better ways, find out why problems exist and help overcome them. You will find that the harder you work in safety the more help you have. When anyone comes to you with a gripe, or suggestion, write it down and promise to take some action. As soon as you can, do your best to accomplish that action. Then find the person who told you the problem or suggestion and report to him how you made out. If it was a helpful suggestion, publicly give him credit for it.
2. Read through the attached articles; "The Most Unforgettable Safety Officer I've Ever Known", "CO's Memo To Safety Officer", "So You're Going To Be Safety Officer", then read my suggested ways we can run the HA(L)-3 Safety Program.

- a. Be prepared to give Pilot Safety Lectures at every meeting we can afford to attend. Have Enlisted Safety Lectures ready for aircrew, Line, and other Maintenance personnel. Have a clip board or folder for each area of interest, clip and save all ideas you have or read that are good to use in a lecture. Thinking about things you read for the next lecture will be second in mind as you go about the daily routine of safety. Jot down comments or problems you can deal with as you discuss them or discover them. Carry a memo book so that you can always make a note.
- b. Clever, interesting, inviting displays of safety information are always needed. Use your camera for recording all safety ideas. Then make sure you make a point with the photos and display them interestingly. We need a Safety Board near Operations, with a single central display of the most current item we want pilots to notice that day or week.
- c. Know the Aircraft, know the NATOPS Manual, know the MIM. During investigations of incidents take time to exploit every shop or technician you interview. Learn how everything is accomplished, question that method, is there a better way? Become as much as an expert as you can. Study, experiment, participate in every activity or program you can. Try to set the example, challenge those who challenge you, after all, Safety Officers by their title and position are expected to be special—of course most of the more confident pilots will test you and try to show you up, so be ready.

d. I expect you to use all your time for Safety. The time spent at the club can also yield many suggestions or produce results by working with people. Convert your leisure time to doing something that you can do for safety. It is very rewarding. The harder you work, the more results you will see. Be "Gung Ho", Be a Tiger, make everyone realize how enthusiastic you are about Safety, it will be contagious. When you are about conversation point it toward some current problem in Safety - get opinions, show approval or disapproval. Argue, research, challenge, discuss, produce and expect everyone also to do likewise. Show them you have confidence in their work or safety suggestions, they will produce for the safety of the Squadron. For every discussion you credit or guide into the Safety area, someone that witnesses that discussion will begin two more discussions. Be receptive, informative, when unable to convince don't give up until you find out the true, correct information, then disseminate that lesson to all concerned.

e. Never overlook an unsafe practice, if you do you are condoning it, and the person committing it will realize your lack of action and form the opinion that the Safety program is a farce. Challenge everyone on any suspected unsafe practice or ideas, they will respect you and help you after that. Be fair, don't tattle, yet be firm enough on safety regs that you can be used as a whipping boy when they refer to you as, "the mean guy who will get them in trouble if they don't obey safety regulations".

f. The Safety Officer should be routed all aviation or ground safety items that are sent to the Squadron. Department Heads will usually add the Safety Officer to the routing if someone in Admin misses safety as an info or action. Each command over HA(L)-3 has safety types that specialize in the "Big Picture", often our operational and administrative chain of command will publish items they find or think that are helpful to us, they devote much time and effort to pushing information dealing with safety. We want our pilots, crewmen and maintenance personnel to learn from the experience of all military and civilian, not just our own Squadron's experiences. The more interestingly and appetizing we present safety information the more benefits our personnel will gain from others experiences.

g. The Safety Officer should be the best listener in the squadron, you'll find if you pay attention most of the unsafe practices will be brought to you by the more conscientious personnel in the Squadron. If they want to be proud that they are Seawolves, then they want HA(L)-3 to be successful and their best ideas can be quickly put into effect through a good Safety Officer.

h. Remember the little engine that got over the mountain by saying, "I think I can". Condition yourself to approach every problem with the premise that accidents can be prevented, and must be prevented. I think the personnel that realize how critical the safety program is to the operational posture of the Squadron are those that work in the Maintenance shops. Parts wear out pretty much by time in use, but the overload to the Maintenance Department is directly attributed to the Safety record.

i. Our Commanding Officer puts primary emphasis on readiness, safety, and standardization. He does not like to have the Safety Officer bring up reports on pilots, Maintenance personnel or procedures

that are indicative of non-compliance with SOP or directives until corrective action is initiated. When you discover a problem in HA(L)-3 there is always a Department responsible for that area. Go first to the immediate Officer in Charge of that problem area. Act as liaison with his Department Head for him, help him solve his problems. If the problem cannot be solved within the Department then go to the Commanding Officer for help. But be careful that you don't damage or violate trust of the person that confided in you, he may have given you privileged information.. You can refuse to name the person giving you knowledge about a safety problem.

j. Don't forget however, that when you don't get the cooperation on investigations, you are still a commissioned officer in the U. S. Navy. If you know any safety infractions where the mistake was intentionally covered up or disregarded then take positive and severe action. If any person in the Naval Organization has willfully violated a legal order and not reported it under the Aviation Safety Immunity Provisions then you are obligated to investigate and report the infraction in accordance with UCMJ and Navy Regs.

k. Take full advantage of all methods for disseminating safety information such as, word of mouth, meetings, conferences, trips, memorandums, letters, messages, plan of the day, and flight schedules.

l. Above all be tolerant but firm, work with, not against people, don't look for mistakes, look for ways to prevent mistakes. Remember all the items above that you should do are not going to ever be completely and perfectly accomplished, the same applies to everyone else in HA(L)-3 to accomplishing their assigned tasks.

m. We try harder.

MEDICAL

FATIGUE

In view of the narrow tolerance for error in present day Naval Aviation, any factor which results in even minimal loss of efficiency warrants considerable attention. FATIGUE is not customarily considered as one of the major dangers in Naval Aviation; however, on some rare instances the fatigue brought on by continuous operation in a stressful environment may produce quite devastating results.

No adequate definition of fatigue has been established which will encompass all of its chemical, physical, psychological, and subjective facets. When dealing with humans, however, two general classes are usually accepted.

Chronic Fatigue

This type of fatigue results from the continuous strain of adjusting to daily occupational demands and is predominately psychological in nature. Chronic Fatigue will not only produce a serious loss of efficiency, but in its abnormal stages may lead to a psychoneurosis.

Acute Fatigue

This is the type of transient fatigue found in normal individuals following any period of strenuous effort or excitement. Effects of this type of fatigue may be completely eliminated by normal sleep, rest, and freedom from excitement. The acute fatigue encountered in aircraft operations has been termed as "Skill Fatigue", which characterizes certain changes in an aviator's level of performance such as:

1. Disruption of Sequential Timing:

Before a pilot is aware that he is suffering from any deleterious effects from fatigue, careful observation of his performance will indicate that although he is performing the individual components of a given task as well as previously, the timing among the manipulative efforts shows deterioration. The pattern of the operation is no longer the smooth affair it has been. He performs this operation as if it were a series of separate tasks and not an integrated activity.

2. Disruption of the Perceptual Field:

Here the individual will concentrate his attention on movements or manipulations in the center of his field of attention and neglect that in the peripheral aspects. At this time he may also begin to show loss in accuracy and smoothness of control movements, under and over control movements.

3. Subjective aspects

These factors may include:

- a. Increased physical discomfort
- b. Growing irritability
- c. Projection or irritability upon some component of the aircraft
- d. Increasing awareness of performance, deficiencies and other subjective tensions
- e. Progressive and unconscious lowering of performance standards

Causes of Fatigue

Primary factors vary and may include the following:

1. A variety of stresses, some personal and some a result of mental activity required in successful flight operations.
2. Mild hypoxia.
3. Stresses produced by the aircraft.
4. Physiological rationale: Under emotional excitement increased glandular secretions occur. This equips the body for prompt reactions in a stressful situation. The secretion of adrenaline stimulates the circulation and respiration, and energy is released from the liver to provide the extra fuel for brain and muscle work. The total organism prepares to respond to any challenge. As stressful situations occur frequently in flight, they may result in a loss of reserves. As soon as the culmination point of the mission is passed, a counter reaction takes place; the result is a state of general fatigue probably accompanied by a decrement of general working capacity.

Preventive Measures

1. Proper Sleep and Rest

Adequate sleep and rest is required to maintain the body's store of vital energy. Neuromuscular fatigue is alleviated and mental alertness is restored by sleep in favorable surroundings. Noises, excitement, and worry adversely affect the restfulness and diminish the benefits of sleep. The normal requirement for flying personnel is approximately eight (08) hours in every twenty-four (24) hours. Factors such as excessive fatigue, ill health and emotional stresses will increase this requirement. Flight schedules should be made with due consideration for watch standing and collateral duties. The latter should not be so time consuming as to interfere with adequate rest and preparation for primary duties.

2. Adequate Diet

Well balanced food intake should be such that the body will not be forced to consume its own tissues for food.

3. Elimination of Obesity

Obesity is incompatible with peak efficiency, longevity, and high standards of flight performance. Prompt correction of dietary excess and overweight is essential.

4. Exercise

It is an established fact that physical training opposes physical fatigue; the higher the level of physical condition, the better will be the overall inflight performance. Exercise in the form of play or recreation is further beneficial in relieving nervous tension and mental fatigue. Caution in this regard should be exercised as age advances and ~~particular~~ where regularity of exercise periods cannot be maintained. While rest and relaxation are important to healthy young pilots, the habitual practice to lounge indoors is condemned.

5. Consultation

When in doubt - Always Ask!! Feel free to consult your Squadron Flight Surgeon when there is a behavioral change in an individual's daily routine. The Flight Surgeon will listen to all problems - large, medium and small for the same price - A FEW MINUTES OF YOUR TIME. Remember: An ounce of prevention is worth more than a pound of cure.

DET ONE

The DET ONE Spiders have given up their redoubtable accomodations aboard the U.S.S. VERNON COUNTY, and are now firmly esconced aboard the good ship WASHOE COUNTY.

In case anyone in Binh Thuy is wondering about the human dynamo who operates at 7000 rpm, DET ONE can explain. Our former OinC, LCDR. Rollie (Barking Spider 15) HABICHT, passed through there on his way back to the world. Mr. HABICHT was presented a fine memento of his twelve months with DET ONE. His relief, CDR. Jim (The Magnet) CARSON, was warmly welcomed by both DET ONE personnel and the V. C. Within two days of his arrival on det, CDR. CARSON had his first Air Medal and a hole in his aircraft. Everyone here wishes Mr. HABICHT the best of luck on his new assignment. We'll all miss his hardcharging ways.

Welcome back to LTJG Marty (Meat on the table) CHAMBERLAIN and Gary (Sot) WRIGHT, both of whom have just returned from R & R in Hawaii. Last month's winner of the Mr. Flight Hours Award is LTJG Russ (catfish) HALLAUER. Mr. Catfish, as he is known to the crew, edged our former Cinc for the honor. His prize? A three day trip to glamorous Binh Thuy! Catfish was duly appreciative, but was last heard to be extolling the virtues of shipboard life. LTJG Bill (The Little Kid) McCAMY is acquiring a reputation for his precocious ability to attract enemy fire while engaged in aerial flight. He suspects the Schedules Officer of sending the V.C. a copy of our flight schedule. Both LTJG's HALLAUER and McCAMY should be AHAC's in the near future.

Congratulations are in order for DET ONE's newest heavy, LCDR. John (Horns) QUARTERMAN. Georgia-boy QUARTERMAN posed for weeks in the guise of a mild-mannered Lieutenant. But now, we all know him for what he really is - a mild-mannered Lieutenant Commander. New arrivals include LTJG Bud CORNETT, and LTJG Jack LUDWIG. LTJG CORNETT, who came from DET FIVE via a stint as Squadron Legal Officer, is our newest FTL, and has already achieved legendary fame for his roller coaster rocket runs. LTJG LUDWIG is the newest DET ONE pilot, and was last seen taking garbage out to the fantail.

Just back from thirty days in the world is AMS1 HICKS. We are all glad to have him back with us. Also back from R & R is ABH3 PEREZ. AN OLBY still hasn't gotten over the Vikings' loss in the Super Bowl. AE3 STALLINGS is still trailing AMS3 HARBAUGH in the great mustache race. AX3 STEDMAN is doing an outstanding job evaluating the new gun mounts. The entire det bids farewell to AO3 ANDERSON and ABH3 COCKE, two fine crewmen who are winding up their Asian holiday and heading for CONUS. Andy cannot be convinced that F-8's do not have door gunners, but he'll fix that when he gets to his new squadron. COCKE's plans include girls, parties, college, and a career in forestry. We all wish these two the best of everything. The big thing in ADJ3 BROOKSHIRE's life these days is Australia.

That's it from DET ONE. We'd like to wish all the other dets many safe hours of smooth flying.

DET TWO

DET TWO is still the "Country Club" det of the squadron, attested to by Nha Be's new fresh water swimming pool. It'll sure beat those salt water showers we've been taking. Our own "Gray Eagle", CDR PRICE, is busy emptying mini-gun trays and answering all those questions we previously had to call Binh Thuy about. Congrats are in order for our two new "Boot" LCDR's-Clyde "the Kid" KIZER and "Ski" WOLNIEWICZ. LTJG Gary "the gimp" CALNAN is back after a few weeks in country R & R at Cam Ranh Bay Convalescent Center. LTJG R. T. SCOTT has gone to Sydney and is gloating over the fact he's going to a shore billet- VT-1 at that. That plus his "500 plus" combat missions should impress the newbies at Pensacola. LTJG Jon COOK came back from Hawaii all grins and so plump he looked like he was wearing a permanent SEEK kit. He's now using his new Sauna Belt to prepare for HC-2. To LTJG John WRIGHT goes a lot of credit for our patio and volleyball court which is lighted for night matches. LTJG's BRAKEALL and DENIGRO are going to VRF-31 and HC-5 respectively. Good luck to all you short timers!

Greetings also from DET TWO's sharpshooting gunners. AN Mike QUINN just got back from the land of the big P.X. and AZ3 Richard (Short) MANSFIELD, is supposed to get out of the Navy in a couple of weeks. AN Jay WAKELAND keeps complaining that the volleyball net is too high. AMH3 Joe TAYLOR is back from the Third Field Hospital and shooting just like before. We would like to welcome three new gunners aboard; ADJ3 Mike BOWMAN, AZ2 Ed FANCHER and ADJ1 David FAIRBANKS.

All you can hear out of Chief (CPO) FRAZIER is "I don't believe it". "The det has taken up a collection for a hearing aid for AN Bill (Hard of Hearing) BEEMAN. AO3 Ronald WEBSTER keeps trying to tell us he only has two weeks left. AMS3 Otto TALLEY has just signed up for his second extension. ADJ3 LEE is still on leave and ADJ3 Chip (Grumpy) CHIAPPONE has learned to control his frustrations with his new bell.

DET THREE

The month of January aboard the U.S.S. JENNINGS COUNTY was eventful in many respects. First we said a sad farewell to LCDR Chris "the Hawk" THOMAS who left the greener fields for his new assignment as OinC of Det Eight.

Stepping into the Hawk's shoes to assist our current boss, LCDR Dennis LEE, is newly promoted LCDR Kirk WALSH. Kirk just left for R & R and a visit with his wife (and five children).

Mr. LEE has had his hands full, of late, with nailing down the head job. Congrats on making AHAC, Sir.

Due to continuing turnovers, the det has turned to the "old reliables", LTJG Terry LEACH and LTJG Bruce WATTS for guidance across the area at night. Sometimes it pays to have two FTL's flying together, if only we know who's FTL before we take off.

Our left seat men, by now all trusty Vinh Gia and Chi Lang veterans, LTJG's Rich MANING, Bill WHEAT and Phil CRONK are continuing to rack up the flight time. Rich has become the all-time spender on tape recorders and camera equipment and says he plans to open a store when he gets back home. Bill has become the new "rack champion", logging more hours of sleep in his first two months than there are hours in those two months. Phil, or PJ as we affectionately call him, has concentrated on improving the

U.S. image abroad. Of late PJ has befriended one of the Cambodian guards at Chi Lang and while neither one can understand the other, they walked away after 60 minutes of conversation knowing much more than they did before - it must be osmosis.

Lastly we welcome aboard our "newbie" for January, LTJG Dennis ANDERSON. Dennis picked a good time to get broken in-namely TET- but complains only about the loud music coming out of the T-6 while he's trying to sleep.

Our backseat boys - and those without whom we just couldn't make a go of it - have been doing a great job. Chief MILLER, a recent Binh Thuy acquisition, has brought order out of chaos and made losing ADJ3 Dennis SLUNAKER to Det a little easier. Our other reliables, ADJ3 "Harry" HARRIS, AMH2 DAVIS, AO3 PLASCO, ADJ3 HERD, AN SALA, and AN PMATT have really jelled and given the delta a good T-E-A-M, both on and off target. Now if they can just team to pass a zone inspection.

Until next month, Aloha everybody.

DET FOUR

Diamond Tin HARRIS hopes that all the home folks will accept his apology for DET FOUR's lack of ~~WINGRAM~~ last month.

COL Ken HAMMON, our newly anointed ruler, has barely discovered the winning combination in the Ben Luc Basket Bowl when it's rumored that he's being considered to take up the typewriter soon to be abandonned by CDR OSBORNE in the Admin office.

Deacon JOHNSON is presently in Hawaii conferring about continued foreign aid to DET FOUR from our benefactor and his wife, Jackie. Thanks Jackie for the Xmas stockings.

Cartoon CANTONE has been giggling a lot in his sleep lately.

Possibly he is dreaming of good times to come upon his return to CONUS and new assignment at HT-8, Pensacola, Fla.

Roy HALL has taken over the Ops. Dept. and scheduling.

Rich "Popcorn" PARKER is taking full advantage of all liberty hours now that he's finally got a regulation uniform and the Colonel will let him off base.

With the arrival of Dave BLACK, Ted WHITE and Chuck STEHLE decided to establish a "boat school" alumni association. It fell through, however, since none of the three made it to the organizational meeting to be held after the welcome aboard cocktail hour.

DET FOUR would also like to officially welcome aboard LTJG HUONG and LT EGUYET, our Vietnamese observers who coordinate our support of VNN boat units. They are the first Vietnamese Naval Officers to wear Navy Air Crew wings, and also the first to have been awarded the Air Medal for their fine job as coordinators.

New to our ranks also is Chief ROZELLE who's taken over the baby-sitting chores from Rog BRODERICK.

Speaking of good ole Rog, he's just back from extension leave and is trying to get back on his diet.

It's amazing what marriage has done for "Lurch" FEATHEROLF. He's practicing for fatherhood by being the most hard nosed training PO in the delta.

Storming' Norman GEIST is back in business after a well earned rest in the CONUS.

Happy Birthday to Mike VANDERFORD. The gala celebration was held in the DET FOUR "O" Club.

Around ys olde line shack, "Bulk" CARNEY has allowed our newly acquired air controllers to take up residence in the exclusive water-front suburb of Bayou Bon Luck.

Bell BALES and Jim MASON, our Army-type tower operators, are just finding out what they've missed in Bien Hoa.

Al BRAZOLEVICH says he never knew how good he had it in the Polish Air Force, and last but not least, "Moobean" MCSWAIN came back from Hawaii last week.

A special thanks this month goes out to Miss Dora AUGAS and all the girls from St. Edmund's High in Brooklyn, N. Y. DET FOUR has been the honored recipient of hundreds of thoughtful notes in the past few months from "kids who care". Thanks girls. English class just "ain't that bad."

DET FIVE

A lot of water has passed along the Bassac since last month—CDR STRANGE relieved Mr. YAEGER (now in Saigon and shortly en route to HC-1) as Officer in Charge from the cockpit of his aircraft during a hot turnaround. We regretted to see "The Pigeon" go, but welcome CDR STRANGE to our midst. Since he's been here he hasn't seen a normal day -- you know, one in which we don't scramble. Captain BECKWITH paid us a call recently with a number of awards for gunners: ARRINGTON, ROGOSKI, BAUER, and YOUNG and a number of the pilots; while here he flew a couple of patrols and led a strike with us.

LTJG George BLACKWELL (headed for VC-5) is also a new AHAC and has already started showing up in spotreps -- by the way, George, hope you like Okinawa. Our newest FTL is LT Pete FREAS -- it's about that Rules of Engagement test, tisk, tisk. Congratulations are in order for LTJG Jim TOONE -- you can cut your beret ribbon now that you've been in a fire fight, Jim (that's a LTJG Frank ISSI joke). We were just not sure whether to offer condolences or congratulations, but we settled on the latter, when LTJG Mike FARLOW (shortly going to HC-2) sneaked off to Hawaii to get married on his R & R. LT Woody KNIGHT will be leaving us for VT-3 and LTJG Bill VINCENT will be on his way to HT-8 -- such a deal! LTJG Pat McGOVERN has taken his new job as det Weapons Officer to heart and is apparently trying to establish YREM 16 as having the largest selection of weapons in the Delta -- wanna buy a neat wierd warhead? See Honest Pat.

The latest gunners are welcomed aboard: AMS1 Johnny SHIELDS, AN PORSEY, and PR3 FLYNN. We doff our hats and wish the best to the last of the old guard gunners departing: ADJ3 MUELLER. Already the "new guard" gunners have established their beachhead -- what's his name ... that guy that eats lizards... ADJ2 WHO-WHO WELLHouser; and snuff-chewing Tex ROGOSKI; and AE3 Squirrel ARRINGTON, now our gray eagle gunner at DET FIVE, has taken over from MUELLER as Mother to the .50 cal. We had to give ADJ3 MUELLER the "Research and Investigation Award" this month for his determination in trying to discover why people partake of the Demon Rum! ADJ2 Dean YOUNG returned from R & R in Hawaii looking all run down and worn out -- had to come back to Chau Doc to recover. AMS3 Zeke BAUER has been producing P 51's at assembly line rates.

So, as the smoke clears from the typewriter, we bid y'all farewell until the next WOLFGRAM.

DET SIX

DET SIX is doing very well under its new management, LCDR Vic BECK of Virginia Beach, Virginia.

We have recently had quite a turnover of personnel and would like to welcome our new hands aboard.

LT Mike SMITH, and LTJG Bill PEDERSON. Also gunners A02 JONES, ADJ1 WIEBER, ADJ3 TAYLOR and AN CUMMINGS.

Recent landmarks include Tom WECKWORTH, our newest AHAC, who has acquired the callsign of Seawolf "Six Nutnin".

All the junior officers have finally removed their mustaches.

LTJG MASSLOFSKY, "Tender Andy", is taking the leap this February 5th. We all wish Andy and his bride-to-be, Miss Collen MacTAGGART, the best of luck in their future together.

DET SIX would like to congratulate the following members for Air Medals received in a recent awards ceremony commanded by Captain BECKWITH. LT POLSENSKI, LTJG MASSLOFSKY, LTJG PERRIN, LTJG GINGRICH, AMS3 CADY, and A03 LAY.

Australia was the popular R & R spot this month with Sonny LAY and Cliff PERRIN enjoying the hospitality of the Aussie's. Rumor has it that a return trip is in the wind for one of them. Must be pretty nice scenery in that area of the world.

All personnel of DET SIX are going to lose a close friend next month. Our Mother ship, the GARRETT COUNTY, will be leaving for a much needed repair period. A couple of the old-timers, LTJG's PERRIN and GINGRICH have been aboard her during the DET SIX duration. We have really appreciated her good food and support since April 1969.

Farewell to LCDR Stanley WASS and AD3 MCPIKE. We wish them the best in all your future adventures. Soon to also depart is AN SIRJANE, who we would like to thank for a job well done as a det gunner.

DET SEVEN

DATELINE: SOMEWHERE IN THE DELTA

Happy New Year and farewell to LTJG Bill MATTHEWS. We will miss Bill and his fancy bath towels. We wish him luck at VRF-31. The smile from R & R has faded on CDR STOCK'S face since he found out he would be here for our big move from Tay Ninh. STOCK, EWERT, and CO. are fast becoming the Delta gypsies. Often we have asked our Cambodian friends, "What's a Moc Hoa?" "Your new home GI", is their cheerful answer. Presently we are staging out of Ben Luc with DET FOUR.

AE1 COLDENOW and his cohorts feel like boy scouts. They can't wait to go back to Moc Hoa so they can sleep out under the stars, cooking out, and helping old Cambodians across the runway.

Our newest addition is LTJG Keith WHITE who is a welcome sight for the faltering officer football team.

We will try and keep everyone posted on our location. Some of our individual locations will be pleasant ones this month since many of our men are going on R & R. A cheerfull thought for 1970 is that it will be the year most of us will be coming home.

ADMIN

Little has changed in Admin since the last ~~WCPGRAM~~. The gang is busy churning through tons of paperwork in an effort to be "shipshape" for this Spring's Admin inspection.

A welcome aboard goes to our new Executive Officer, CDR DUFF, who reported aboard on December 31. We all wish him well during his tour.

Congratulations are in order for our past Awards Officer, Tom SCOTT, who was recently promoted to Lieutenant. LT SCOTT departed for CONUS in early February and has been replaced by LTJG Doc O'CONNELL, from DET NINE.

That's it from Admin until next month.

MAINTENANCE ADMIN

Time to wake up! Time to get active! This is what maintenance Admin had to do with the approach of the new year 1970. Late December saw several new chiefs check aboard and yell, "Howdy Seawolves", little to know that there were Sealords mingling in the pack. The new chiefs were soon consumed by the maintenance department and so Chief Michau stepped into the Maintenance Admin position, to take some of the workload away from the LCPO, Chief Garvey. At that time he was trying desperately to satisfy both maintenance and any other Seawolves that howled for help. The first few days of the new title for Chief Michau were quite trying. First he had never worked in this area and secondly he didn't have anyone but himself to assign the work load. Seeking assistance the chief hooked ATMAN Hayes and he is now our number 1 typist, messenger, or what has to be done.

LCMR Peoples, the assistant Maintenance Officer heading this office, wears a bigger smile now since he finally was able to locate his personal effects shipment and we hear he now is living a real cool-cool life. Air conditioners are real nice.

Maintenance Admin had a dry run on the annual ~~Admin~~ inspection and it certainly did tell us where we were dragging our feet. Let it be known to all assigned, there is room, a lot of room, for much improvement. We are constantly trying to update all our files and eliminate unnecessary paper work. Our office rates second to Grand Central Station as we are physically located in the same office as the Maintenance Officer, CDR Ehl.

Speaking of CDR Ehl, he now heads the Seawolf-Sealords maintenance Department, and being a newbee in maintenance, he is really getting his feet wet every day. Nevertheless, with all the difficulties every maintenance activity experiences, he really is getting the job done. With new ideas being constantly implemented and better maintenance concepts being tried, our availability is growing. Hats off to CDR Ehl, his staff and everyone pushing the Seawolf-Sealord maintenance.

Until next month, don't let the rotor wash or cobwebs at Binh Thuy haze your objective; quality, efficiency, and production.

MAINTENANCE CONTROL

Once again, it's time for our friendly Maintenance Control report. Starting from the top we have a new Maintenance/Material Control Officer, LCDR Willetts. Under his supervision things in M/C are really looking bright. Of course, it may be the new paint job in the office, too. Helping him are our M/C Chiefs, ADCB Goldsby and AZC Wicks. It's no wonder that our division runs so smoothly. Our supervisors have earned such names as Leo the Lion Hearted, Growl-at-them Goldsby, and The Wicked Wicks. We cannot give reference to the source of this info. The added work by the UH-1L's have presented no problems for our supervisors. They seem to have everything under control, but the shops may have different ideas on the subject.

At our front desk we have "AIN'T NO BIG THING", ADJ3 Harris. Being our Leadership P. O. he produces only the finest Petty Officers. We also have a new-comer to the front desk, ADJ2 Boyer. It's hard to say anything about him right now, but we'll keep you informed.

Back in our AZ LOUNGE we have AZ1 SKATEBOARD Wallace. Seems like the only time we see him is when he takes a nasty spill. Don't fear though, it only takes him a few minutes to get back on and skate away again. Our newest AZ3 Little Jack Horner is doing fine, although, Horner and Wallace have this disagreement about Kansas City and Minnesota. Then there is AZ2 Danes. Not much can be said about him except that he's there physically but not always mentally.

On nights we have two new Maintenance Control Chiefs, ADJC Coleman and on grave yard shift, MSC Meyer. Working with Chief Coleman is AZ2 Big Tim Miller, and a newbe on nights, AMS2 "COMBON" Cohorn. We don't see to much of Miller on off hours for two reasons, (1) He's either sleeping or (2) at Air Force Binh Thuy working on some new hobby. Cohorn is another new-comer to the M/C Department. He is replacing ADR2 Bedwill, who has become our new analyst.

You're probably wondering how an ADR became our analyst. We have two qualified analysts, AZ1 Wallace and ADR2 Bedwell.

Then there is our grave yard shift crew under AMSC Meyer. Assisting Chief Meyer is Machine Gun Miley. After 30 days leave in the world we would say he is still in some kind of trance. Of course he can still talk your ear off.

NOTE: With such a fine Maintenance Control crew it's no wonder the Seawolves are the Number One Attack Helicopter Squadron in the Navy.

AIRFRAMES

Hi group! This last month we've seen a few new faces on the scene. First we would like to welcome AMS2 R. J. JODRY aboard. He no sooner got checked in then went to night check. He was relieved by AMS2 E. L. Meyer, also newly arrived. Chief Meyer was on day check for a short while and was relieved by Chief JCDR once more. Chief Meyer is now honcho of the mid crew. We're transferring some of our men to check-crew: AMH2 Scorse, and AMH2 Seigman.

Congratulations to AMH2 Mendoza. He just re-enlisted for four years. Best of luck on your Navy career. Mendoza will also be making Petty Officer First Class. Keep up the good work.

Phillips, our assistant supervisor, is soon to be AMSC. Congratulations Phil.

Welcome aboard is extended to AMS3 Berndt, AMS3 Young, AMS3 Kopb, and AMS3 Steblay. We all hope your stay here will be enjoyable. This is your ol' reporter R. Peter Shay saying, "See you all next month!"

QUALITY ASSURANCE

Here we are once again in the Q. A. office. This has been the month that was. Almost everyone went on R&R during this period, and we have been trying to learn enough to cover for them.

Our fearless leader LCLR Innes (The Hawk), is getting short and will be leaving for staff duty in San Diego. The Hawk was also informed that he was promoted to LCDR. We want to wish Mr. Innes the best of luck at his new duty station.

Another "Shorttimer" is the "Head Eagle", LTJG Thomas. Mr. Thomas is getting a reputation for finding downing gripes on up A/C.

ADJ2 O'Conner will be leaving for the land of the big PX before long and will be separated from duty upon arrival.

AZ3 Cabazes put on his crow this month, but he is still lazy as ever.

Three new-comers to Q. A. are ADJC Lichtenberger, AMS1 Hicks, and AMH2 Cook. They are getting settled and have found comfortable chairs, so are right at home.

We lost three people since the last writing, ADJ1 Wheeler, AMS2 Spencer, and AO2 Deatherage, all back in the world to start paying taxes again.

If you see our highly qualified personnel trying to scrounge up wood in the area, it is to satisfy the wants of "The Hammer", Cook. He has a vast project of building lockers for our flight gear. "Go Gettum" Hicks is going mad with the spray paint and is repainting all the furniture in the office, but is having trouble with people swatting flies on his fresh paint.

All in all it is very serene in this small portion of the hanger as we pause to let the typewriter cool off another month.

LINE DIVISION

The line division as a whole has been doing well, but as always we have our losses to the Detachments; our loss is their gain. They include AN Schmitt, AN Farther, AO3 Simmons, ADJ3 Bowman. We acquired some new personnel, though, and hope they will be a great help to us. Our new linemen are: AMS3 Meeks, AMH3 Lheureux, AMS3 Pauly, AMS3 Plona, ADR3 Zaragoza, AMS3 Donnell, AMS3 Stokes, AN Naples, AMSAN George, AMH3 Tucker, AMS3 Hatton, AE3 Conner and ADJ3 Labella.

We have also started on our new crew's lounge. So far we have gotten the roof supports up and started on the roofing. Their venture was short-lived, and the work was turned over to the SeaBees.

ORDNANCE

Chief OTERBURG, our new boss, must have come from a quiet O&D Shop, but of course he's new so give him time AU's. AO2 RYAN, just back from 30 days leave, is bragging about home and good food, and he's got plenty of room to brag, 50 pounds more weight. AO3 "Joe" PANINSKI is still an AO3, good ole Joe, opinionated but loveable. AO3 KOLIN is most absurdly enjoying his R&R in Hawaii with his wife. Ho Chi SKELTON, AO3, says he's enjoying his higher echelon working parties. AOAN Gary ROTH has just been retrieved from FASU Supply and is currently being reviewed for more ordnance work. AOAN Walter BUEHA, now a father, says he can't wait to leave Vietnam; his next duty station is an hour drive from home. AO2 CHITTY, a new arrival, is being broken in properly on HA(L)-3 maintenance. AO3 WALLACE is a pretty happy fellow, he's always smiling in his flight suit. On the other hand, AOAN NESTEGARD is a little unhappy. All his "birds" are down due to an abundance of hard landings. AO3 BLAKOSTY can be found wandering most anywhere, especially at the wash rack. AOAN MARTZ now has the third shift set aside for his California dreaming instead of good old day check. AO3 BUNTIS is quite uncensored when it comes to reading. In his hands you'll either find the Stars & Stripes or the L. A. Free Press. AO3 LEE says he's changing his rate to AOCC, AO corrosion control, ADAN WURKMAN just went over four, but he's still getting short. AO3 Dave HUGHES, who is always smiling, says he hates guns, and of course he's in charge of no less than the Armory. Last, but not least, is the Ordnance night check crew, AO2 TOGNONI, AO2 PELLERITO, AO3 WILEY, AO3 ELLERBEE, and AO3 PARKS; whose appearance I rarely see, and the work performed is considered, I've been told, confidential.

FIRST LIEUTENANT

The First Lieutenant's Division is a very challenging Division, in that it requires a jack-of-all-trades ability of its personnel. Our motto even beats that of the "Can Do" SeaBees, in that ours is, "We Do, Do". The Department is headed by LTJG Richard LAMBERT, who also flies. Next in command, and the real straw boss, is Boatswainmate Second Jerry ARMES, who will be First Class soon. The other men of the Division are: Airman John BICKMANN, who is a compartment cleaner; Airman Dwight GRANLUND, who doubles as a projectionist nightly and concessionaire during the daylight hours; Airman Gregory HAMPTON, who recently lost all his hair, assists with movie duties; Airman Kevin MANDRAKE manufactures Squadron plaques, and does an outstanding job, too; Airman Terry BAARDEGAARD has doubled as a concrete layer and painter; Airman Dwight HUFFSTUTTER seconds as a duty driver for the Captain and visiting VIPs; Airman John CHARLES is presently working on some fancy chair work for the Admirals helicopter; the most recent loss is Airman Curtise SHIDEL, who transferred to Duffle Bag operation. In addition, the Division is responsible for the general up-keep and security of Squadron spaces and equipment, including the administration of the barracks.