



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

1975

IN REPLY REFER TO:

HS-2/00:mj
5750
04MAR76

[REDACTED] {Unclassified upon removal of enclosure 1}

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 5750.128

Encl: {1} HS-2 Command History Report {1975}

1. In accordance with reference {a}, enclosure {1} is submitted
for the period 1 January 1975 to 31 December 1975.

R. N. Franks
R. N. FRANKS

Copy to:

CINCPACFLT
Chief of Information
COMASWINGPAC
CVW-14
Director of Naval History

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by *6 Nov 92*

[REDACTED]

COMMAND HISTORY
1975

HELICOPTER ANTI-SUBMARINE SQUADRON TWO

1. Command Organization

a. Commanding Officer

{1} CDR Bradley A. BUTCHER 1 JAN - 3 JUL

{2} CDR Richard N. FRANKS 3 JUL - 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 secondary missions such as search and rescue {SAR}, plane guard, personnel and supply transfers, and special equipment evaluations.

c. Composition

{1} Aircraft Data: Number of SH-3D aircraft assigned in a flying status for each month:

<u>MONTH</u>	<u>NUMBER OF AIRCRAFT</u>
JANUARY	8
FEBUARY	8
MARCH	8
APRIL	8
MAY	8
JUNE	8
JULY	6
AUGUST	6
SEPTEMBER	6
OCTOBER	7
NOVEMBER	7
DECEMBER	5

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HS-2 began 1975 in port at Subic Bay and four months into a very successful WESTPAC deployment. A heavy January flight schedule of over 500 hours demonstrated the squadron capabilities while maintaining its diversified missions. Analysis of the flight hours showed a favorable balance of ASW time, reflecting greater challenge and increased emphasis on our primary mission.

The squadron expertise in SAR operations was demonstrated by five rescues during the month of January. On 11 January, LT O'PRY, LCDR JENKINSON, AW3 HENDRICKS and AW3 WEEKS rescued a man overboard near Singapore. On 13 January, LCDR MCCANN, LT NADEAU, AW2 MCFEETERS and AW3 SONNENBURG rescued the crew of a EA-6B. The next day LT MCLAUGHLIN, LTJG BRATTLAND, AW2 MIEDEMA and AWAN ASWEGAN rescued the NFO of a downed F-14 while LT O'PRY, LCDR JENKINSON, AW3 SONNENBURG and AW3 WEEKS rescued the pilot. Numerous photo flights were conducted for the purpose of gathering intelligence on Soviet surface vessels in the operating area. Qualifications attained during the busy month were 13 A-56-UH, 3 A-72-UH, 3 A-75-UH, 7 A-78-UH, 10 A-82-UH, 9 W-2-U, and 8 HIFR.

HS-2 demonstrated its flexibility of rapid transition to SAR/humanitarian missions by responding to a call for assistance by the small island nation of Mauritius which had been hit by a cyclone. HS-2 aircraft were refitted for disaster relief and American flags were painted on the sides. During the operation from USS ENTERPRISE from the 12th to the 15th of February, HS-2 aircraft flew 16 sorties for 33 hours carrying much needed men and supplies to command posts and outlying districts. Two aerial reconnaissance flight were conducted to survey damage to the island's sugar cane crop. At the conclusion of the operation, the Commander of Air Group 14 and the Commanding Officer of HS-2 received the personal thanks of the Mauritian Sugar Commissioner. Qualifications logged during February were 3 A-72-UH, and 4 A-82-UH.

The month of March was to be the conclusion of the current WESTPAC deployment. However, mission requirements would alter the cruise schedule before the month was out. Operations during the first two weeks were highlighted by a coordinated Anti-Submarine Warfare Exercise involving Destroyer Squadrons 5 and 33, the USS GUDGEON, and HS-2. Valuable training in coordinated ASW tactics was gained. ENTERPRISE was directed to the South China Sea for contingency operations in support of non-combatant emergency evacuations. For HS-2, this meant preparation for Combat SAR operations, while maintaining ASW readiness. Two operationally ready helicopters were reconfigured for Combat SAR by the removal of the MAD and SONAR equipment. In addition, selected crews augmented by a Marine from the ship's company were given refresher training in the use of the M-60 machine gun. No ASW crew qualifications were recorded during this month.

April proved to be another busy month with the squadron logging over 250 flight hours. Along with the tight schedule came word of the second and final extension to our deployment. During operations in support of Frequent Wind, a periscope was sighted

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in the vicinity of USS ENTERPRISE on 13 April. SONAR contact was established by an HS-2 helicopter along with magnetic anomaly detection (MAD) confirmation with a Lamps helicopter from the USS REASONER (DE 1063), and the contact was tracked for more than two hours. No U. S. submarines were reported operating in the South China Sea at that time. Prior to the execution of Operation Frequent Wind, HS-2 provided logistic support on an alternating day basis with HC-1 for the attack carriers and their escorts while continuing daily runs to the immediate escorts. During Frequent Wind, the squadron flew numerous Plane Guard missions in support of flight operations and stood by with armed rescue helicopters. On the night of 29 April, LTs O'PRY and GETSINGER and crewmembers AW3 DIAS and AW3 SONNENBURG received a call to rescue a pilot of a downed A-7 more than 30 miles from the ship. This pick-up was made at night and the aviator was returned to the ship. This rescue proved to be the last rescue of the Vietnam era. It should be noted that HS-2 also made the first Navy combat pilot rescue of the Vietnam era. April Quals consisted of 4 A-82-UH.

HS-2 entered the ninth month of deployment and operations continued as usual. Two weeks were spent conducting many logistic flights between the USS REASONER, the USS KNOX, and the USS ENTERPRISE. During this period the crew of the ENTERPRISE was informed for the third time of the schedule that would take them home. On the morning of 19 May, 6 helicopters departed the USS ENTERPRISE for Naval Auxiliary Landing Field, Imperial Beach, California. Following a six hour flight, the six SH-3D SeaKings landed at their home base at Imperial Beach, California. The remaining squadron members returned to home base the following day. The only qualification completed during May was 1 A-82-UH.

After spending a few weeks in a post-deployment standdown, training flights were again scheduled for familiarization with local operations. The month of June saw a light flight schedule with just slightly over 150 flight hours being flown. On 19 June, HS-2 was tasked with a Medivac mission to San Clemente Island. A Navy man contracted a serious illness and needed to be transported to North Island. No quals were recorded during the month of June.

The squadron was back at full operation during the month of July, logging more than 310 flight hours over a third of which was devoted to ASW training. It was the busiest month for flying since January. On 9 July a man was injured aboard USS BRISTOL COUNTY (LST 1198) and LTJG HOGG and LT FLYNN flew to Medivac the distressed sailor to Balboa Hospital for further treatment. Qualifications completed were 5 A-41-UH, 4 A-40-UH, and 1 A-7-U.

During August, HS-2 continued to train for the short cruises which would begin prior to the first of the year. Numerous ASW, utility, and training flights were scheduled along with operational commitments. On the 3rd of August, LTs OLDE and COSGROVE, AW1 PARTIN and AW3 SONNENBURG flew an SH-3D helicopter to the Las Vegas, Nevada Convention Center parking lot for a Navy Recruiting display.

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Our commanding officer, CDR FRANKS and LTJG HILL were sent on a humanitarian mission on 4 August, when a newborn child needed to be Medivac'd from Camp Pendleton, Marine Corps Base to Balboa Hospital. A squadron helicopter was loaded with two MK-46 torpedoes on 21 August for evaluation at the Morris Dam Test Site by factory technical representatives. The following Quals were completed during the month: 3 torpedo exercises, 1 screen exercise, 2 A-3, 2 A-5, 2 A-7, 2 A-40-UH, and 2 A-41-UH.

During September, while shore based, HS-2 pursued an aggressive ASW training program. Through careful screening of the weekly submarine operation schedule, HS-2 aircrews were able to localize and track many targets of opportunity and thereby obtain valuable ASW contact time. The squadron has also conducted cross training with LAVA equipped ships of DESRON SEVENTEEN. In addition to personnel briefings, periods have been arranged for HS-2 to relay acoustic data to the LAVA equipped ships. Valuable ASW training was also coordinated with the submarines USS GUDGEON and USS TANG. The opportunity of having targets to track greatly increased the experience level of the crewmembers. On 9 September a patient at Camp Pendleton required a medical evacuation to Balboa Hospital with LT OLDE and LCDR MORDHORST flying the mission. Additionally, support for the Naval Recruiting Command was provided by LTs FLYNN and OLDE, AW3 GRIFFIN and AW3 ROLLINS on a flight to El Paso, Texas and Albuquerque, New Mexico. During this period, potential naval aviators and flight officers from local colleges were given short indoctrination flights in the hopes of recruiting them as future pilots and naval flight officers. The following crew qualifications obtained were enhanced in number due to the forementioned ASW time: 26 A-3-U, 2 A-7-U, 24 A-40-UH, 6 A-41-UH, 14 A-42-UH, and 4 A-43-UH. In addition to ASW/Pilot training, HS-2 implemented Phase II of the Equal Opportunity program and participated in a Human Resources Availability Week. Recognition for outstanding performance in ASW on the past WESTPAC deployment came to HS-2 in the form of the Admiral "Jimmy" THACH Award. This trophy is presented each year to the most outstanding carrier based ASW squadron in the Navy. The award was presented to the commanding officer, CDR FRANKS, by Vice Admiral BALDWIN, COMNAVAIRPAC, at the Annual Tailhook Convention held in Las Vegas, Nevada.

Over 281 flight hours were flown during the month of October and over half of these were dedicated to ASW readiness training. Since no submarines were available for training purposes during the month, basic techniques and equipment operation for day and night flying were emphasized for crew proficiency and safety of flight. With short cruises aboard ENTERPRISE in the near future, an advance party flew to NAS Alameda to get a firsthand look at the available shipboard spaces so that loading plans could be made accordingly. While aboard, the aircraft and crew participated in an open house aboard the carrier. On 14 October, HS-2 was again called upon to provide Medivac services for an injured patient at San Clemente Island and transported him to Balboa Naval Hospital. The final three days of the month saw a one helicopter detachment deploy aboard USS ENTERPRISE. Quals for the month were 3 A-3-U, 10 A-5-U, 4 A-7-U, 2 A-40-UH, 10 A-41-UH, 34 A-42-UH, and 4 A-43-UH.

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November was the beginning of the short cruise period for ENTERPRISE and for HS-2. This meant having one or more aircraft on board anytime the ship was not in port. The first detachment of two aircraft was required for the period 8 to 21 November. The basic mission was Plane Guard duty, and utility flights. The remainder of the squadron remained at OLF Imperial Beach flying various ASW, utility, and basic training missions. Simulated ASW missions were conducted utilizing the "roof-top trainer" located at NAS North Island. This method of training simulates sonobuoy positions and relays signals to the helicopter for the crew to interpret and prosecute as necessary. More realistic services were provided by the USS GURNARD on the 22nd and 23rd of November. HS-2 flew 10 sorties accounting for 40 flight hours and meeting 100% of the assigned commitments over the 24 hour period. In order to further understand a submarine's potential, the squadron initiated a program in conjunction with USS SCAMP (SSN-588) whereby squadron aircrew personnel would deploy for brief at sea periods aboard SCAMP. It is anticipated that continuation of this program with SCAMP will provide HS-2 with an increased understanding of submarine operations, as well as the tactics necessary for more effective localization, tracking, and prosecution of submarine contacts. Qualls for the month of November were 2 A-7-U and 2 A-3-U. A message was received on 10 November notifying HS-2 of its selection as recipient of the Chief of Naval Operations Safety Award for FY-75. HS-2 as a team has amassed an enviable safety record exceeding 37,000 accident free hours over the past eight and one-half years.

December proved to be a very busy month with a two helicopter detachment sent to NAS Fallon, Nevada and another two helicopter detachment to the USS ENTERPRISE. Even with this scattering of assets and holidays, HS-2 accumulated more than 200 flight hours for the month. The detachment for Fallon departed Imperial Beach on 30 November for a week of operations through 4 December. The training conducted was intensive combat SAR for the purpose of familiarizing key squadron personnel with wartime rescue tactics should they ever be required.

The ENTERPRISE detachment departed on 1 December to join the ship at NAS Alameda. Enroute, the Air Traffic Control Center, knowing they had helicopters on the airways, contacted NK 726 for assistance in a search and rescue mission involving a hunter lost in the mountains near Monterey, California. LT HOGG, LCDR FREAS, AW3 ROLLINS, AWAA LEA successfully located the hunter and subsequently hoisted him from the mountainside. After transferring him to a local Army base and taking on additional fuel, they continued their flight to Alameda. For the entire at sea period, from 2 through 14 December, the flights scheduled were almost exclusively plane guard and utility missions. The remainder of the pilots and crews left at Imperial Beach continued ASW training flights. HS-2 was tasked with a Medivac when LTs O'PRY and ORMSBEE transferred an injured sailor from San Clemente to Balboa Hospital. Qualls logged during December were 12 A-43-UH, 1 A-7-U, 1 A-41-UH, and 1 A-40-UH.

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

<u>MONTH</u>	<u>TOTAL HOURS</u>	<u>ASW HOURS</u>	<u>SHIPBOARD LANDINGS DAY/NIGHT</u>	<u>PAX</u>	<u>MAIL</u>	<u>CARGO</u>
JANUARY	503.0	250.3	246/63	266	5893	9595
FEBRUARY	258.8	100.4	166/10	175	7730	25985
MARCH	320.6	77.1	103/37	196	7465	9326
APRIL	255.5	76.1	196/16	177	4660	9745
MAY	91.8	0	55/1	144	3370	7250
JUNE	151.4	24.0	2/0	15	0	2505
JULY	210.7	72.1	55/23	49	0	556
AUGUST	209.1	78.1	0/0	29	0	51
SEPTEMBER	268.6	120.3	8/0	33	0	350
OCTOBER	281.0	138.0	31/0	20	0	500
NOVEMBER	248.0	139.7	35/1	29	710	600
DECEMBER	204.8	60.1	66/2	59	145	2636
TOTAL	3003.3	1136.2	963/153	1192	29973 LBS	69099 LBS

{4} Maintenance and Material Data

<u>MONTH</u>	<u>FLT HOURS</u>	<u>% OPS READY</u>	<u>MAINT HOURS</u>	<u>FOD</u>	<u>HOURS NORS</u>	<u>HOURS NFE</u>	<u>MAJOR UNSKED MAINT</u>
JANUARY	503.0	55.6	8842.1	0	1808.6	120.0	NONE
FEBRUARY	258.8	64.0	6318.9	0	1312.8	742.5	NONE
MARCH	320.6	56.4	4827.0	0	1725.8	736.0	MGB CHANGE
APRIL	255.5	65.9	5595.0	0	1376.8	1013.8	MGB CHANGE
MAY	91.8	74.7	1537.1	0	803.9	736.1	NONE
JUNE	151.4	57.3	2970.9	0	1881.8	951.8	MRH CHANGE
JULY	210.7	44.4	3989.2	0	1664.1	250.0	NONE
AUGUST	209.1	36.0	3555.2	1*	1464.3	137.2	NONE
SEPTEMBER	268.6	51.5	2969.6	0	839.6	25.5	CHANGE
OCTOBER	281.0	61.6	3599.1	0	1583.3	215.0	NONE
NOVEMBER	248.0	69.8	3216.8	0	927.0	499.0	NONE
DECEMBER	204.8	71.2	1879.4	0	811.5	0	NONE
TOTAL	3003.3	59.4	49700.3	1	16201.5	5626.9	

* FOD to the number 1 engine of NK 724 was discovered during a daily inspection. It was caused by ingestion of 3 pieces of aluminum tape used to secure Anti-Ice wiring to the rear of the inlet duct.

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a. Manning Level: As of 31 December 1975, the manning level of HS-2 was 27 Officers and 151 enlisted personnel.

b. Career Retention and Education: During 1975, HS-2 reenlisted 15 first term enlistment and 8 career designated personnel. The squadron advanced 16 E-4's, 17 E-5's, 2 E-6's, and 5 E-7 through E-9.

c. Legal: During 1975, HS-2 had 15 cases in which NJP was imposed. There were no Summary Courts-Martial.

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