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HS-2
1974

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

IN REPLY REFER TO:
HS-2/00:rc
5750
Ser C6
20 FEB 1975

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[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 (1974)

1. In accordance with reference (a), enclosure (1) is submitted for the period 1 January 1974 to 31 December 1974.


B. A. BUTCHER

Copy to:
CINCPACFLT
Chief of Information
COMASWWINGPAC
CVW-14
Director of Naval History

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by Er 6/12/91

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COMMAND HISTORY
1974
HELICOPTER ANTI-SUBMARINE SQUADRON TWO

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1. Command Organization

a. Commanding Officers

(1) CDR John J. HIGGINSON 1 JAN - 4 SEP
(2) CDR Bradley A. BUTCHER 4 SEP - 31 DEC

b. Mission of Command

The primary mission of the command is Anti-Submarine Warfare. In addition, HS-2 has been called upon to perform such missions as search and rescue (SAR), plane guard, personnel and supplies transfers, and special equipment evaluations.

c. Composition of Command

(1) Aircraft data

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

<u>MONTH</u>	<u>NUMBER OF AIRCRAFT</u>
JANUARY	4SH-3A, 2SH-3D, 1SH-3G
FEBRUARY	3SH-3A, 1SH-3D, 1SH-3G
MARCH	4SH-3A, 1SH-3D, 1SH-3G
APRIL	4SH-3A, 2SH-3D, 1SH-3G
MAY	4SH-3A, 5SH-3D, 1SH-3G
JUNE	2SH-3A, 6SH-3D, 1SH-3G
JULY	8SH-3D, 1SH-3G
AUGUST	8SH-3D
SEPTEMBER	8SH-3D
OCTOBER	8SH-3D
NOVEMBER	8SH-3D
DECEMBER	8SH-3D

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(2) Operations

HS-2 began the year of 1974 with a safety standdown during which all pilots and aircrewmembers underwent several hours of safety lectures, NATOPS examinations, emergency procedures exams, and bail-out training. As part of the standdown syllabus, each pilot was required to fly a familiarization flight to get "back in the saddle". Upon completion of the safety standdown program, the squadron devoted most of its flights to competitive crew qualifications. In addition, HS-2 was given the task of supplying three aircraft to USS ENTERPRISE (CVAN-65) to provide search and rescue and logistics support during her shakedown cruise from 18 January to 4 February. On 15 January a crew consisting of LCDR MCCANN and LT SADLIER was sent to USS RANGER (CVA-61) to carry 40 passengers, 7000 pounds of cargo, and 500 pounds of mail in one day. During the month three crews obtained their day carrier qualifications: CDR BUTCHER and LCDR DAVIS qualified on the USS FORT FISHER (LPD-41) and USS BRISTOL COUNTY (LST-1198). LT HOLLIS and LT SADLIER qualified on LPD-33, and LT ALFIERI and LT O'PRY qualified on the USS CLEVELAND (LPD-7).

Operations for the month of February were once again dedicated primarily to competitive crew qualifications. HS-2 was tasked with providing detachments to both USS ENTERPRISE (CVAN-65) and USS RANGER (CVA-61). At this point HS-2 began its workup cruising for deployment in the fall aboard USS ENTERPRISE. A total of fifteen (15) more people became carrier qualified during the month for both day and night landings. Decks were provided to HS-2 by USS DUBUQUE (LPD-6), USS OGDEN (LPD-5), USS VANCOUVER (LPD-2), and USS SAN BERNARDINO (LST-1189).

On 3 March, CDR BUTCHER, LTJG NADEAU, LT HOLLIS, and LT CALEF went aboard USS ENTERPRISE providing a two aircraft detachment for five days, returning on 8 March. On 11 March, LCDR HULSON, LT HOLLIS, LT CLARK, and LT QUICK departed for USS ENTERPRISE and returned on 15 March. LCDR DAVIS, LTJG COSGROVE, LT VINSON, LT O'PRY, LT QUICK, and LTJG BRATTLAND took a three plane detachment aboard USS ENTERPRISE from 18 March - 22 March. From 25 March till 28 March, LCDR DAVIS, LTJG COSGROVE, LT JORDAN, and LT O'PRY provided a two plane detachment for USS ENTERPRISE. Although the majority of the month was spent providing support for USS ENTERPRISE, HS-2 spent three days, 7 March - 9 March, helping USS CONSTELLATION calibrate her radar. During the month, the squadron managed to get four A-72-UH quals, eight A-82 quals, and flew two instrument check flights along with the rest of the busy schedule.

The month of April was a busy month with the squadron flying 349.9 flight hours completing eight A-71-UH, eight A-72-UH, eight A-73-UH, fourteen A-75-UH, and eight W-2-UH qualifications.

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Four people received day carrier qualifications and three people became night carrier qualified on the USS DENVER (LPD-9). This month four people renewed their NATOPS qualifications in the SH-3A/D/G aircraft. The USS BAGLEY (DE-1069) provided the squadron with some timely ASAC training, while the USS WAHOO and USS SCAMP (SSN-558) helped eight of our people get NITEX quals out of the way. On 14 April CDR HIGGINSON, LCDR DAVIS, LTJG NADEAU, and LTJG COSGROVE departed for NAS Fallon, Nevada for twelve days of SAR training with CVW-14. On 17 April CDR BUTCHER, LTJG HOGG, LT BROWNING, and LT STUBBE departed for Alameda to go aboard the USS ENTERPRISE for a nine day plane guard detachment off the Southern California coast.

The month of May was equally as busy for the squadron. At this point we had received five of the modified SH-3D aircraft of which we would eventually have a total of eight. These aircraft were retrofitted with magnetic anomaly detection (MAD) gear, and Multi-channel Jezebel relay (MCJR). The airframe of the SH-3D took on a new look as well, with extended sponsons to carry smoke launchers in the port sponson and the MAD Bird in the starboard sponson. Additionally, the tail rotor blades are longer and the horizontal tail was extended. Meanwhile, the end of April and the early part of May saw HS-2 installing the Mini-Anti-Submarine Classification and Analysis Center (ASCAC) on the 012 level of USS ENTERPRISE. When completed the ASCAC will receive information data linked from sonobuoys via the helicopters to give HS-2 and ENTERPRISE an augmented sophisticated anti-submarine detection capability. Consequently, HS-2 has made a positive move towards making USS ENTERPRISE a true CVN. The ASCAC was constructed, installed, solely operated, and maintained by HS-2 personnel.

During May the squadron managed to get twelve A-71-UH, three A-73-UH, three A-75-UH, three NATOPS checks, and four instrument checks out of the way. At this point HS-2 was nearly 100% Alpha crew qualified which would be the case upon deployment in September. On 3 May LT HUGHES and LTJG BRATTLAND departed for the USS ENTERPRISE and were joined on the 6th by LCDR HULSON, LT HOLLIS, LT QUICK, and LTJG HOGG. All three crews returned to Imperial Beach on 14 May. On 8 May CDR BUTCHER and LT NADEAU were diverted on a search and rescue for a U.S. Air Force F-106 which crashed off the San Diego coast. Although the search was successful, the rescue was not since the pilot perished in the crash. The USS REASONER (DE-1063) provided ASAC training for the squadron during the month. A good rapport was established with her ASAC controllers since we would be working with them during the upcoming deployment. On 25 May an extensive search and rescue mission was set up in the Baja Desert of Mexico for a lost motorcyclist. The squadron devoted

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three days and two crews to the search. This mission also ended in tragedy as the lost motorcyclist was found dead by a ground search party.

June was spent mostly operating from Imperial Beach concentrating on local operations and basic air work. During this month the squadron flew a total of 357.7 hours and completed two A-73, two A-82, and four instrument qualifications. The USS WAHOO was made available for limited submarine services. LT QUICK, LT BROWNING, LT CLARK, and LT FLYNN took advantage of these services to get their A-82 quals. The USS VANCOUVER made her deck available for carrier qualifications for LT QUICK and LTJG HOGG. The USS BRONSTEIN provided three of our crews with ASAC services on the 25th and 26th. On the 30th of June LT FETGATTER and LT COSGROVE were assigned to provide SAR services for a lost civil aircraft in the Pismo Beach area. The airplane was seen descending into the water and HS-2 was asked to participate since we had MAD equipment. On several occasions the crew thought they had found a metallic object under the water near the end of the runway, but a closer subsurface check by ground parties revealed nothing of note.

In July the squadron began final preparations on the beach for the upcoming ORE to be held in August during the last half of a two week short cruise. We managed to get eight A-72-UH, three A-73-UH, four A-75-UH, six A-82-UH, three NATOPS checks, and two instrument checks. On July 15, the squadron went aboard the ENTERPRISE leaving behind only a skeleton crew to keep affairs in order on the beach and to take part in the 14H4 (Simulator) portion of the ORE. LCDR BUTLER and LT Thom BERNSEN made a medical evacuation of a sailor from one of the ships in company with us off the San Diego coast and flew him to Balboa Naval Hospital. LT HUTCHISON from HS-10 flew with LCDR DAVIS on the 23rd to give him an informal NATOPS flight. As Safety Officer LCDR DAVIS passed with "flying colors". July 30 was the big day for us all as we participated in the written portion of our ORE. HS-2, in her grand style, made an excellent showing on all the exams which included: NATOPS, CVA/CVS NATOPS, AIR INTELLIGENCE, ASW, and Conventional Weapons.

August, like the past few months, was a busy time for all hands. The squadron flew a total of 389.6 hours completing one A-71, eleven A-72's, two A-73's, one A-78, three NATOPS checks, and three instrument checks. For most of the month HS-2 was at sea with CVW-14 aboard USS ENTERPRISE. The ORE took place during the last half of the month and HS-2 in her usual grand fashion came out on top of the entire Air Wing (CVW-14) with a 93.8 overall grade. This fine showing, along

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with the ASCAC becoming fully operational, demonstrated the squadron's professionalism. The squadron departed USS ENTERPRISE on the 24th. August 25th to the 29th were used for a maintenance stand down period back at Imperial Beach.

September came more quickly than usual and the countdown till departure went by very swiftly as the squadron busied itself with last minute packing of cruise boxes and ensuring that only unneeded items were left behind in dead storage. On the 4th of September CDR BUTCHER relieved CDR J. J. HIGGINSON as Commanding Officer of HS-2. CDR R. N. FRANKS checked aboard as the new Executive Officer. Even with all the "busy work" the squadron managed to fly 274.8 hours completing eleven A-72's, two A-75's, one A-71, three A-73's, one A-78, one NATOPS check, and one instrument check. On September 13, all the aircraft were flown to Alameda to be loaded aboard ENTERPRISE. On the evening of September 15, the remainder of the squadron bade family, and friends farewell as they departed NAS North Island for Alameda. Exactly at 1000 on the 17th, we cast away from the pier and began our trip west with a one day stopover in Pearl Harbor. During a six day period of exercises off the coast of Hawaii, HS-2 engaged in fifteen hours of ASW time while the USS ENTERPRISE and CVW-14 received their final inspections before heading for WESTPAC. During this six day period, HS-2 found, prosecuted and simulated attacking two submarines involved in the COMPTUEX.

The first sixteen days of October were spent in transit to the Philippines with only extremely limited helicopter operations. HS-2 put this time to good use as we began intensive training periods for all hands. Primary interest and emphasis has now been put on training and will be one of our primary concerns for the remainder of the cruise. The last half of October was used as a "back in the saddle" program and ASAC exercise period with USS ENGLAND, USS JOUETT, and USS AGERHOLM. Normally one aircraft is dedicated to Plane Guard missions and logistic flights between cycles. Occasionally more than one helicopter has been tasked for logistics, but constant reminders to proper authorities keep our assets free for ASW. For the month of October the squadron flew 277.3 hours and completed four W2U, four HIFR's, and one NATOPS check.

The first eleven days of November were spent in port at NAS Cubi Point, R.P. The squadron devoted most of the in-port period to maintenance. What little flying that was done in-port consisted of logistics flights and VIP runs to Clark AFB. Upon our departure from Cubi Point, Air Wing 14 commenced MULTIPLEX

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2-75, in which HS-2 again demonstrated her professional capabilities. For example, HS-2 was the only squadron capable of keeping aircraft airborne for round-the-clock operations. During a 48-hour period the squadron flew 81.8 hours. We started the exercise with five aircraft fully systems capable and ended with six. The Maintenance Department continually pulls through when the demand is placed upon it. HS-2's Maintenance Department has wasted no time earning the respect of their counterparts throughout the Air Wing. Although we did not have submarines available during MULTIPLEX, SSSC and sonobuoy plants were enough to keep us busy. On November 16, the squadron was tasked to provide photographic coverage and lay a sonobuoy field for a transiting Soviet Group which included a Sverdlov cruiser, an oiler, and a possible ECHO I nuclear submarine. The 18th through the 25th was spent in port in Hong Kong with maximum liberty for all hands. For the month of November the squadron flew a total of 358.2 hours and managed to get four W2U quals out of the way.

December proved to be somewhat of a surprise for the entire Air Wing. The USS ENTERPRISE was sent to the Gulf of Tonkin. HS-2, although working in waters not usually frequented by submarines, provided the ship with valuable SSSC coverage. Maximum use was made of the sonobuoy-ASCAC systems. Although freighters were our primary contacts we became proficient in analyzing surface contacts. The remainder of our flight time was primarily logistics support for our destroyer friends. Mail became a very important commodity since the ship's stay in the Gulf was extended on two different occasions. Rather than pulling into Subic Bay as scheduled, the ship did not arrive until the evening of the 24th, making this our longest at-sea period for the cruise. HS-2 flew 424.3 hours for the month; all of which was done at sea. This inport period which lasted from the 24th into the New Year was again devoted primarily to maintenance of the aircraft.

(3) Operational Statistics

(a) Monthly Summary of Flight Operations

<u>Month</u>	<u>Total Hours</u>	<u>ASW Hours</u>	<u>Shipboard Landings</u>		<u>Pax</u>	<u>Mail</u>	<u>Cargo</u>
			<u>Day/Night</u>				
JAN	224.9	24.4	84	0	47	500	7204
FEB	208.8	32.0	89	57	74	3256	1100

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<u>Month</u>	<u>Total Hours</u>	<u>ASW Hours</u>	<u>Shipboard Landings</u>	<u>Pax</u>	<u>Mail</u>	<u>Cargo</u>
			<u>Day/Night</u>			
MAR	195.8	12.2	55 5	297	7235	12100
APR	349.9	35.9	104 25	59	0	1050
MAY	337.7	25.8	52 7	176	2905	10470
JUN	357.2	23.1	9 0	13	0	110
JUL	350.5	56.8	70 41	72	1040	7001
AUG	415.3	94.7	130 45	52	946	842
SEP	274.8	58.1	79 25	29	2	649
OCT	277.3	94.2	105 12	108	7919	3649
NOV	358.2	168.1	118 62	177	6473	5347
DEC	424.3	182.7	205 52	294	15820	17625
	<u>3774.7</u>	<u>808.0</u>	<u>1100 331</u>	<u>1398</u>	<u>46096</u>	<u>67145</u>

(4) Maintenance and Material Data

<u>Month</u>	<u>FLT HRS</u>	<u>%OP.READY</u>	<u>MAINT HRS</u>	<u>FOD</u>	<u>Hours NORS</u>	<u>Hours NFE</u>	<u>MAJOR UNSKED Maintenance</u>
JAN	224.9	81.3	2167.8	None	261.7	0	None
FEB	208.8	72.9	1918.5	None	299.5	0	None
MAR	195.8	73.0	1975.7	None	253.7	417.8	None
APR	349.9	69.9	3349.9	None	348.0	0	None
MAY	337.7	77.6	2372.6	None	168.0	472.3	Main Gear Box 112.0
JUN	357.2	78.8	2536.7	None	496.0	0	Main Gear Box 231.5
JUL	350.5	61.4	2425.2	None	2089.8	825.8	None

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<u>Month</u>	<u>FLT HRS</u>	<u>%OP.READY</u>	<u>MAINT HRS</u>	<u>FOD</u>	<u>Hours NORS</u>	<u>Hours NFE</u>	<u>MAJOR UNSKED MAINTENANCE</u>
AUG	415.3	78.1	3844.7	None	413.0	435.4	Oil Cooler 96.0
SEP	274.8	81.0	4619.5	None	233.6	451.0	Main Rotor Head 189.3 Tail Drive Shaft 114.0
OCT	277.3	58.0	5807.7	None	1406.5	490.3	Main Rotor Blade 156.0
NOV	358.2	64.0	5011.3	None	1386.0	720.5	T58 Engine 115.0
DEC	424.3	52.5	8484.9	None	1841.8	755.9	Doppler (APN-182) 84.5
	3774.7	70.7	44514.5		9197.6	4569.0	

(5) Administrative Data

(a) Manning Level: As of 31 December 1974, the manning level of HS-2 was 25 officers and 147 enlisted personnel.

(b) Career Retention and Education: During 1974, HS-2 reenlisted 6 first term enlistment and 3 career designated personnel. The squadron advanced 33 E-4's, 16 E-5's, 2 E-6's, 0 E-7's, 0 E-8's and 0 E-9's.

(c) Legal: During 1974, HS-2 had 19 cases in which NJP was imposed. There were no Summary Courts-Martial.

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