



COMMANDING OFFICER
HELICOPTER ANTI-SUBMARINE SQUADRON TWO
FPO SAN FRANCISCO 96601

IN REPLY REFER TO:
HS-2/00:om
5750
Ser: 03
28 FEB 1973

[REDACTED] {Unclassified upon removal of enclosure}

From: Commanding Officer, Helicopter Anti-Submarine Squadron
TWO
To: Chief of Naval Operations {OP-05D2}
Subj: Command History Report{OPNAV REPORT 5750-1}; submission of
Ref: {a} OPNAVINST 5750-12B
Encl: {1} HS-2 Command History Report {1972}

1. In accordance with reference {a}, enclosure {1} is
submitted for the period 1 January 1972 to 31 December 1972.

R. L. Barton
R. L. BARTON

Copy to:
CINCPACFLT
CHIEF OF INFORMATION
COMFAIRSDIEGO
COMCVSG-59
DIRECTOR OF NAVAL HISTORY

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per authority of
OPNAVINST C5513.10-5
by *[Signature]*

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COMMAND HISTORY

1972

HELICOPTER ANTI-SUBMARINE SQUADRON TWO

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OPNAVINST C5513.10-5
by *E. L. Martin*

1. Command Organization

a. Commanding Officers

{1} CDR Donald C. EDMUNDS . . . 1 JAN - 30 NOV
{2} CDR Robert L. BARTON. . . 30 NOV - 31 DEC

b. Mission

The primary mission of the command is Anti-submarine Warfare. In addition, HS-2 has been called upon to perform such diverse missions as search and rescue {SAR}, plane guard, personnel and supplies transfer, and special equipment evaluation.

c. Composition of Command

{1} Aircraft Data

Number of SH-3A aircraft assigned in a flying status for each month:

<u>Month</u>	<u>Number of Aircraft</u>
January - - - - -	5
February - - - - -	4
March - - - - -	3
April - - - - -	3
May - - - - -	7
June - - - - -	7
July - - - - -	8
August - - - - -	8
September - - - - -	8
October - - - - -	8
November - - - - -	8
December - - - - -	8

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{2} HS-2 began the year of 1972 with a professional review during which all pilots underwent several hours of safety lectures, NATOPS examinations, emergency procedures exams, and bail-out training. As part of the stand down syllabus, each pilot was required to fly several familiarization flights to get "back in the saddle". Upon completion of the professional review, the squadron devoted most of its flights to competitive crew qualifications. In addition, HS-2 was given the task of SAR duty at San Clemente during FCLP periods in conjunction

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with Ready Duty assignment. During the period of 14 January - 18 January, HS-2 aircraft participated in COMTUEX 1-72 while operating from the beach. From 24 - 28 January, the squadron deployed in USS TICONDEROGA {CVS-14} for participation in TIDE GAUGE I. While embarked, the squadron performed plane guard and ASW duties which included aid in evaluating the Air Deployed Device Linear Arrayed Sonar {ADLAS} system. This period also marked the first time in two years that HS-2 had operated from a CVS. Flight operations this month were severely hampered due to the fact that three of the eight aircraft normally assigned were at the Naval Air Rework Facility, Quonset Point, Rhode Island for Progressive Aircraft Rework {PAR}. Another limiting factor was the number of flight crews on board had been reduced from the allotted twelve to nine due to a lack of replacement pilots arriving from HS-10 as scheduled. The squadron continued flying training flights for Rear Admiral Carl J. SEIBERLICH, USN, Commander ASW Group THREE for the purpose of designating him a Navy Helicopter Pilot.

Operations for the month of February were mainly devoted to competitive crew qualifications. On 5 February, 1972, LT HALLAUER, LT WOOD, and four enlisted personnel departed for NAS Dallas to transport NS-404 to NAS Quonset Point, RI. The aircraft was flown to Dallas by ferry pilots from VRF-31 and was downed by them due to a mechanically malfunctioning engine. On board aircraft strength was now down to four. On 23 February, LT HALLAUER and LT WOOD returned from NAS Quonset Point with NS-401. However, at the same time that NS-401 arrived at the squadron, NS-403 departed for PAR at NAS Quonset Point, keeping the squadron aircraft level at four. The PAR cycle for the squadron aircraft severely hampered operational readiness and crew qualifications. Due to the aircraft situation, flying was reduced to a minimum for training purposes.

March began with the squadron preparing to depart for a one-week cruise in USS TICONDEROGA {CVS-14}. The deployment period lasted from 6 to 10 March. During the at-sea period, HS-2 became the first HS squadron to designate an officer of flag rank as a Navy Helicopter Pilot. In a ceremony on the flight deck of TICONDEROGA, CDR Donald C. EDMUNDS, USN, Commanding Officer of HS-2, designated Rear Admiral Carl J. SEIBERLICH, USN, Commander ASW Group THREE, as Navy Helicopter Pilot 12044. The remainder of the month was spent in training of those aviators who had newly reported aboard. The period of 21 - 22 March was used as a Carrier Qualification Period in conjunction with the training of the newly reporting aviators. The USS FREDRICK {LST-1184} was utilized for the CQ operations.

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On 24 March, LT D. W. GIFFIN and LT W. E. FETGATTER flew to Las Vegas to aid the AEC in the evaluation of special test equipment.

The month of April began with HS-2 sending another aircraft to PAR at NAS Quonset Point. This reduced the squadron strength to three aircraft on board. The squadron prepared to embark their drastically reduced air force in HMCS PROVIDER for participation in ROPEVAL 1-72 which was scheduled to begin on 12 April. The exercise was cancelled due to increased activity in Southeast Asia which resulted in the immediate need for several of the participating units in WESTPAC. However, the squadron did deploy its limited assets in PROVIDER on 19 April to participate in COMTUEX 10A-72 which lasted ten days. During this period, HS-2 made the first landing ever performed at night on the deck of HMCS PROVIDER and became the first squadron to conduct extensive night operations from the flight deck of PROVIDER. The flight deck lighting of PROVIDER was outstanding from the viewpoint of the pilots who used their experience in night operations from small U. S. ships as a guide for their evaluations. No difficulties were encountered while coming aboard at night. At the termination of the exercise, HS-2, HS-6, and the crew of PROVIDER gathered for the annual decathlon which was won by HS-2 and HS-6.

The month of May came in like a lamb and out like a lion for HS-2. The squadron was transferred from CVSG-53 to CVSG-59. Because of the assignment to CVSG-59, HS-2 was tasked with supplying a plane guard/logistics detachment for USS ENTERPRISE (CVAN-65). Since there was to be no requirement for sonar (indeed, it would only take up valuable cargo space), HS-2 traded four sonar-carrying SH-3A's to HS-10 in return for an equal number of cargo-carrying SH-3G aircraft. HS-2 Det ONE was formed and on 21 May, 1972, 3 SH-3G's departed for NAS Alameda to board the ENTERPRISE for a one-week CQ period. On 25 May HS-2 completed an intensive NTPI Inspection with a grade of outstanding. This was the first HS squadron and only the second squadron out of fourteen to attain this grade. On 26 May HS-2 Det ONE returned to NAS Imperial Beach upon completion of a successful short cruise. To cap off the turbulence of this month, HS-2 and HC-3 exchanged hangar spaces on 30 May, 1972.

As the dust was settling from the move to a new hangar, HS-2 prepared to begin flight operations for June. From 3 June to 9 June, HS-2 Det ONE participated in coordinated SAR exercises with CVW-14 at NAS Fallon, Nevada. On 8 June the squadron launched their ready duty aircraft to NAS Point Mugu

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to participate in a SAR evolution in the vicinity of Santa Cruz Island which lasted 7.8 hours. During 12 - 13 June, HS-2 Det ONE flew plane guard for the ENTERPRISE which was in San Diego waters. During the week of 19 - 26 June, HS-2 satisfactorily completed an informal NATOPS evaluation which was administered by HS-10. On 20 and 21 June, LT HANSEN aided the Naval Undersea Center in a special evaluation of the passive capabilities of the AQS-13A Sonar. During two nights of submarine time on 21 and 22 June, nine crews, including five Det ONE crews, requalified for A-71-UH requirements for competitive crew qualifications. HS-2 Det ONE left on 25 June with four aircraft for a one-week CQ period aboard ENTERPRISE. A series of helo emergencies and inclement weather significantly reduced flight time for the Det during this deployment. CDR BARTON successfully flew another night lighting evaluation of HMCS PROVIDER on 27 June and took this opportunity to say farewell to CAPT FULTON and the crew of PROVIDER as they prepared to leave Southern California waters. Overall, HS-2 completed a substantial number of varied operational commitments in addition to performing many detachment aircrew training flights.

HS-2 operations for July were significantly hampered by both a shortage of aircraft and HAC's. On 5 and 6 July, a few pilots utilized the USS NEW ORLEANS for CQ and as an opportunity to get requalified on A-72-UH SCREENEX. CDR BARTON flew to MCAS El Toro on 11 July for participation in Naval Undersea Center Project DD-566 at the Labetta Sea Range. The USS TRIGGER provided the squadron with the opportunity to get an A-71-UH NITEX and an A-73-UH WEPEX on 11 July. The A-73-UH WEPEX was completed with a MK-44 live running torpedo. W-2-U exercises were conducted with the USS HAMMOND on 12 July. On 19 July, the squadron received a very thorough briefing on torpedo research and development by Mr. Livingstone of the Naval Undersea Center, Pasadena. The squadron also held a professional review on this date. LCDR HULSON, LT ALFIERI, and LTJG COSGROVE deployed from 21 July to 29 July to Comox, Canada to drop thirteen experimental torpedoes. Also on 21 July CDR EDMUNDS picked up three HC-1 crewmen who had been involved in the crash of one of that squadron's aircraft near the field boundary. On 26 July, CDR EDMUNDS provided torpedo spotting services for the USS HARDER while five pilots qualified in A-45 exercises. Limited operations permitted eleven A-82-UH, eight A-73-UH, six A-72-UH, five A-45 and one A-71-UH exercise qualifications and six NATOPS checks for HS-2 Det ONE aircrewmen during this month.

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July operations for the detachment began on 5 July as HS-2 Det ONE gave a SAR demonstration during the USS ENTERPRISE Dependents' Day Cruise. From 6 to 11 July, the Det flew plane guard for fleet carrier qualifications. On 7 July, the Det made their first rescue when a F-4 Phantom from VF-121 was lost on a catapult shot. The pilot was lost but the RIO, LCDR Sam HALLMARK, was rescued by LT Russ HALLAUER, LTJG Jere CALEF, AW3 CLEMENT and AW3 HENDERSON. The Det went to sea again on 17 July for another CQ period which was to last until the 21st. Following a two day in-port period, ENTERPRISE got underway on the 24th and headed for the Southern California operating area. The remainder of the month was spent carrying out numerous exercises in preparation for the upcoming ORI. On 30 July, LCDR MURRAY, LT THOMPSON, AX3 HOGAN and AE3 MILLER rescued a crew of an A-6 from VA-196 which had returned to the beach with control difficulties. The pilot and BN, LCDR TOFT and LTJG AUSTIN, were flown to Balboa Naval Hospital.

The primary emphasis of HS-2's August operations was on training the remaining few detachment aircrewmembers who were not NATOPS qualified and on qualifying all of the Det competitive crews. On 9 August, a two plane flight was launched to take all of the pilots to Morris Dam for a tour of the R & D facilities and the Naval Undersea Facilities at Pasadena. NT-405 returned from PAR at NAS Quonset Point on 13 August after experiencing chip light problems enroute. The Canadian submarine HMS RAINBOW issued a challenge to the COMFAIRSDIEGO ASW Community over the weekend of 19 - 20 August. HS-2 launched two aircraft on the first morning of the exercise during which time the RAINBOW was detected and the rest of the events were cancelled. On 22 August, two crews qualified for A-71-UH NITEX's while operating with USS BAYA. The squadron provided ASAC services for USS BAUER from 22 to 24 August. LT ALFIERI flew the training shape and qualified fourteen pilots for a NUCEX on 25 August. The last two days of August were spent operating with USS SCAMP to qualify for A-71-UH exercises. Operations were back to normal this month due mainly to the fact that the squadron finally had all of its allotted aircraft on board.

The month of September began with the men of HS-2 Det ONE making final preparations to deploy in ENTERPRISE. On 6 September, two flights qualified the detachment crews for cargo sling operation. The detachment departed for NAS Alameda on 7 September for their subsequent cruise aboard ENTERPRISE. Additionally, a flight in support of FR-17 was flown on the 7th for the purpose of spotting and recording marine life off the California coast. Submarine operations were heavily scheduled during the first half of the month in order to maintain crew qualifications. The USS BAYA completed her last week of operational diving during the period of 11 - 14 September with many crews from HS-2 getting qualified in A-71-UH and W-2-U exercises during this time. CDR BARTON was the last

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pilot to track the Baya before she went into retirement. On 16 September, LCDR Bob REDMAN, LTJG Terry MYERS and their crew departed for Comox, Canada to conduct torpedo firing experiments for the Naval Torpedo Station at Keyport, Washington. They returned on the 27th. One aircraft participated in D-WEST hoists on the 25th. From the 26th to the 28th, two aircraft per day were flown for ASAC training with the USS BAUER. On the 29th, one aircraft practiced HIFR qualifications with the USS CHANDLER in ASROC calibration at San Clemente. LT Merrill HOLMES medevaced two personnel to Balboa Hospital on 30 September while returning from San Clemente Island. The large amount of training accomplished this month was reflected by the fact that all competitive crews {including the Det ONE crews} were "ALFA" qualified at the end of the month.

HS-2 Det ONE spent most of September aboard ENTERPRISE in transit to WESTPAC. The transit took place from 12 - 24 September. On the 17th, a Japanese submarine surfaced between ENTERPRISE and one of her escorts, the USS BAINBRIDGE, undetected prior to surfacing {where is our sonar now that we need it?}. On 22 September, LT CALEF and two Det ONE LSE's were flown to the BAINBRIDGE to give LSE instruction. Also on that day, LT WOOD, LT THOMPSON, and LTJG CLARK got a bonus of about an hour of ASAC training with the BAINBRIDGE. The ENTERPRISE arrived off the coast of Luzon on the 24th and the detachment began ferrying stewards home for leave. Two of the three aircraft involved recovered at NAS Cubi to await the ship's arrival while the third aircraft proceeded to Clark AFB to RON. The ENTERPRISE left for Yankee Station on the 28th. Aircraft 004 was grounded for mechanical reasons at NAS Cubi Point. 003 was used to fly the necessary maintenance personnel to Cubi Point to fix 004. The 29th and 30th concluded the month with the Det in CQ and practice AirOps for the upcoming line period.

At the beginning of October, HS-2 was called upon to perform the XENON Light Evaluation. LT MCCANN and LT JORDAN conducted the tests on the fourth and fifth of October and recommended that the XENON Light receive further evaluation aboard ship. On the 11th and 12th a total of four crews flew a series of W-2-U exercises with units of DESRON 13. Two aircraft were sent to NAS North Island on the 16th to conduct several live hoists in conjunction with the Deep Water Environmental Survival Training {D-WEST} conducted by FASOTRAGRUPAC. The next day one aircraft flew on an FR-17 flight. During the week of 23 - 27 October, HS-2 underwent intensive training in preparation for a planned ORI. The ORI was subsequently cancelled but the preparations were put to good use as the squadron participated in UPTIDE IIIB. CDR PAYNE {CAG-59} flew a FAM-I with LT MCCANN on the 24th. On the afternoon of the 29th the squadron's four aircraft flew

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aboard the USS TICONDEROGA which would sail the next day to participate in UPTIDE IIIB. HS-2's contribution to UPTIDE IIIB included plane guard, logistics, ASW Alert-15 and Acoustic Deception Device {ADD} operations. During UPTIDE, HS-2 was temporarily assigned to CVSG-53 for the duration of the exercise. Although few qualifications were attained, much shipboard training was digested during October.

HS-2 Det ONE began the month of October by completing a three-day work-up period with CVW-14. On 1 October ENTERPRISE left the Republic of the Phillipines operating area and arrived on Yankee Station. ENTERPRISE was to remain on the line until the 23rd of October. Det ONE was tasked with daily plane guard and logistic flights. The ship and the detachment was also tasked with an Alert "5" and Alert "15" during the off hours. The Det had an additional Alert "5" status imposed during underway replenishments which occurred every three days and lasted 5 - 6 hours at a time. The detachment met every commitment during this period during which no fixed wing launches or recoveries were delayed by the Helo Det.

November began with the squadron deployed in USS TICONDEROGA in support of UPTIDE IIIB. Flight operations consisted of plane guard and logistics flights until the 4th of November when the Commanding Officer made the squadron's first NYVO {Nymph Voice} deployment, launching the squadron into the ADD's business. On November 8th, three of the squadron aircraft returned to the beach after a highly successful cruise in TICONDEROGA while NT-40b remained aboard due to a crunch which occurred while moving the aircraft on the hangar deck. It was craned ashore on the 8th and was flown to Imperial Beach the next day by LT MCCANN. On the night of the 15th, the squadron was tasked with providing plane guard at San Clemente for F-8 FCLP's. LT ALFIERI flew an aircraft to Williams AFB, Phoenix, Arizona on 25 November for a display that the Air Force had requested. He and his crew returned on the 27th. The next day, five pilots qualified for A-7B-UH exercises and an FR-17 {whale hunt} flight was flown. On 30 November, CDR BARTON relieved CDR EDMUNDS as Commanding Officer and CDR HIGGINSON became the new Executive Officer. Additionally, many hours of ground training were devoted to preparation for the upcoming ORI.

HS-2 Det ONE started the month of November with the second line period on Yankee Station. Strike operations began on the first at noon and continued throughout the month, with the exception of five days of Ready Alert. The Det did not participate in the Ready Alert stand downs but flew every day in the month. The flight time average for pilots was 57.7 hours with six pilots accumulating over 60 hours. With the

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exception of logistics flights to Da Nang, there were few diversions from routine flight operations. LCDR BUTLER and LTJG HUGHES flew two MEDEVACS from the USS GUDGEON {SS-567} on the first. On the night of the 23rd, an A-7 from VA-27 struck the ramp and proceeded to Da Nang. LT VINSON and LTJG BROWNING were sent in trail in NK-003. The pilot of the A-7 was forced to eject 35 miles from shore and was soon located by an H-46 from HC-3. NK-003 arrived in the area shortly afterward, followed by an H-3 from HC-7. NK-003 spotted the downed pilot first and the HC-7 helo made the rescue. A mess cook severed his finger on the USS SCHOFIELD {DEG-3} which was participating in the rescue operation. After conducting a night HIFR, NK-003 was able to MEDEVAC the mess cook to the USS SARATOGA.

The squadron began the month of December making final preparations for the upcoming ORI. The first ORI flights were flown on the sixth by CDR MCCARTY and LT ALFIERI's crews. LCDR PELLERIN flew as observer on CDR MCCARTY's flight. Both aircraft flew ASAC hops which netted an A-72-UH SCREENEX for both crews. Additional ASAC training was completed with the USS BAUER on the sixth and seventh. On the 11th, LCDR HULSON's crew flew an opposed sortie with LT ALFIERI's crew flying a NOREX the following day. On the 13th CDR BARTON and CDR MCCARTY qualified while flying the ORI BOMBEX hop. That afternoon, LTJG NADEAU dropped a practice torpedo to complete the flying portion of the ORI. The next day, pilots and aircrewmembers completed the written portion of the ORI. USS TANG provided HS-2 crews with more sub time on the 15th which resulted in two crews getting NITEX qualifications. On the 19th of December two TORPEX and three BOMBEX quals were flown. Several airways flights were flown in the latter part of the month. The last flight of the year was a cross country from NELLIS AFB which was flown by LT FETGATTER, LT HOLLIS, AW1 TILTON, and AW1 CALDWELL.

HS-2 Det ONE was still on Yankee Station at the beginning of December, eagerly awaiting a well-earned rest in Hong Kong until the 18th. ENTERPRISE was back on station on the 19th with business as usual. On the 23rd, SECNAV, CINCPACFLT, and COM7THFLT paid a visit to the units in WESTPAC. The detachment was used extensively as the primary transportation for VIP visits to various ships of the line. On Christmas Eve and Christmas Day, it was flight ops as usual for ENTERPRISE. Of course, everyone's thoughts turned to home. The last significant event of the year was the designation of LTJG BROWNING as Helicopter Aircraft Commander {HAC} in the SH-3G.

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{3} Operational Statistics{a} Monthly Summary of Flight Operations

<u>Month</u>	<u>Hours</u>	<u>Shipboard Landings</u> <u>Day/Night</u>	<u>Pax</u>	<u>Mail</u>	<u>Cargo</u>
JAN	250.6	57/24	3	0	0
FEB	182.5	4/0	5	0	0
MAR	246.7	129/38	0	0	10
APR	199.4	41/12	1	101	400
MAY	134.3	21/0	0	0	15
JUN	307.5	55/15	97	2650	2710
JUL	306.8	139/37	127	340	1561
AUG	338.7	88/26	0	0	0
SEP	288.7	81/4	283	1619	7872
OCT	411.3	256/68	410	23344	43956
NOV	507.2	357/107	721	50741	43220
DEC	520.7	267/80	550	41595	52748
TOTALS	3694.4	1495/411	2197	120,390	152,492

{4} Maintenance and Material Data

January 1972 began with HS-2 minus three aircraft which were at the Naval Air Rework Facility, Quonset Point, Rhode Island undergoing Progressive Aircraft Rework (PAR). Despite the lack of aircraft, the squadron flew 250.6 hours with an operational readiness of 71.4%. Shortly after the squadron deployed in TICONDEROGA, the main gear box of NS-405 needed to be changed. Approximately 120 manhours were required to complete the change in the cramped and overcrowded hangar deck. HS-402 completed a calendar inspection this month also.

In the month of February, NS-400, NS-402, NS-403 and NS-404 were inducted into the PAR cycle. NS-401, NS-406 and NS-407 were returned from PAR. During the acceptance inspection of the returning aircraft, the paint on NS-401 was found to be unsatisfactory and action was taken to have the aircraft repainted. The other two aircraft passed the inspection satisfactorily. Another main gear box change on NS-405 was performed after 57 manhours were spent in an unsuccessful attempt to stop oil leaks from various locations. Flight hours for the month were 182.5 with an operational readiness of 59.4%.

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A total of 246.7 flight hours were flown in March with an operational readiness of 68.4%. During this month, five aircraft were undergoing PAR: NS-400, NS-402, NS-403, NS-404, and NS-405. The average flight hours per aircraft was 60.2. Direct maintenance manhours per flight hour were 14.5.

Maintenance manhours for April totaled 2202.4, falling far short of a projected 5100.0. This was due to the fact that the squadron had only three aircraft on board. During this period, formal training was greatly increased and totaled 426 manhours at the end of April. The squadron flew 199.4 hours with an operational readiness of 65.1%. Average flight hours per aircraft was 60.3.

In May the squadron reorganized to form HS-2 Det ONE. HS-2 acquired four SH-3G aircraft which were transferred to HS-2 Det ONE on 23 May, 1972 for deployment in USS ENTERPRISE. One aircraft remained in PAR at the end of the month. Squadron flight time for May was 134.3 hours with an operational readiness of 60.6%.

With seven of the assigned eight aircraft aboard in June, the squadron flew 307.5 hours for the month. HS-2 Det ONE had an operational readiness of 70.0%. Average flight hours per aircraft was 47.6 for HS-2 and 45.7 for HS-2 Det ONE. Two SH-3A's and one SH-3G completed calendar inspections this month. One aircraft remained in PAR.

The squadron aircraft were scheduled heavily again in July, flying a total of 306.8 hours. 6.0 maintenance manhours per flight hour were expended in support of this flight time. The maintenance department boasted an operational readiness of 93.2%.

NT-405 returned from PAR at NAS Quonset Point at the beginning of August after experiencing some chip light problems enroute. The squadron flew 338.7 hours with an operational readiness of 86.8%. Unscheduled maintenance manhours per flight hour averaged 1.8 while total maintenance manhours per flight hour averaged 7.4.

Total squadron flight hours for September were 288.7 with an operational readiness of 86.6%. HS-2 Det ONE departed in ENTERPRISE for the beginning of an extended deployment in WESTPAC. During the transit, there was a minor crunch of 148052 when an elevator was raised with the stanchions up, punching a hole in the sponson. During the last week in

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September it was determined that it would be necessary to perform a head change on 149006. While in port, a replacement head assembly was found to be incomplete and unsatisfactory. Another assembly could not be found prior to departing for the first line period, reducing the Det aircraft to three.

During October, the squadron flew 411.3 hours with an operational readiness for the squadron of 81.6 and operational readiness for Det ONE of 65%. Flight deck handling mishaps plagued the squadron this month. Det ONE experienced one minor mishap when an aircraft was towed with one tie-down chain still attached. The tail wheel oleo was slightly damaged by the chain. The Det experienced another mishap when 149730 was towed over a catapult hold-back and the outer hydraulic bleed line was broken. Total down time for both of these mishaps was less than 18 hours. Aboard USS TICONDEROGA, the squadron was not as lucky. Aircraft 152116 had its nose damaged as it was being repositioned on the hangar deck. The damage took the Naval Aircraft Rework Facility Field Team 175 manhours to repair.

Flight time for November totaled 507.2 hours with Det ONE providing the lion's share while on-line in the Gulf of Tonkin. Operational readiness was approximately 70%. Aircraft 152116 remained down while having its nose section repaired. The Det was required to make a head change on 149733 when it was found to be out of tolerance. An engine change was conducted on 149006 due to Ng limitation. Two minor mishaps resulted in the latch being broken on 149733 and a small dent in the nose of 149006. Supply is the most important problem of Det ONE maintenance. Average availability could easily be much higher if parts supply were more rapid and NORS time could be reduced.

December flight operations were curtailed somewhat at the squadron due to the Christmas leave period. However, the detachment was on station and flew through Christmas holiday period with the exception of Christmas Day. Total flight time for the month was 520.7 which was supported by an operational readiness of approximately 70%. Manhours per flight hour averaged 6.6. Aircraft availability was significantly affected at the detachment by poor supply and airframe structural deterioration. Much of the line period was conducted with only one of the two available aircraft being fully systems capable. Significant unscheduled maintenance was encountered with the doppler system of 149733. Additionally, the transmission and head of 149730 was removed for vibrations.

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There were two minor flight deck handling mishaps during this period. An A-7 Corsair was towed into the main rotor blades of 149006 causing minor damage to the tip cap. This was repaired in time for 149006 to meet the scheduled launch. The same aircraft was towed over some coiled wire later, causing a jammed starboard landing gear.

{5} Administrative Data

{a} Manning Level

As of 31 December, 1972, the manning level of HS-2 was 34 officers and 143 enlisted personnel.

{b} Career Retention and Education

During 1972, HS-2 reenlisted 11 first term enlistment and 6 career designated personnel. The Squadron advanced sixteen E-4's, four E-5's, one E-6, no E-7's, two E-8's, and one E-9. Nine personnel were sent to Project Transition.

{c} Legal

During 1972, HS-2 had eleven cases in which NJP was imposed. In addition, there was one Summary Court-Martial.

{d} Public Affairs: Awards and Ceremonies

1. March 7, 1972 - RADM Carl J. SEIBERLICH designated as Navy Helicopter Pilot 12044 by CDR Donald C. EDMUNDS on the flight deck of USS TICONDEROGA (CVS-14).

2. March 7, 1972 - HS-2 celebrated its 20th anniversary as the West Coast's oldest Helo ASW Squadron.

3. March 18, 1972 - LT Robert E. BARATKO was awarded the Navy Cross by ADM Bernard CLAREY for action in the Republic of Vietnam while serving as a pilot in HAL-3.

4. May 11, 1972 - HS-2 hosts the officers and crew of HMCS PROVIDER at the Second Annual Decathlon between the two.

5. November 30, 1972 - Change of Command Ceremony. CDR Donald C. EDMUNDS relieved by CDR Robert L. BARTON.

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