



HELICOPTER COMBAT SUPPORT SQUADRON ONE
NAVAL AIR STATION
IMPERIAL BEACH, CALIFORNIA 92032

1 C 5
HELSUPRON 1/5750
Ser 012/587

OPNAVREPORT 5750-1

13 JUN 1968

From: Commanding Officer, Helicopter Combat Support Squadron 1
To: Chief of Naval Operations (OP-05A5G)

Subj: Command History

Ref: (a) OPNAVINST 5750.12

Encl: (1) Chronology of Events
(2) Basic Narrative
(3) Lessons learned, Conclusions, and Recommendations
(4) Documentary annexes

1. In accordance with reference (a), the following is submitted:

a. Commanding Officer:

CDR William F. QUARG, USN - 25 Feb 1966 to 20 Jan 1967

CDR Roger N. KERSCH, USN - 20 Jan 1967 to 4 Apr 1968

b. Location:

NAS Imperial Beach, California 92032

c. Mission and Function:

Primary - Search and Rescue

Secondary:

(1) From 1 Jan 1967 to 1 Sep 1967

Vertical Replenishment

River Patrol Boat Support, "Game Warden"

Ice Reconnaissance

Mine Sweeping

Logistic Support

Gun Fire Support

Medical Evacuation

Cargo and Mail Delivery

11ND-RON-5216/20 (REV. 1-68)

VHP4158

VIP Transportation

(a) From 1 Sep 1967 to 31 Dec 1967

Medical Evacuation

Cargo and Mail Delivery

VIP Transportation

Changes of mission and function indicated above due to squadron split in September 1967. Changes will be explained in detail below:

d. Composition of Command:

(1) Prior to 1 Sep 1967

Officers - 250

Enlisted Men - 950

Flight Personnel - 180

Aircraft - UH-2A/B 49

 UH-46 A/D 8

 RH-3 2

 CH-19 2

 UH-13 1

 UH-1B 8

 UH-2C 2

(a) After 1 Sep 1967

Officers - 90

Enlisted Men - 504

Flight Personnel - 86

Aircraft - UH-2 A/B/C - 28

Prior to 1 September 1967, the above listed figures of officers, enlisted men, flight personnel and aircraft include those personnel and aircraft assigned to the "Game Warden" detachments which have been permanently assigned overseas, also permanently assigned overseas, the personnel of HC-1 Detachment ATSUGI are included. Since the squadron split on

1 September 1967 the figures include only the personnel at Helicopter Combat Support Squadron 1 at Naval Air Station, Imperial Beach, California and the detachments deployed aboard the carriers in the Western Pacific.

2. During 1967, Helicopter Combat Support Squadron 1 completed 123 rescues and flew a total of 31,210 flight hours.

a. Activation, Deactivation and Redesignation:

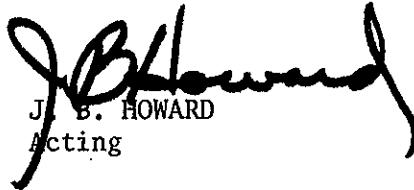
All activation, deactivations and redesignations pertain to those portions of the squadron as follows:

(1) Activation - HC-3 as Vertical Replenishment Squadron

HC-5 as Training and Ice Reconnaissance Squadron

(2) Deactivation - None

(3) Redesignation - HC-1 Detachment ATSUGI was redesignated as HC-7 with HC-1 Detachment CUBI redesignated as HC-7 Detachment CUBI.


J. B. HOWARD
Acting

Copy to:

CNO (OP-09B9) (Complete)
CINCPACFLT (Complete)
COMNAVAIRPAC (Complete)
COMFAIRSDIEGO (w/o enclosures)

CHRONOLOGY OF EVENTS

JAN 3 - Sar Det "15" departed.
5 - Sar Det "19" departed.
20 - Change of Command.
22 - Sar Det "9" returned.
22 - Lost a UH-13P, crashed in South Pacific.
27 - Det "31" departed.
27 - MEDEVAC from San Clemente Island.

FEB 7 - Sar Det "5" returned.
16 - MEDEVAC from USS PAUL REVERE (APA-248).
21 - Sar Det "17" departed.
23 - Det "A" returned.
27 - Lost a UH-2B, crashed at sea.
28 - Sar Det "11" returned.

MAR 10 - Det "33" returned.
11 - Sar Det "19" departed.
20 - MEDEVAC from USS TUSK (SS-426)
27 - Sar Det "5" returned.
31 - Det "53" returned.

APR 1 - Det Vung Tau commissioned HA(L)-3.
29 - Det "64" departed.
29 - MEDEVAC from San Clemente Island.

MAY 10 - UH-2A crashed at sea.
29 - Det "E" returned.
31 - RH-3A crashed at sea.

JUN 1 - MEDEVAC from USS PLATTE (AO-24).
3 - Sar Det "9" departed.
14 - Sar Det "3" returned.
14 - MEDEVAC from USS FLOYD B. PARKS (DD-884).
16 - Det "G" departed.
19 - Det "C" returned.
27 - Sar Det "11" departed.

JUL 11 - Sar Det "15" returned.
18 - Det "65" returned.
22 - Det "19" returned.
25 - Det "43" departed.
26 - MEDEVAC from USS HORNE (DLG-30).
29 - USS FORRESTAL (CVA-59) fire, Det "34" rescued 5 personnel.

AUG 2 - Sar Det "5" departed.
2 - MEDEVAC from USS COLONIAL (LSD-18).
9 - MEDEVAC from USS MADDOX (DD-731).
9 - MEDEVAC from San Clemente Island.
11 - First UH-2C arrived at HC-1.
17 - Sar Det "107" returned.
25 - Det "31" returned.

SEP 1 - HC-1 reorganized to form HC-1, HC-3, HC-5 and HC-7.
1 - Sar Dets became responsibility of HC-7.
24 - Det "108" returned.

OCT 31 - Sar Det "104" returned.

NOV 4 - Det "61" departed.
6 - Chinese National Ship SS LOYAL FORTUNES ran aground, Det "43" rescued all 37 personnel.

DEC 4 - Det "64" returned.
5 - Det "61" lost a helicopter.

(JAN) On 3 Jan 1967, Combat Search and Rescue Detachment "15" deployed.

On 5 Jan 1967, Detachment "19" deployed aboard the USS HANCOCK (CVA-19).

On 20 Jan 1967, CDR Roger N. KERSCH, USN, relieved CDR William F. QUARG, USN, as Commanding Officer of HC-1. CDR QUARG reported to the USS YORKTOWN (CVS-10) as the Air Officer. CDR Lloyd C. PARTHEMER, USN, became the Executive Officer of HC-1. (Annexes A, B, and C, are brief biographies of CDR QUARG, CDR KERSCH and CDR PARTHEMER respectively).

On 22 Jan 1967, an HC-1 Detachment deployed aboard the USS GLACIER (WAGB-4) lost a UH-2B (BUNO 143135) helicopter. The aircraft struck the ice and crashed. The pilot, LCDR Alan B. CALLISON was uninjured. The accident report is serial HC-1 Detachment "55" 1-67A of 23 Jan 1967.

On 27 Jan 1967, aircraft UP-70 airlifted three (3) people from San Clemente Island to Balboa Hospital.

(FEB) On 7 Feb 1967, Combat Search and Rescue Detachment "5" returned after a four (4) month deployment. Two successful rescues were accomplished during the cruise.

On 16 Feb 1967, UP-06 conducted an emergency MEDEVAC from the USS PAUL REVERE (APA-248). The patient was taken to Balboa Hospital.

On 21 Feb 1967, Combat Search and Rescue Detachment "19" deployed.

On 23 Feb 1967, Detachment "A" returned from a seven (7) month deployment aboard the USS CORAL SEA (CVA-43). During this time, they performed seven (7) rescue efforts, resulting in the recovery of nine (9) survivors and one (1) body. Of these nine (9) rescues two were night recoveries of men overboard. During the seven (7) month period the detachment transported 1,309 personnel and 59,885 pounds of cargo in support of operations in Southeast Asia.

On 28 Feb 1967, Detachment "31" aboard the USS BON HOMME RICHARD (CVA-31) lost a UH-2B helicopter (BUNO 151317) at sea. The aircraft rolled on its side immediately following takeoff. LT Litchfield P. HUIE, LTJG Edward N. LETCHWORTH, PRAA Ronald L. ZEMPEL and AN Bernard J. SAUSE, Jr., were fatally injured. Their bodies were not recovered. The accident report was serial HC-1 Detachment "31" AAR1-67A of February 27, 1967.

On 28 Feb 1967, Combat Search and Rescue Detachment "11" returned after a six (6) month deployment.

(MAR) On 10 Mar 1967, Detachment "33" returned from an eight (8) month deployment aboard the USS ESTES (AGC-12).

On 11 Mar 1967, Combat Search and Rescue Detachment "19" deployed.

On 20 Mar 1967, a medical evacuation was conducted from the submarine USS TUSK (SS-426), injured man was taken to Balboa Hospital.

Combat Search and Rescue Detachment "5" returned on 27 Mar 1967 from a four (4) month deployment. During deployment they accomplished two (2) rescues. AT1 Anthony HANSON, USN, was awarded the Navy Cross for his efforts during one of the rescues.

Detachment "53" returned from a six (6) month deployment aboard the USS STATEN ISLAND (AGB-278). The Detachment consisted of four (4) officers, four (4) enlisted men, and two (2) UH-2A/B helicopters. Detachment "53" was the first detachment to utilize the UH-2A/B on board an ice breaker as well as the first to fly the UH-2A/B in the Antarctic. Their mission was ice reconnaissance and logistic support.

(APR) On 1 Apr 1967, Helicopter Attack (Light) Squadron 3 was commissioned with a complement of thirty-two (32) officers, thirty-two (32) enlisted and eight (8) aircraft. HA(L)-3 was formerly HC-1 Detachment Vung Tau, Republic of Vietnam. Officers and men for this squadron received their training at HC-1 NAAS Ream Field.

On 29 Apr 1967, a medical evacuation was conducted by LT MC DANIELS and LTJG FITZSIMMONS in aircraft UP-27. The evacuee was taken from San Clemente Island to Balboa Hospital.

(MAY) On 10 May 1967, an HC-1 helicopter, UH-2A (BUNO 149739) impacted the water off shore San Diego. The cause of the crash was due to a loss of power during a practice quick stop. The pilot LTJG HUFFMAN and the crew received no injuries. The accident report is serial HC-1 AAR 1-67A.

Detachment "E" returned on 29 May 1967 from a seven (7) month deployment aboard the USS TICONDEROGA (CVA-14). During their deployment the Detachment performed five (5) rescues and two (2) night medical evacuations from the destroyers, in support of Fleet Operations in Southeast Asia.

UP-95, an RH-3A (BUNO 147139) from HC-1 made a successful emergency landing in the water about four (4) miles from NAAS Ream Field. The aircraft was towed to NAS North Island by the USS KOKA (ATA-185). The crew received no injuries. Incident serial was HC-1 AIR 7-671.

(JUN) A medical evacuation was conducted by UP-11. The evacuee was taken from the USS PLATTE (AO-24) to Balboa Hospital.

Combat Search and Rescue Detachment "9" deployed on 3 Jun 1967.

On 14 Jun 1967, Combat Search and Rescue Detachment "3" returned after a five (5) month deployment. While embarked aboard USS GRIDLEY (DLG-21) in Southeast Asia Detachment "3" rescued one (1) Air Force Pilot.

On 14 Jun 1967, a MEDEVAC was successfully conducted aboard the USS FLOYD D. PARKS (DD-884).

On 16 Jun 1967, Detachment "G" deployed aboard the USS ORISKANY (CVA-34).

Detachment "C" returned on June 19, 1967, from a seven (7) month deployment aboard the USS KITTY HAWK (CVA-63). During this period Detachment "C" accomplished 1,123 personnel transfers and 71,150 pounds of cargo transfer in support of fleet operations in Southeast Asia. They also conducted three (3) day, and one (1) night rescues.

On 27 Jun 1967, Combat Search and Rescue Detachment "11" deployed.

(JUL) Combat Search and Rescue Detachment "15" returned to HC-1. During the six (6) month deployment Detachment "15" rescued a pilot from the USS HANCOCK (CVA-19), an RA-5C pilot, and an Air Force pilot.

Detachment "M" returned on 6 Jul 1967, from an eight (8) month deployment in Southeast Asian waters. While on board the USS ENTERPRISE (CVA(N)65) Detachment "M" transported 1,054 passengers, 37.2 tons of cargo, and made 191 mail trips. They were also accredited with two (2) day and four (4) night rescues.

On 22 Jul 1967, Combat Search and Rescue Detachment "19" returned after a five (5) month deployment aboard the USS MOUNT MC KINLEY (AGC-7).

On 25 Jul 1967, Detachment "43" deployed aboard the USS CORAL SEA (CVA-43).

On 26 Jul 1967, aircraft UP-95 transported a heart attack patient from the USS HORN (DLG-30) to Balboa Hospital.

On 29 Jul 1967, a fire broke out aboard the USS FORRESTAL (CVA-59). Helicopters from the following HC-1 detachments came to their aid. Detachment 31 on board the USS BON HOMME RICHARD (CVA-31) rescued one (1) person (annex "F" of enclosure four (4)). Detachment "34" on board the USS ORISKANY (CVA-34) rescued five (5) persons (annex "E" of enclosure four (4)). Detachment "104" aboard the USS WORDEN (DLG-18) and Detachment "107" aboard the USS FOX (DLG-33) rescued two persons (annex "G" of enclosure four (4)). During the time of the fire and throughout the remainder of the night these four (4) detachments carried fire fighting equipment, medical supplies, and conducted MEDEVACS to the hospital ship REPOSE.

(AUG) On 2 Aug 1967, Combat Search and Rescue Detachment "5" deployed.

MEDEVAC conducted by UP-42, airlifted an injured sailor from USS COLONIAL (LSD-18) to Balboa Hospital.

On 9 Aug 1967, UP-72, conducted a MEDEVAC from the USS MADDOX (DD-731) to Balboa Hospital. Also on this date two (2) aircraft were utilized in a MEDEVAC conducted from San Clemente Island.

On 11 Aug 1967, the first UH-2C (BUNO 149741) arrived at NAAS Ream Field, from Kaman Aircraft Corporation, Bloomfield, Connecticut.

On 17 Aug 1967, Detachment "107" (formerly Combat Search and Rescue Detachment "17") returned after a six (6) month deployment aboard the USS ENGLAND (DLG-22). During this period nine (9) rescues were conducted. On 8 Apr 1967, a pilot and his Radar Intelligence Officer were rescued approximately three (3) miles from Norway Island, North Vietnam. One pilot from VA-76 was rescued under intense fire from enemy shore batteries approximately one (1) and one-half (1/2) miles off shore. While embarked aboard the USS FOX (DLG-33), one (1) pilot was rescued about twelve (12) miles from North Vietnam. Two (2) enlisted men from the USS FORRESTAL (CVA-59) fire were also rescued. A pilot rescued from inside the island areas south of Hon Gai, was taken to the USS FOX (DLG-33). Another pilot rescued about three (3) miles from North Vietnam was taken to the USS WAINWRIGHT (DLG-28).

On 25 Aug 1967, Detachment "31" returned from a seven (7) month deployment aboard the USS BON HOMME RICHARD (CVA-31). During this time they rescued four (4) personnel, one of which was a night rescue, in support of operations in Southeast Asia.

(SEP) On 1 Sep 1967, HC-1 provided the men and materials from it's assets for the formation of three (3) new Helicopter Combat Support Squadrons. RADM C. A. KARABERIS, Commander Fleet Air, San Diego, was on hand to establish the new squadrons. CDR H. L. CASSANI, USN, assumed the command of HELSUPPRON THREE, which is charged with the responsibility of Vertical Replenishment operations aboard ships home-ported in the Continental United States. CDR C. O. BORGSTROM Jr., USN, assumed the command of HELSUPPRON FIVE, which is charged with the responsibility of UH-2 Replacement Air Group and Ice Reconnaissance Operations. CDR L. L. PARTHEMER, USN, assumed the command of HELSUPPRON SEVEN, stationed aboard NAS Atsugi, Japan, which is charged with the responsibility of SAR (Search and Rescue) and Vertical Replenishment on ships home-ported in the West Pacific. HC-1's reorganization was the major task of CDR R. N. KERSCH, USN, which was one of his major accomplishments while serving as HC-1's Commanding Officer.

On 24 Sep 1967, Detachment "108", a Combat Search and Rescue Detachment, returned via airlift.

(OCT) On 31 Oct 1967, Combat Search and Rescue Detachment "104" (formerly Search and Rescue Detachment "9") returned after a five (5) month deployment. On 19 Aug 1967, they rescued three (3) Filippino fishermen West of Grande Island while embarked aboard the USS WORDEN (ALG-18). On 14 Oct 1967, while embarked aboard the USS WILLIAM V. PRATT (DLG-13) the detachment rescued two (2) downed airmen from an RA-3 aircraft, under intense shore fire.

(NOV) On 4 Nov 1967, Detachment "61" deployed aboard the USS RANGER (CVA-61). Detachment "61" was the first detachment to use the UH-2C, helicopter in WestPac. In December of 1967 Detachment "61" used the UH-2C to perform the

aircraft's first operational vertical replenishment by transferring 30,000 pounds of ammunition from a supply ship to USS RANGER (CVA-61).

On 6 Nov 1967, HC-1 pilots LCDR N. L. HANEY and LTJG William J. RUHE went to the aid of the Chinese National Ship LOYAL FORTUNES, which was grounded on Pratas Reef. They rescued all thirty-seven (37) Chinese Crewmen. A helicopter crewman was put on the deck of the LOYAL FORTUNES to assist in the hoist operation which consisted of thirty-seven (37) hoists in one (1) hour and forty (40) minutes. (annex "H" of enclosure four (4).

(DEC) Detachment "64" returned on 4 Dec 1967, from a seven (7) month deployment aboard the USS CONSTELLATION (CVA-64). During this deployment they performed eleven (11) rescues of which two (2) were Air Force pilots and two (2) men who had fallen overboard. The Detachment successfully transferred 1,156 personnel and 58,650 pounds of mail/cargo in support of fleet operations in Southeast Asia.

On 5 Dec 1967, Detachment "61" aboard the USS RANGER (CVA-61) lost a UH-2C helicopter (BUNO 149741) due to suspected blade flap failure. The pilot LTJG MATYAS and his crew were rescued by an HC-1 helicopter, a UH-2B, from the USS ORISKANY (CVA-34). There were no serious injuries. This was the first UH-2C lost in an accident. The accident report is serial HC-1 Detachment "61" AAR 1-68A.

The HC-1 detachment assigned to the Pacific Fleet Attack Carriers have an average compliment of 8 officers, 27 enlisted men and 3 UH-2A/B/C helicopters. The Officer-in-Charge of these detachments is a Lieutenant Commander. His assistant is a Lieutenant. The senior enlisted man is a Chief Petty Officer. Their mission is plane guard/search and rescue, logistic support including mail/cargo delivery, passenger transfers and medical evacuations.

The combat search and rescue detachments average complement consists of 2 officers, 8 enlisted men and one armoured UH-2A/B helicopter, the officer in charge is either a Lieutenant Commander or senior Lieutenant with his assistant co-pilot a LTJG or Ensign. The senior enlisted man is a Chief Petty Officer. Their mission is search and rescue under combat conditions in the Gulf of Tonkin off of North Vietnam or penetration for rescue into North Vietnam while searching on DLG's or cruisers in the Gulf of Tonkin, they stage out of HC-1 Detachment Cubi at NAS Cubi Point, P.I. This function was under HC-1 until 1 Sep 1967, after 1 September this was under the command of HC-7, NAS Atsugi, Japan.

The "Game Warden" detachments consist of 8 officers, 8 enlisted men/air-crewmens and 2 UH-1B Army helicopters which are armed and armoured. The Army units in South Vietnam provide maintenance assistance. The mission of the "Game Warden" Detachment is armed patrol of the Mekong Delta region of South Vietnam and gun fire support to the river patrol boats (PBR) operating in the delta area, after 1 Apr 1967 this function became the responsibility of HA(L)-3 on 1 Apr 1967.

The "VERT REP" detachments consist of 5 officers, 20 enlisted men/air-crewmens and 2 UH-46A/D helicopters. The officer in charge is either a Lieutenant Commander or senior Lieutenant. The senior enlisted man is a Chief Petty Officer. The primary mission is underway and ashore vertical replenishment of all types of stores, except fuel. The secondary mission is search and rescue, gun fire support, medical evacuation, and VIP transportation. The detachments operate from specially built support ships (AOE, AFS) which are capable of operating 2 or 3 UH-46 type aircraft.

The functions as outlined previously were handled by HC-1 and by the various detachments of HC-1 until 1 Sep 1967. After 1 Sep 1967 HC-1 became responsible for the detachments assigned to the Pacific Fleet Attack Carriers, as previously outlined, with the function of HC-1 becoming search and rescue, medical evacuations, cargo and mail delivery, VIP transports, and plane guard.

After 1 Sep 1967 the combat search and rescue detachments, as previously outlined, became the responsibility of HC-7, NAS Atsugi Japan.

After 1 Sep 1967 the "VERT REP" detachments, as previously outlined, became the responsibility of HC-3, NAS Imperial Beach, California.

After 1 Sep 1967 HC-5, NAS Imperial Beach, California, became responsible for training pilots in the UH-2A/B/C aircraft for the operational squadrons and supplying ice reconnaissance detachments to U.S. Coast Guard Ice Breakers.

Lessons Learned, Conclusions, or Recommendations:

Conclusions:

Since the establishment of HC-3, HC-5 and HC-7 in September 1967 and the resulting reduction of required missions, obvious specialization in rescue techniques now exists. Training of pilots and aircrewmen has evolved into a more ideal operation requiring much less in the area of versatility yet retaining complete flexibility within the parameters set down for the utility/rescue mission i.e. external cargo, medevac, radar calibration etc...

Time heretofor utilized in cross qualifying and training is currently being spent more advantageously in perfecting existing procedures and investigating and evaluating new and better means and material to bring crews and machines to a higher level of readiness.

Examining the relatively high accident/incident rate and the recorded data documenting an unacceptable man hour to flight hour ratio, it becomes quite clear that the aircraft now being deployed from HELSUPPRON 1 is less than adequate from a cost-effectiveness standpoint.

Recommendations:

That the mission of HELSUPPRON 1 remain Combat Support without further addition retaining only short range utility and rescue as previously described.

That a more reliable vehicle be programmed to replace the existing helicopter presently utilized. The recommendation and decision should be of immediate nature.