

1969

HELICOPTER ANTI-SUBMARINE SQUADRON TWO  
FPO SAN FRANCISCO 96601

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Ser

26 FEB 1970

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From: Commanding Officer, Helicopter Anti-Submarine Squadron TWO  
To: Chief of Naval Operations (OP-05D2)

Subj: Command History (1969); submission of (U)

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Helicopter Anti-Submarine Squadron TWO Command History (1969)

1. In accordance with reference (a) the HS-2 Command History for 1969 is hereby submitted.

*J. M. Purcell*  
J. M. PURCELL

Copy to:  
CNO (OP-09B9)  
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PART I

CHRONOLOGY OF EVENTS

2 Jan 69: Departed Sasebo (WESTPAC cruise commenced 30 September 1968)

28 Jan 69: Arrived Subic Bay.

1 Feb 69: CDR R. A. BRUNING relieved CDR C. A. BUTLER as Commanding Officer.

5 Feb 69: Departed Subic Bay.

6 Feb 69: HS-2 Det C departed for USS HANCOCK.

8 Feb 69: Lost Aircraft NV 304 during salvage attempt after water landing due to material failure.

9 Feb 69: HS-2 Det C returned to HORNET from USS HANCOCK.

10 Feb 69: HS-2 Det A departed for USS CORAL SEA.

16 Feb 69: HS-2 Det C departed for USS RANGER.

17 Feb 69: LT EUSTIS - Det C picked up two F-4 crewmembers from USS RANGER.

19 Feb 69: HS-2 Det B departed for USS KITTY HAWK. Det A returned to HORNET from USS CORAL SEA.

20 Feb 69: LT SUMMERS, HS-2 Det B picked up two deck personnel from USS KITTY HAWK.

21 Feb 69: LT EUSTIS picked up 4 crewmen of a UH-2C helicopter from Danang.

23 Feb 69: Shell-back ceremonies.

23 Feb 69: LT ARROWSMITH, HS-2 Det B picked up A-7 pilot from USS KITTY HAWK.

24 Feb 69: Arrived Singapore.

28 Feb 69: HS-2 Det B and Det C returned to Subic Bay from USS KITTY HAWK and USS RANGER.

4 Mar 69: Departed Singapore.

13 Mar 69: HS-2 Det B and Det C returned to HORNET from Subic Bay.

15 Mar 69: HS-2 Det C departed from USS RANGER.

24 Mar 69: Arrived Subic Bay.

1 Apr 69: Departed Subic Bay.

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5 Apr 69: HS-2 Det C returned to USS HORNET from USS RANGER.  
16 Apr 69: Joined Task Force 71 departed for Sea of Japan.  
27 Apr 69: Detached from Task Force 71.  
29 Apr 69: Arrived Yokosuka.  
1 May 69: Departed Yokosuka.  
11 May 69: Fly off for NAS Imperial Beach - End of Far East Cruise.  
21 May 69: Supplied Plane Guard Det to USS CONSTELLATION.  
7 Jul 69: LT RURLEY rescued two F-4 pilots off Oceanside, California.  
15 Aug 69: Awards Ceremony for WESTPAC Cruise.  
18 Aug 69: Supplied Plane Guard Det to USS HORNET.  
20 Aug 69: LT SWANSON rescued pilot of A-4 during Carrier Quals aboard HORNET.  
21 Aug 69: Plane Guard Det to USS HORNET returned.  
17 Nov 69: Supplied Det for San Clemente special operations in support of CNO Project DS-315.  
19 Nov 69: Return of San Clemente Det.  
12 Dec 69: CDR J. M. PURTELL relieved CDR R. A. BRUNING as Commanding Officer.  
22 Dec 69: Supplied aircraft for Medical evacuation for personnel involved in NAS Miramar aircraft accident.

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PART II

BASIC NARRATIVE

1. Command Organization

a. Commanding Officers

1. CDR Charles A. BUTLER . . . . . 1 Jan - 31 Jan 69
2. CDR Richard A. BRUNING . . . . . 1 Feb - 11 Dec 69
3. CDR Joseph M. PURTELL . . . . . 12 Dec - 31 Dec 69

(See Appendix I)

b. Mission of Command

The primary mission of the squadron is anti-submarine warfare. However, during the Far East Cruise, HS-2 was called upon to perform various other functions including transfer of mail and personnel to isolated units of Yankee Station forces and providing ship to shore logistics flights. CVA's were also supported by HS-2 plane guard detachments.

c. Composition of Command

1. Aircraft Data

Number of SH-3A aircraft assigned for each month.

<u>Month</u>	<u>No. of A/C</u>
January	15
February	15
March	15
April	15
May	15
June	12
July	9
August	8
September	10
October	11
November	6
December	7

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2. Personnel data as of 31 December 1969

	<u>Officers</u>	<u>Enlisted</u>
Complement	32	191
Allowance	26	136
Pilots	29	--
Crewmen	--	25

(See Appendices II and III)

2. Operations and Activities

As the New Year of 1969 began, the USS HORNET (CVS-12) with HS-2 embarked was steaming from Sasebo, Japan to Yankee Station for her third line period. Arriving on station, HS-2 assumed the logistic support for CTF-77. HS-2 was relieved of the SAR responsibility by HC-7 Detachments which embarked in USS HORNET each time she came on Yankee Station. From 4 January to 21 January HS-2 transported personnel, cargo and mail to the other ships of CTF-77 and conducted ASW training operations. On 22 January, the USS HORNET participated in BEACON LAMP, a full scale ASW exercise. This exercise consisted of around the clock ASW flights for three days against three submarines, the USS CUSEK, USS CABALO and the USS BREAM. At the conclusion of BEACON LAMP, it was evident that HS-2's ASW readiness was at a maximum and the squadron could be expected to carry out its mission in an outstanding manner. On 25 January, USS HORNET steamed for Subic Bay for an inport period. The squadron flew 931.9 hours and 406 flights while conducting operations with CTF-77.

On 1 February, during the inport period in Subic Bay, CDR R. A. BRUNING relieved CDR C. A. BUTLER as Commanding Officer of HS-2. CDR J. M. PURTELL reported aboard as the squadron's Executive Officer. On 5 February, USS HORNET departed Subic Bay to resume operations on Yankee Station. On 8 February HS-2 had its first serious mishap of the cruise. LCDR RENNER and his co-pilot LTJG ROBINSON had to ditch the aircraft (NV 304) in the sea, after experiencing main transmission problems. The helicopter was eventually lost, but the crew escaped unharmed. No accident was charged to the command.

During February HS-2 was called upon to supply plane guard detachments for the CVA's RANGER, KITTY HAWK, CORAL SEA and HANCOCK. On 15 February LCDR POCKLINGTON and LT SUMMERS rescued LTJG MERRIMAN after he bailed out of his A7A from the USS KITTY HAWK. LT EUSTIS and LT W. BROWN made the following seven rescues while attached to the USS RANGER. On 17 February, two F-4 crew-members, LCDR WEAVER and LTJG AKIN at 17-52N, 107-38E, within five miles of the USS RANGER, after they ejected because of control malfunctions; on February 20, an F-4 Radar Intercept Officer (name unknown) 100 yards astern USS RANGER following his ejection because of a faulty catapult shot (the pilot was lost at sea with the aircraft); on 20 February, four crewmen of a UH-2C helicopter ditched due to dual engine failure. Survivors were rescued 25 miles

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from the USS RANGER after a 40 minute search. (Crew-member names are unknown). On February 23, LT ARROWSMITH, Detachment B, picked up a pilot of an A-4 who had ejected from flight deck level after his aircraft went into USS KITTY HAWK's port catwalk. Routine rescue no injuries, pilot's name unknown. During February 1100.2 hours were flown during 535 flights.

On March 4, USS HORNET departed Singapore for her next to last line period. In addition to normal support requirements and ASW training, HS-2 was called upon to participate in two special projects. The first being an evaluation of tethered sonobuoys. The second project was an evaluation of destroyer lighting capabilities for night refueling operations for helicopters. On 22 March USS HORNET departed Yankee Station and arrived in Subic Bay for her last long import period. The squadron flew a total of 725.1 hours and had 337 flights on this line period.

USS HORNET was back on Yankee Station, 5 April completing her last line period when word was received that a US. EC-121 aircraft had been shot down by North Korea. CTF-71 was formed and, with USS HORNET leading the way, headed for the Sea of Japan. HS-2's primary mission during this period was to detect and track enemy submarines. On April 26th the operation terminated and CTF-71 departed Korean waters. On 27 April USS HORNET headed for Yokosuka, Japan to be relieved by the USS KEARSARGE (CVS-33) and HS-6. The squadron flew 800.5 hours in 379 flights during this period.

On 1 May, USS HORNET and HS-2 departed Yokosuka, Japan for CONUS after a highly successful seven and one half month Far East Cruise, arriving 11 May 1968. The remainder of the month was spent in a post cruise stand down period. HS-2 furnished one plane guard detachment for the USS CONSTELLATION. Total flight time was 74.1 hours and 50 flights.

The month of June was a continuation of the post cruise stand-down. This, combined with an end-of-year monetary reduction, reduced flying to an absolute minimum. Normal operations resumed in July and continued through the first half of August, with a total of 521 hours in 221 flights. During this period LT HURLEY and LT W. BROWN rescued two F-4 pilots off the coast of Oceanside, California. The rescues were routine, pilots names unknown. Also in July LT SWANSON and LTJG CHURCHWELL rescued an A-4 pilot while attached to a plane guard detachment working with the USS HORNET; pilots name unknown.

The operational highlight of the year was the receipt of the CNO Safety Award fro 1969 in late July.

In August, HS-2 was advised that it would be one of the units to be decommissioned during the service wide cutbacks. Flying was restricted to absolute minimums and all hands commenced preparations for official deactivation. In late September there was a re-evaluation of this decision and rather than decommissioning, the squadron was reduced in size to eight aircraft with a corresponding decrease in personnel. Flight time for the stand-down period, which extended through 30 September was 64 hours in 43 flights.

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October was devoted to refresher flights for all pilots and meeting normal fleet commitments generating 379 hours and 172 flights.

On 1 November, HS-2 officially changed to Commander Carrier Anti-Submarine Air Group FIFTY-THREE.

On 17 November an HS-2 detachment was assigned CNO DS-315 project to determine the effectiveness of the MK-46 homing torpedo against an actual submarine. On 18 November, the results were in; LT S. W. McDERMAID and his co-pilot LT R.W. SIDNEY became the first helicopter pilots to sink a submarine, the Ex-Burrfish. On 19 November the detachment returned to NAS Imperial Beach.

Throughout November ASAC training services were provided to Fleet ASW School. The squadron flew 276.3 hours on 113 flights.

CDR J. M. PURTELL relieved CDR R. A. BRUNING as Commanding Officer of HS-22 on 12 December 1969. CDR E. O. BUCHANAN reported aboard as Executive Officer.

On 22 December LT C. E. PATTERSON and his co-pilot LT R. W. SIDNEY aided in medical evacuation at NAS Miramar after an F-8 went out of control and crashed into a hanger.

### 3. Operational Statistics

a. Monthly Summary of Flight Operations

<u>Month</u>	<u>Hours</u>	<u>Flights</u>	<u>CV Landings</u>
January	943.7	413	535
February	1100.2	535	811
March	725.1	337	560
April	610.5	379	702
May	196.3	103	105
June	171.6	86	40
July	235.8	113	0
August	276.8	121	27
September	52.3	33	0
October	379.2	177	34
November	276.3	113	2
December	310.6	128	0

b. Ammunition Expended

<u>Type of Ordnance</u>	<u>Qty.</u>	<u>Expended</u>
Marine marker MK-25		430
Marine marker MK-58		100
Underwater sound signal MK-64		150
Practice bomb signal MK4 MOD-3		180
Practice bomb MK-86		180
CTG., 7.62 Cal. Ball	8000	rds
CTG., 5.56 Cal. Ball	7000	rds
CTG., .45 Cal. Ball	7500	rds
CTG., .38 Cal. Ball	6500	rds
CTG., .38 Cal. Tracer	290	rds
ASW-Torpedo MK-44		17
ASW-Torpedo MK-16		9

UPGRADED ASW Torpedo MK-46

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c. Safety

1. Accidents

<u>Number</u>	<u>Date</u>	<u>Cause</u>	<u>Damage/ Injury</u>	<u>Location</u>
2-69A RENNER	8 FEB 69	Precautionary Water Landing Due to Imminent Transmission Failure	A/G	USS HORNET Tonkin Gulf

2. Incidents

6-69I SUMMERS	12 Jan 69	CLG Landing in turbulence	E/G	USS OKLAHOMA CITY Tonkin Gulf
7-69I DECK	12 Jan 69	Partial Electrical failure at night	E/G	USS HORNET Tonkin Gulf
8-69I ARMSTRONG	18 Jan 69	Damaged Main Motor Blade from Access Panel Separation inflight	E/G	USS HORNET Tonkin Gulf
9-69I FLOYD	14 Mar 69	Engine Failure	E/G	USS HORNET Tonkin Gulf
10-69I BRUNING	14 Apr 69	Unintentional Jettison of extrenal load	F/G	USS HORNET Tonkin Gulf
1-70I TAUNT	14 Oct 69	Loss of Engine in ASW Hover		NAS I. B.
2-70I BRUNING	3 Dec 69	#1 Engine loss of power (drop to ground idle)		NAS I. B.

3. Ground Accidents

6-69G	5 Feb 69	Hangar Deck Crunch	E/G	USS HORNET WESTPAC
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4. Maintenance and Material Data

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In January maintenance supported normal operations on Yankee Station. Several main gear boxes previously not available from supply arrived and were installed.

February proved to be the supreme test as maintenance personnel were required to support four additional two plane detachments for plane guard duties aboard the USS HANCOCK, February 6-9; USS CORAL SEA, February 10-19; USS RANGER, February 16-28; and USS KITTY HAWK, February 6-28. The effort was hampered

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greatly be five aircraft requiring gear box changes due to corrosion or other failures. In addition NV 304 was subsequently lost at sea on February 7, after a successful emergency water landing. Although the aircraft remained afloat for approximately three hours in rough seas, the recovery attempts by personnel from the USS HORNET failed when the starboard flotation bag ruptured and the aircraft rolled inverted when abeam the ship's number three elevator. In spite of these handicaps an overall 65.8% Operational Ready figure was maintained in February.

Once again in March detachments with two aircraft and maintenance personnel were required aboard the USS RANGER from March 1-13th and again March 15-31st, the latter being a SAR Detachment for operations in the Yellow Sea and Sea of Japan. Tail rotor blades proved to be a problem as eighteen (18) were changed during the month. Aircraft availability improved to a commendable 75.4% operational ready for 725 hours of flight with fifteen aircraft.

During April USS HORNET departed Yankee Station bound for the Sea of Japan in support of Task Force 71. Main gear boxes again were a problem with three failures. With 810 flight hours availability was again high at 71.5% operational ready.

Limited flying occurred during transit back to CONUS in May; test hops were the prime concern. All fifteen aircraft were up for launch and completed the fly-off without difficulty.

Shore based operations resumed during June, July and August with the number of aircraft reduced as the normal PAR cycle took its toll. September was almost a total stand-down for maintenance while the future of the squadron was under deliberation.

In October, with HS-2's future reaffirmed, maintenance faced a new challenge transfer of fifteen aircraft while receiving eight newer SH-3A's with AQS-13 sonar gear. The transition continued into November before the last aircraft was signed over. Particular note should be made to the exceptional condition of the aircraft transferred, with respect to their age, as noted by acceptance personnel at North Island.

With newly assigned aircraft many additional maintenance manhours were required during the last three months of the year to bring aircraft up to acceptable standards of the squadron. This effort was partially reflected by an overall grade of 95 for the Maintenance Department during the November ADMAT inspection.

The most noteworthy problem in maintenance was the changing a total of eighteen main gear boxes. With an overall average of approximately twelve aircraft for the year maintenance averaged 71% operational readiness.

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5. Administrative Data

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a. Manning Level

While HS-2 was on its WESTPAC cruise and still had 16 aircraft the manning level was 53 Officers and 280 Enlisted personnel. When HS-2 was reduced down to its present size of 8 aircraft the manning level was reduced to 32 Officers and 191 Enlisted personnel as of 31 December 1969.

b. Career Retention and Education

HS-2 now has a Command Career Counselor billet. The billet is filled by a Senior Petty Officer who counsels squadron personnel on all aspects of Navy Programs and benefits. During 1969, HS-2 re-enlisted, four first term enlistment personnel and eight career designated personnel. HS-2 advanced twenty-two E-4's, twenty E-5's, three E-6's, seven E-7's, one E-8 and one E-9 during 1969.

c. Legal

During 1969 HS-2 had 24 cases in which NJP was imposed. There were three summary court martials and two special court martials during this period.

d. Public Affairs, Awards and Ceremonies

1. 1 February - Change of Command. CDR R. A. BRUNING relieved CDR C. A. BUTLER

2. 15 August - Awards Ceremony - Medals presented were:  
2 Distinguished Flying Crosses  
66 Strike/Flight Air Medals  
5 Navy Commendation Medals  
4 Navy Achievement Medals  
2 South Vietnam Air Gallantry Medals

3. 12 December - Change of Command. CDR J. M. PURTELL relieved CDR R. A. BRUNING

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