



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

HS-2

1973  
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DECLASSIFIED  
COPY REFER TO:  
HS-2/00:rk  
5750  
Ser: 06

26 MAR 1974

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From: Commanding Officer, Helicopter Anti-Submarine Squadron TWO  
To: Chief of Naval Operations {OP-05}

Subj: Command History Report {OPNAV REPORT 5750-11}; submission  
of

Ref: {a} OPNAVINST 5750.12B

Encl: {1} HS-2 Command History Report {1973}

1. In accordance with reference {a}, enclosure {1} is  
submitted for the period 1 January 1973 to 31 December 1973.

*J. J. Higginson*  
J. J. HIGGINSON

Copy to:  
CINCPACFLT  
CHIEF OF INFORMATION  
COMASWINGPAC  
COMCVW-14  
DIRECTOR OF NAVAL HISTORY

CLASSIFIED BY OPNAVINST 5750.12B 20 MAY 71  
SUBJECT TO GENERAL DECLASSIFICATION SCHEDULE  
OF EXECUTIVE ORDER 11652. AUTOMATICALLY  
DOWNGRADED AT TWO YEAR INTERVALS DECLASSIFIED  
ON 31 DECEMBER 1980

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COMMAND HISTORY

1973

HELICOPTER ANTI-SUBMARINE SQUADRON TWO

1. Command Organization

a. Commanding Officers

{1} CDR Robert L. BARTON . . . . . 1 JAN - 30 NOV  
{2} CDR John J. HIGGINSON. . . . . 30 NOV - 31 DEC

b. Mission

The primary mission of the command has not changed since the last report.

c. Composition of Command

{1} Aircraft Data

Number of SH-3A/D/G aircraft assigned for each month:

<u>Month</u>	<u>Number of Aircraft</u>
January	8
February	8
March	8
April	8
May	8
June	8
July	11
August	10
September	8
October	9
November	6
December	7

{2} The first working day of 1973 commenced with a series of lectures in conjunction with the safety stand-down. The "back in the saddle" flight syllabus began the next day with all crews scheduled for the four-flight syllabus, with special emphasis placed on those crews which had taken leave during the holiday period. Night ASW operations with the USS HAWKBILL began on 9 January, and were resumed in conjunction with day ASW operations on 11 January. Cavitation checks

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and day carquals were conducted with the USS MOUNT VERNON on 18 January. The 23rd saw the successful completion of an infrared photo flight and a traffic survey photo flight. On the 24th, two aircraft were engaged in Mobile Submarine Simulator {MOSS} evaluation. Four "screenex" quals were gained while participating in the PHIBLEX-MABLEX in the "wee hours" of 26 January. Extensive VIP services were provided for COMPHIBPAC on the 28th. The last two days of the month saw six aircraft providing ASAC services for the USS KIRK. The period 21-24 January, was an uneventful Ready Duty period. This month also heralded the return of LT HALLAUER as well as the departure of LT ALFIERI to join Det ONE. 1 January found the Detachment, aboard ENTERPRISE, in the Gulf of Tonkin. Although officially a stand-down day, there was one log run to DaNang and numerous local runs. The first part of the month contained no monumental feats, just the routine of plane guard. As ENTERPRISE left the "line" on 13 January, Det ONE was down to one barely flyable aircraft. Upon arrival in Cubi Point, the maintenance personnel began to rebuild their air force. By the end of the in-port period, there were two fully operational aircraft. LT ALFIERI checked aboard the Detachment this in-port period. Upon returning to the "line", operations returned to normal; eight cycles, 12 hours of plane guard, a day, with one long log run as well.

February began with the C.O., X.O., and OPS Officer flying to Long Beach for ROPEVAL conference. On 5 February, CDR BARTON was flown to Travis AFB to begin his trip to join Det ONE, and ASW operations were conducted with USS SALMON. The next night, two crews conducted night carquals on the USS MOUNT VERNON. A porpoise census was flown on 8 February, and on the 12th, ASW operations were again conducted with USS SALMON. Day carquals with the USS BARBOUR COUNTY were conducted on the 14th and a missile tracking exercise with USS SCAMP was flown on the 15th. 16 February was an uneventful Red Label Alert day. The remainder of the month's activities consisted of torpedo drops on the 20th, day carquals on USS VANCOUVER on the 21st, and day carquals on USS TRIPOLI on 23 February. The squadron stood an uneventful ready duty period from the 12th through the 17th. The month also saw LT HOLLIS depart for Det ONE, while LT WOOD returned. CDR BARTON rejoined the squadron on the 24th. This month was undoubtedly the most unique of the cruise for Det ONE. Besides the daily CVA commitments of alert "5", log runs, and plane guard, in February, Det ONE became part of OPERATION END&SWEET. Det ONE "A" was established to provide logistic/VIP helicopter

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support to CTF 78 in the post-ceasefire negotiations with the Democratic Republic of Vietnam. Operating from the deck of USS WORDEN, HS-2 Det ONE "A" became the first U. S. Naval Air Unit to fly into North Vietnam following the cease-fire. From 4 February to 20 February, 43 missions were flown into Haiphong's Cat-Bi Airfield. These trips always involved the small deck of WORDEN, plus marginal to poor weather conditions down to occasional "0-0" ceilings and visibility. The overall mission was accomplished on time and with 100% availability. WORDEN's radar control, helo deck operations, and hospitality were superlative. HS-2 was chosen for this mission because of its superior performance and excellent aircraft availability.

The first day of March began with the squadron providing an aircraft for a radar alignment survey for NELCEN. On the morning of 6 March, all four aircraft were airborne at the same time, but adverse weather in the operating area forced early termination of their mission. The squadron celebrated its 21st birthday on 7 March. Four ASAC flights scheduled for the 8th became SAR and utility missions. A porpoise census was flown on 20 March, and on the 21st, the squadron provided an aircraft for the evaluation of an AQS-13 sonar installed on an AVR. The most rewarding flight of the month came on 22 March with the rescue of the RIO of an F-4 from VF-114. He was returned wet, but uninjured to NAS MIRAMAR. Two Ready Duty periods {13-17 and 22-25} were uneventful except for the previously mentioned rescue. Three Red Label Alert periods during the month were also uneventful. The Detachment spent the first week of March in-port Singapore. Operational flying resumed on the 12th with the bulk of the commitments consisting of training-flight plane guard and ENDSEEEP support log runs. During this period, the Det had its first encounter with external load work in transferring nitrogen carts {2000 lbs.} from DD's to ENTERPRISE for refilling.

Anti-Submarine Air Controller {ASAC} services were the first order of business in April, with the squadron providing services for USS HAMNER, and the ship providing HIFR quals in return. The following day, 4 April, was an exact repeat of the previous day's activities. The 9th saw a successful bombex qual. CVSG-59 flew a day fam flight with CDR HIGGINSON on the 10th, and three crews conducted ASW operations with USS RAINBOW that night. Torpedo drops were made on the morning of the 17th with the afternoon being occupied with formation flights with VS-33 testing the concept of helo drafting in conjunction with fixed wing aircraft. The squadron provided DWEST services on 18 April.

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USS MISPILLION provided a deck for day carquals on the 19th. CVSG-59 flew a navigation hop on the morning of 23 April, and on the 24th, VIP services were provided for COMPHIBPAC. Torpedo drops were made in support of NUC Pasadena on 25 April, and day carquals were conducted with USS DULUTH the following day. A Ready Duty period from 16 to 23 April was eventful. The first week of April was routine for the Detachment, but the 6th was spent in an all-day SAR effort for a man overboard. Three Det helicopters, one "Big Mother", one E-2, one C-1, and one C-130 donated by the Air Force participated in the dawn to dusk search, in vain. The in-port period was occupied with NATOPS checks, and daily round-robin flights to Manila and Clark AFB. On 26 April, the Det rescued the pilot and RIO of a VF-142 F-4 which exploded 1/2 mile aft of the ship. Eleven minutes elapsed from the time of the ejection until the survivors were safely on board ENTERPRISE again.

The month of May began with three crews conducting a screenex. USS SCHOFIELD provided services for day HIFR quals on the 2nd. On the night of the 3rd, the squadron provided night plane guard for USMC aircraft operating with USS TUSCALOOSA. Then, on 8 May, the squadron provided ASAC services for USS TOWERS, and completed both day and night carquals on the USS DULUTH. DWEST services were provided on 14 May, and on 15 May, a squadron aircraft was flown in formation with aircraft from each of the other CVSG-59 squadrons. Many striking air-to-air photographs were taken of this evolution. A safety stand-down was held on 16 May. Torpedo drops were the order of the day on the 22nd, with live MK-54's being dropped on the 23rd. A shortened porpoise census was sandwiched between the "to" and "from" legs of a VIP run on the 29th. Two aircraft were diverted to aid in the prosecution of an "unident" on the 30th, with the effort continuing on through the 31st. A Ready Duty period from 28 to 31 May was otherwise uneventful. The Detachment began the month with the rescue of the pilot and RIO of a VF-142 F-4 which had suffered a control failure at altitude. The survivors were returned quickly and safely to ENTERPRISE. The remainder of this last line period consisted of plane guard for the operational training flights and a reduced number of logistics flights. A number of flights were made to Clark AFB and Manila during the in-port period in an effort to speed personnel going on leave in their homeward journeys.

Operations for the month of June began with a day "fam" flight for CDR FURLONG, prospective CAG-14. On

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the 11th, four crews boarded a transport bound for Alameda. They returned the following day with the four SH-3G aircraft from HS-2 Det ONE. The same day, the squadron provided aircraft for a porpoise census and LSE training. The 14th saw two aircraft providing ASAC services for USS HOWARD E. HOLT, with the ship providing HIFR practice in return. One aircraft flew to El Centro to aid in radar evaluations there. The squadron returned to ASW operations on the 18th, with three aircraft practicing their tactics on USS DARTER. On 25 June, two aircraft were utilized in a flight demonstration for USS RAMSEY. Day HIFR quals were obtained as part of this evolution. The same day, two other crews received their HIFR quals from USS JOUETT. The month's activities ended with LSE training services being provided on 26 and 27 June. The first four days of June were uneventful for HS-2 Det ONE. Flying was kept to a minimum during the transit toward Alameda. Many hours were spent in an Alert "5" status however. The afternoon of 5 June brought an abrupt end to the tranquil lack of activity. ENTERPRISE was diverted from her course when about 500 miles from Hawaii to aid the crew of a burning freighter. Before dusk that day, the crews of Det ONE had rescued thirty-two people from the SS ST. CONSTANTINE. The survivors had been in a life boat for five days as their ship burned out of control. They were debarked in Hawaii, in good health, good spirits, and very, very thankful for the presence of the U. S. Navy and HS-2 Det ONE. ENTERPRISE docked in Alameda on 12 June, and the personnel of Det ONE began a well-earned stand-down period after exactly nine months of deployed operations.

Operations for the month of July began with two crews completing torpedo drops on the 3rd. One aircraft was committed to provide services for NEL in conducting an infrared photo flight on 5 July. VIP services were provided to RADM ISHINO and his staff, Japanese Maritime Self Defense Force, on 10 July as two aircraft were utilized in flights to USS MIDWAY. The squadron returned to ASW on the 12th, when five crews were engaged in the search for USS GUITARRO. One aircraft was utilized on the 16th for lifeguard services during amphibious operations by Camp Pendleton Marines. While providing ASAC services for USS TUCKER, one crew also received HIFR quals, and two crews completed screenex quals. Screenex was again the order of the day on 23 July, with three crews qualifying and three pilots obtaining HIFR quals in operations with USS ENGLAND. The squadron was also tasked with providing SAR services at NALF SAN CLEMENTE this day and the following day. 29 July saw three crews, in two aircraft, depart for Alameda to provide SAR services for USS ENTERPRISE on her

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transit to Bremerton, Washington. The month's activities ended with a porpoise census on 31 July.

The squadron's activities in August began with one crew completing torpedo drops, and with the return of the SAR Det from Washington on the 2nd. The remainder of the first week's activities consisted of NATOPS, instrument, and HAC check flights for squadron pilots. More torpedos were dropped on the 14th, with two crews qualifying. Day carquals were conducted with USS OKINAWA on 15 August, with four crews participating. Two additional crews completed their day carquals in operations with USS RACINE on the 16th, while one crew provided an aircraft demonstration for USS DENVER. 21 August saw the squadron involved in a variety of activities, including a torpedo drop, a NUCEX, and LSE training services. The following day involved a continuation of the LSE training services and ASAC services for USS ROGERS. The squadron provided ASAC services for USS ROGERS again on the 23rd, while the USS BREWTON provided HIFR quals to two crews. VIP services on the 23rd consisted of transporting VADM SALZER to Naval Station, Long Beach and back. Two crews updated their NUCEX quals on the 27th, and the month's operations were completed with the squadron providing LSE training services on 29 August.

On September 4th, the squadron provided one aircraft and two crews for USS RANGER during its two day transit from Alameda to Long Beach. The same day, two other crews completed torpedo drops, and another two crews were involved in ASW operations with USS HARDER. On 5 September, four crews conducted extended screenex exercises with USS PEARY. 6 September was a busy day with the return of the RANGER Det., two crews completing HIFR quals in operations with USS BREWTON, and two crews conducting ASW operations with USS HARDER. Day carquals services were provided by USS BRISTOL COUNTY for two crews on 10 September. The squadron provided both day and night LSE training services on the 11th, as well as qualifying one crew on a torpedo drop, and sending the C.O. and Maintenance Officer to Alameda for a GSE conference. One NUCEX and one BOMBEX qual were completed on 12 September, and on the 13th the GSE conference attendees were returned from Alameda. Photo services were provided for USS PINTADO on the 17th, and a barge photo mission was combined with a low level radar evaluation on the 18th. Weapons Systems Accuracy Tests (WSAT) operations were conducted with USS CHICAGO on 19 September. Night ASW operations were

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Conducted with USS HARDER on the evenings of 21 and 22 September. USS FRESNO provided day carqual services on the 24th. A full schedule was flown on 25 September with one aircraft providing a cargo transfer for USS NEW ORLEANS, one aircraft providing LSE training services, two aircraft providing ASAC services for USS BROOKE, and two aircraft conducting night ASW operations with USS HARDER. Further ASAC services were provided for BROOKE on the 26th, with BROOKE providing HIFR quals for two crews in return. The month's operations terminated with night ASW operations with USS SCULPIN on 27 September.

October's operations were somewhat reduced compared to those of the previous month. Activities began with three crews completing NUCEX quals on the 1st. Operations on the 2nd saw two crews completing torpedo drops, one crew obtaining a HIFR qual, and one crew completing a NUCEX. Two day and two night HIFR quals were obtained during a HAC check flight on 3 October. A cross-country was flown to Naval Station, Long Beach and returned on the 4th, and a day HIFR qual was obtained for one crew on the 5th. 8 October saw the departure of one aircraft to Hanford, Washington for three weeks of special operations with the AEC. One crew completed a torpedo drop on the 9th. A MEDEVAC mission was attempted in support of USNS GEAR on 23 October, but had to be aborted due to adverse weather. LSE training services were provided on the 24th. Two crews were involved in a passenger transfer to Naval Station, Long Beach on 25 October, while a third crew completed a MEDEVAC from SAN CLEMENTE ISLAND. The Hanford Detachment returned on the 29th after three weeks of extensive radiological survey work.

The tempo of operations increased again in November. CDR HIGGINSON was flown on a NATOPS check flight on the 1st, and VIP services were extended to CAG-14 on the 2nd. 6 November saw two aircraft providing ASAC services for USS SOUTHERLAND, with SOUTHERLAND providing both day and night HIFR quals, and one aircraft providing radar tracking services for USS SCULPIN. Two aircraft were again involved in ASAC services for SOUTHERLAND on the 7th, and CDR BARTON received his NATOPS check on 8 November. On November 12th, 13th, and 14th the squadron provided three aircraft daily for screening purposes in support of FLEETEX-2-73. Two instrument check flights were also flown on the 14th. Three crews completed NUCEX quals on 15 November. Six crews were conducting coordinated exercises with HMCS KOOTENAY, HMCS

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RAINBOW and VS-81 on 19 November, with screenex quals being obtained by all crews. Operations with RAINBOW were continued on the 20th, with four crews involved in tracking exercises, and one crew completing a WEPEX. On 26 November, the squadron rescued the RIO of a VMF-323 F-4. The pilot was rescued by an aircraft from another squadron. That evening, two crews conducted night ASW operations with USS SAILFISH. Operations with SAILFISH continued on the 28th, with two crews conducting night tracking exercises. One aircraft was utilized in cavitation checks for USS ODGEN, and one aircraft provided DWEST services on 29 November. No flight operations were conducted on 30 November as CDR J. J. HIGGINSON relieved CDR R. L. BARTON as Commanding Officer in ceremonies at NAS IMPERIAL BEACH.

Operations for December were somewhat curtailed due to the absence of several crews on holiday leave. 3 December saw two crews involved in a night tracking exercise with USS GURNARD. Two instrument checks were flown on the 4th. The squadron provided photo services for USS SPERRY on 5 December, and two crews completed BOMBEX quals on the 6th. One crew conducted night ASW operations with USS SAILFISH on 8 December, and two crews completed their BOMBEX quals on the 10th. DWEST services were provided on 11 December, with an additional crew providing passenger transfer services for USS CHICAGO. December 12th was a safety stand-down day although one aircraft departed for a SAREX at NAS FALLON, Nevada. The squadron provided ASAC services for USS CRAIG on the 13th. 14 December saw the return of the Fallon Det. Two crews completed BOMBEX quals on the 18th, and one crew provided LSE training services. USS SACRAMENTO received utility services from two squadron aircraft on 19 December. Operations for the month and the year terminated on 20 December with an LSE training flight.

{3} Operational Statistics.

{a} Monthly Summary of Flight Operations

<u>Month</u>	<u>Hours</u>	<u>Shipboard Landings</u> Day/Night	<u>Pax</u>	<u>Cargo</u>	<u>Mail</u>
JAN	492.3	183/57	388	33,904	32,815
FEB	517.9	425/74	757	31,874	30,564
MAR	423.3	275/27	537	89,884	24,373
APR	460.7	144/56	451	20,039	17,216
MAY	383.0	170/29	753	17,210	5,168
JUN	350.4	22/0	80	115	0

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<u>Month</u>	<u>Hours</u>	<u>Shipboard Landings</u>	<u>Pax</u>	<u>Cargo</u>	<u>Mail</u>
		<u>Day/Night</u>			
JUL	264.8	15/0	10	1670	0
AUG	339.2	104/0	24	500	0
SEP	302.8	92/0	5	0	0
OCT	276.1	0/0	6	0	0
NOV	223.2	9/0	25	4	25
DEC	186.9	6/1	18	2400	1200

{4} Maintenance and Material Data

The year started in a fervor of maintenance activity by HS-2 Det ONE on deployment in WESTPAC. Airframe deterioration at station No. 290 on aircraft No. 149730 and at station No. 315.5 on aircraft No. 148052 was beyond Det maintenance capabilities, necessitating their repair by FAWPRA Cubi. A tail rotor drive shaft bracket on aircraft No. 149006 was found to be badly corroded and was replaced. Also, the main gear box on aircraft No. 148052 was replaced due to suspected free-wheeling unit malfunction causing low auto-rotation rpm. The main gear box and rotor head on aircraft No. 149730 were also changed due to excessive vibrations. To complete the Det's monthly maintenance activities the mid-deployment corrosion control inspection was passed satisfactorily. The Detachment flew 259.9 hours this month. The squadron had only one maintenance problem of note this month with foreign object damage to the number two engine on aircraft No. 152122. Ice particle ingestion during flight is suspected. Flight time for the squadron was 232.4 hours. An average of 9.6 maintenance manhours per flight hour was expended to provide a 75.8% aircraft availability.

In February, maintenance activities for both the Detachment and the squadron returned to a more normal pace. The Det completed a calendar inspection on aircraft No. 148052, and began an inspection on No. 149006. Four engines were scheduled to be changed, but two supposedly RFI engines were received from supply with discrepancies which necessitated their rejection. Aircraft No. 149730 was repainted. The squadron completed a calendar inspection on aircraft No. 152108. Squadron flight time was 199.7 hours while the Det flew 318.2 hours. Aircraft availability was 75.9% as provided by an expenditure of 6.3 maintenance manhours per flight hour.

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In March, the Detachment completed calendar inspections on aircraft No. 149006 and No. 149733. Three main rotor blades were changed following an in-flight encounter with a superstructure clearance light on a DLG. Problems were encountered with abnormal static leakage from the hinge lubrication oil reservoirs on the "D" type main rotor heads. Aircraft No. 149730 remained in a "down" status awaiting parts. Detachment flight time for the month was 237.0 hours. The squadron entered one aircraft, No. 152118, into calendar inspection this month. Operational readiness rose to 82.8% due to a decrease in NORMS time, while maintenance manhours per flight hour remained relatively stable at 6.7. The squadron flew 186.3 hours this month.

Engine changes were again a main part of the Detachment's maintenance effort in April. Three engines were changed for calendar inspection. A calendar inspection was also begun on aircraft No. 149730. The main rotor head {"D" type} on aircraft No. 148052 was changed due to excessive leakage from the hinge lubrication oil pots. The negative force gradient spring and tail rotor assembly were also changed on that aircraft due to rudder chatter and excessive right yaw rate. Extensive troubleshooting was performed in an effort to locate and correct a fuel leak from the area of the aft fuel cell of aircraft No. 149006. Aircraft No. 149730 still remained in a "down" status awaiting parts from supply. Flight time for the Detachment this month was 257.4 hours. The squadron completed one calendar inspection aircraft No. 152113, and began another {aircraft No. 152116}. One engine, on aircraft No. 152113, received FOD in flight, due apparently to ingestion of a Dzus fastener from the "T" cowling assembly. Operational readiness was reduced to 73.1% due to an increase in NORMS time from calendar inspections. 8.4 maintenance manhours per flight hour were utilized in achieving the squadron's 203.3 flight hours this month.

May, the last full month of deployment for the Detachment, was a busy month for the maintenance personnel. Aircraft No. 149730 was given a calendar inspection as it was about to emerge from the dark recesses of ENTERPRISE's hangar bay, after, of course, the main gear box, main rotor head, number two generator, all three primary hydraulic servos, two main rotor blades, two tail rotor blades, and the main line contactor had been installed. The auxiliary hydraulic servo, four tail rotor blades, and the aft cell of the aft fuel tank were changed on aircraft No. 148052. Three tail

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rotor blades and the forward cell of the aft fuel tank were changed to keep aircraft No. 149006 airborne. In addition, three tail rotor blades and the number two engine of aircraft No. 149733 were changed. Despite the extensive amount of maintenance required during this period, the Detachment still flew 172.9 hours. The squadron completed one calendar inspection {aircraft No. 152116} and began another {aircraft No. 152122} this month. The squadron flew 210.1 hours with a slight reduction in aircraft availability to 72.2%. An average of 6.9 maintenance manhours per flight hour were needed to meet operational commitments.

June heralded the return of Det ONE with their four SH-3G aircraft. The flying of these aircraft was severely limited because of the post-deployment stand-down for detachment personnel. Two calendar inspections {No. 152122, No. 152108} were completed this month. NOR percentage was up due to unavailability from supply of stick trim valves and brush-type generators. Because of reduced aircraft availability, the squadron flew only 188.9 hours, with an operational readiness of 71.5%.

In July, Det ONE was officially reincorporated into the squadron. Flying of the Det aircraft was again limited due to the post-deployment stand-down, an extensive post-deployment corrosion control program, and calendar inspections {No. 149006, No. 148052}. The post-deployment corrosion control inspection was passed satisfactorily. Total assets were increased to eleven aircraft on board with the receipt of three SH-3As in anticipation of transferring the SH-3Gs in August. Total flight time increased to 264.8 hours with an operational readiness of 79.2% for the SH-3As and 30.7% for the SH-3Gs.

With the post-deployment stand-down fully over, squadron activities resumed their normal pace in August. The monthly flight hour total increased further to 339.2, with an operational readiness of 55.3% for the SH-3As, and 47.5% for the SH-3Gs. The decrease in aircraft availability for the A's was due to an increase in scheduled maintenance, while the aircraft availability percentage increased for the G's due to a decrease in NOR maintenance time. Two more aircraft {No. 152106, No. 152116} were inducted into calendar inspection, and one SH-3G {No. 149733} was transferred. Supply support improved significantly over that of July.

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Aircraft availability decreased sharply in September. Aircraft No. 152106 and No. 152116 remained in calendar inspection, No. 152122 entered calendar inspection, No. 149730 was sent to PAR, and No. 148052 and No. 149006 were transferred. SH-3A aircraft availability decreased further to 50.7%, while that for the SH-3Gs increased to 97.6%, due to the shortened time of possession and slight amount of required maintenance. Total flight time for the month showed only a slight decrease to 302.8 hours, with a direct maintenance manhour per flight hour average of 7.9.

October saw the last of the SH-3Gs transferred and the arrival of the first two SH-3Ds. Overall aircraft availability improved significantly with the completion of the calendar inspections on aircraft No. 152106 and No. 152122. One aircraft, No. 152696, entered calendar inspection, one aircraft, No. 152116, was sent to PAR, and one aircraft, No. 152108, did not fly during the entire month due to extended maintenance on a fuel control discrepancy, calendar inspection, and Aircraft Conditional Evaluation (ACE). Aircraft availability for the SH-3As rose to 63.1% due to a decrease in NOR scheduled maintenance, while the SH-3Ds showed an 87.5% aircraft availability. Flight time for the month totaled 276.1 hours, with a direct maintenance manhour per flight hour average of 10.2.

Aircraft assets dropped back to a total of six on board in November with the transfer of three SH-3As. Of the three remaining SH-3As, one, No. 152108, did not fly during the month due to the fix phase of ACE and other scheduled maintenance. One calendar inspection (aircraft No. 152696) was completed, and one calendar inspection (aircraft No. 152704) was commenced. Flight time for the month did not suffer too badly, with a monthly total of 223.2 hours. This was directly attributable to an aircraft availability of 85.9% for the SH-3As and 58.1% for the SH-3Ds. An average of 13.1 maintenance manhours per flight hour was needed to maintain this availability.

The squadron finished the year with seven aircraft on board; three SH-3As, three SH-3Ds, and one SH-3G. The SH-3As posted an aircraft availability of 64.4%, the SH-3Ds 74.1%, and the SH-3G 96.2%. The average maintenance manhour per flight hour expenditure was 17.1. Two aircraft, No. 149730 and No. 152116, returned from PAR, one aircraft No. 152704,

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Completed calendar inspection, and one aircraft, No. 152108, did not fly due to the fix phase of ACE, scheduled maintenance, and difficulty in obtaining certain parts from supply. Increased scheduled maintenance, coupled with reduced operational commitments during the holiday season, yielded only 186.9 flight hours for the month.

{5} Administrative Data

{a} Manning Level.

As of 31 December 1973, the manning level of HS-2 was 37 officers and 163 enlisted personnel.

{b} Career Retention and Education.

During 1973, HS-2 reenlisted five first term enlistment and eleven career-designated personnel. The squadron advanced eleven E-4's, four E-5's, no E-6's, one E-7, no E-8's and one E-9. Eleven personnel were sent to Project Transition.

{c} Legal.

During 1973, HS-2 had thirteen cases in which NJP was imposed.

{d} Public Affairs: Awards and Ceremonies.

1. March 7, 1973 - HS-2 celebrated its 21st anniversary as the West Coast's oldest Helo ASW squadron.

2. June 28, 1973 - HS-2 awarded the Captain Arnold Jay Isbell Trophy for excellence in air ASW operations.

3. August 27, 1973 - Awards presentation for officers and men of HS-2 DET-1.

4. November 30, 1973 - Change of Command Ceremony. CDR Robert L. BARTON relieved by CDR John J. HIGGINSON. HS-2 was presented the CNO Aviation Safety Award for 1973.

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