

1980
HM-14



DEPARTMENT OF THE NAVY
HELICOPTER MINE COUNTERMEASURES SQUADRON FOURTEEN (HM-14)
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

IN REPLY REFER TO:
Code 17/WAG:trl
5750
Ser 004
6 March 1981

DECLASSIFIED

[REDACTED]

(Unclassified upon removal of enclosure (1))

From: Commanding Officer, Helicopter Mine Countermeasures Squadron FOURTEEN
To: Chief of Naval Operations (OP 05D2)

Subj: Command History; forwarding of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) HELMINERON FOURTEEN Command History 1980

1. In accordance with reference (a), enclosure (1) is forwarded.


F. T. MASSEY

Copy to:
Director of Naval History

DECLASSIFIED

[REDACTED]

Declassified: 6 March 1983

DECLASSIFIED

DECLASSIFIED



COMMAND HISTORY

- I Command Organization
 - a. Command
 - b. Missions
 - c. Organization
- II Chronological Summary of Operations
- III Department Summaries
 - a. Operations
 - b. Maintenance
 - c. Administration
 - d. Safety/NATOPS

[Faint, illegible stamp]



Enclosure (1)

DECLASSIFIED

[REDACTED]

DECLASSIFIED

I. Command Organization

a. Command. Commander Frederick T. MASSEY, USN, [REDACTED], became the Third Commanding Officer of HELMINERON FOURTEEN when he relieved Commander Thomas H. HOIVIK on 15 November 1980. Commander Morris G. STEEN assumed the duties of Executive Officer.

b. Mission. HELMINERON FOURTEEN combines all the capabilities and responsibilities associated with an AMCM unit and an aircraft squadron; this includes mission systems and equipment, navigation networks, and the computer hardware and software required for conducting a total minesweeping operation. HM-14 is manned to operate and maintain seven Sikorsky RH-53D aircraft, 5 MK-105 hydrofoil-borne minesweeping devices and related equipment, as well as providing the expertise required for planning, executing and evaluating the effectiveness of a complete minesweeping operation. In addition to its primary mission of AMCM, the squadron is tasked with secondary missions of Vertical Onboard Delivery (VOD) and Search and Rescue (SAR).

c. Organization. The organization of the squadron remained unchanged in that all detachments when formed for missions, retained department status with the Officer-in-Charge reporting to the Commanding Officer. HM-14 was called upon to perform several tasks far exceeding normal mission requirements. As a result the squadron had been split into detachments throughout the year to perform its multiple commitments.

II. Chronological Summary of Operations

(C) 30 DEC 79

HM-14 ordered to tear down a detachment of two aircraft to load aboard C-5 aircraft to deploy to Mid-East via Sigonella aboard USS NIMITZ (CVN-68) in support of operation "Evening Light".

2 JAN 80

Buildup, test aircraft and fly aboard the Nimitz in Naples Harbor. Without incident in a record 2½ days.

14 JAN-9 FEB 80

Detachment of one aircraft sent to NAS Roosevelt Roads for VOD operations in support of USS SARATOGA (CV-60).

4-29 FEB 80

Four aircraft undertake Mid-Depth Sweep training at NAS Key West, FL. Aircraft and crews safely complete 82 successful stream and recoveries of Mid-Depth Sweep Gear, attaining 75.2 hours of tow and qualifying 8 new AMCM Mission Commander and 3 new Flight Crewmen.

[REDACTED]

DECLASSIFIED

DECLASSIFIED


6-21 MAR 80

Detachment of one aircraft sent to NAS Roosevelt Roads for VOD Operation in support of USS EISENHOWER (CVN-69).

(C) 8 MAR 80

Begin build-up of all available MK-103 sets into Mid-Depth gear. Palletize and stage all HM community sweep gear for C-5 loadout; and covertly prepare for Indian Ocean Deployment.

10 APR 80

Squadron required to make a complete hangar move from LP-13 to LP-3.

(C) 15 APR 80

HM-14 departed Norfolk, VA onboard USS EISENHOWER (CVN-69) with three aircraft in support of operation "Evening Light" and 10 month deployment to Indian Ocean.

7 MAY 80

Squadron personnel divided in half. HM-14 directed to leave sufficient personnel onboard USS EISENHOWER along with three aircraft for VOD and contingency operations. HM-14 Det II established. HM-14 Det II flight crews transported 2,679 passengers and over 1.9 million lbs of cargo during the longest peacetime deployment on record. The remainder of the squadron cross-decked to USS NIMITZ to return to CONUS.

12 MAY 80

First VOD Ops between Masirah and CV Battle Groups.

29 MAY 80

USS NIMITZ with HM-14 personnel embarked aboard returns to CONUS.

7 JUN 80

HM-14 Det II aircraft and personnel crossdeck to USS CONSTELLATION (CV-64) for VOD Operations in Diego Garcia.

13-16 JUN 80

VOD Operations take place between USS CONSTELLATION (CV-64) and Diego Garcia.

22 JUN 80

Crossdeck back to USS DWIGHT D. EISENHOWER (CVN-69).

(C) 2 JUL 80

DECLASSIFIED

DECLASSIFIED

[REDACTED]
17 & 21 JUL 80

VOD Operations between USS DWIGHT D. EISENHOWER (CVN-69) and Tengah airbase Singapore.

5-6 AUG 80

Two aircraft detachment conducts air operations in support of mine readiness inspection for certification (MRCI) aboard USS PONCE (LPD-15).

28 AUG 80

Day and night landing qualifications on USS New Orleans (LPH-11).

5-9 SEP 80

Day and night VOD Operations between CVN-69 and Diego Garcia.

7-15 OCT 80

One aircraft detachment to NAS Roosevelt Roads in support of VOD Operations onboard USS INDEPENDENCE.

18 OCT 80

HM-14 ordered to deploy.

19 OCT 80

Three C-5's, fifty-four personnel, minesweeping equipment and spare parts departed Norfolk.

20 OCT 80

One C-5 arrived Hickham AFB, HI awaiting diplomatic clearance into Bahrain.

21 OCT

Two C-5's arrived Clark AFB, RP. awaiting diplomatic clearance into Bahrain.

26 OCT 80

Diplomatic clearance to enter Saudi Arabia received. C-5's depart Philippines and Hawaii one day apart to proceed to Saudi Arabia via Diego Garcia.

28 OCT 80

First C-5 arrived Dhahran, Saudi Arabia after dark, transferred equipment to truck and bus for transportation to Jubail for on-load USS LA SALLE (AGF-3) early following morning (all transfers done at night.)

[REDACTED]

DECLASSIFIED

[REDACTED]
[REDACTED]
28 OCT 80

30-31 OCT 80

Second and third C-5's arrived Dhahran for transfer to USS LA SALLE.

1 NOV 80

USS LA SALLE (AGF-3) departed Jubail for Indian Ocean.

4 NOV 80

First RH-53D (A/C 630) and seven Det TWO personnel transferred from USS DWIGHT D. EISENHOWER (CVN-69) to USS LA SALLE (AGF-3).

5 NOV 80

Second RH-53D (A/C 635) and fifty-three personnel transferred to LA SALLE.

6 NOV 80

Third RH-53D (A/C 631) and remaining twenty personnel transferred to LA SALLE (AGF-3).

7 NOV 80

Three MK-103 Mid-Depth missions completed.

8 NOV 80

All mission commanders and first crewmen complete MK-103 Mid-Depth refresher training.

9 NOV 80

Three RH-53D's and caretaker force of seventeen personnel transferred to USS DWIGHT D. EISENHOWER (CVN-69).

9-10 NOV 80

USS LA SALLE (AGF-3) enroute to Bahrain for turnover with USS CORONADO (AGF-11).

11-16 NOV 80

Inport Bahrain. All personnel and equipment transferred to USS CORONADO (AGF-11).

15 NOV 80

HM-14 Change of Command.

DECLASSIFIED


DECLASSIFIED

16-18 NOV 80

USS CORONADO (AGF-11) enroute to the Indian Ocean.

19 NOV 80

Two RH-53D's transferred from USS DWIGHT D. EISENHOWER (CVN-69) to USS CORONADO (AGF-11). One MK-103 Mid-Depth mission completed.

20 NOV 80

Third RH-53D transferred to USS CORONADO (AGF-11) after cannabalizing parts from aircraft already on USS CORONADO (AGF-11).

22 NOV 80

Second RH-53D (A/C 630) demonstrates AMCM capability.

23 NOV 80

Maintenance Standdown conducted due to multiple aircraft problems.

27 NOV 80

Safety Standdown conducted.

3 DEC 80

Third RH-53D (A/C 631) demonstrates mission capability. Initial objectives of three aircraft and six crews AMCM mission ready by 5 DEC 80 accomplished.

(C) 5 DEC 80

Clearance for RH-53D's to enter Persian Gulf received, however sweep ops not authorized.

9 DEC 80

USS CORONADO (AGF-11) enroute to Persian Gulf.


13 DEC 80

Night ship landing qualifications attained for six pilots.

20-28 DEC 80

Port visit Bahrain.

22 DEC 80

"HOMEGUARD" provides offload of USS DWIGHT D. EISENHOWER (CVN-69) transporting 103 passengers and 115,000 pounds of cargo.


DECLASSIFIED

DECLASSIFIED



III. Department Briefs

a. Operations

(1) Flight Time

	Flight Hours	AMCM Hours	Tow Hours
JAN	267.3	0	0
FEB	196.4	114.5	74.9
MAR	63.1	0	0
APR	38.2	0	0
MAY	126.7	0	0
JUN	126.0	0	0
JUL	146.2	10	4.2
AUG	204.4	44.2	21.7
SEP	148.4	0	0
OCT	169.2	0	0
NOV	126.8	43.5	38.4
DEC	<u>158.2</u>	<u>21.6</u>	<u>13.7</u>
TOTALS	1730.9	233.8	152.9

(2) Training

<u>Type</u>	<u>Man Hours</u>
Officer Training	1448.8
Aircrew Ground Training	1323.1
Formal Training	16756.3
Enlisted Professional	5872.5
General Military Training	5116.0
On the Job Training	28462.3
Formal Courses of Instructions Attended	426
AHACS Designated	5
HACS Designated	7
1st Crewman Designated	6

DECLASSIFIED



DECLASSIFIED

b. Maintenance

1. (C) "By the book maintenance" has been the theme of the Maintenance Department. Maintenance support of each commitment has been superior in every aspect, most notably, the outstanding support of the Indian Ocean VOD detachment. Operating in an unfamiliar CV environment and with difficult supply logistics, the Maintenance Department provided an operational aircraft readiness posture surpassing all existing VOD milestones since its conception. Underscoring the flexibility of the department, was the flawless response to urgent MCM contingency operations. The Maintenance Department reconfigured the aircraft and conducted two crossdecks, involving three ships, simultaneously while maintaining the aircraft in an OPREADY 24 hour status. These hazardous evolutions were conducted without incident, reflecting the high degree of safety consciousness within the department.

2. (U) Recognition has been received from COMNAVAIRLANT for three separate Pro-of-the-Week awards' AMH3 [REDACTED], AE3 [REDACTED], and AMH2 [REDACTED].

3. Recognition has been received from COMFAIRWESTPAC for the superior results of the detachment's mid-cruise Corrosion Control Inspection. In the words of the inspecting team, "THE BEST H-53'S WE HAVE SEEN".

4. (U) Recommendations for Flag Letters of Commendation for superior professionalism have been submitted for AD2 [REDACTED], AD2 [REDACTED], AMH3 [REDACTED].

5. (U) Beneficial suggestions have been submitted concerning an improved blade securing system and life raft storage positions. Additionally improvements to a special tool used in installing a locking washer on the tail rotor servo were designed and used successfully by AMH2 [REDACTED]. AMH2 [REDACTED] also submitted a design that has proven successful for a special tool used to install BIM grenades. The latter two beneficial suggestions are being processed by Detachment TWO.

6. (U) The Plane Captain Training Syllabus has proven so successful that it has been implemented into the model manager PQS program.

7. (U) The FOD prevention program has been re-vitalized and continues to be a dynamic program with zero FOD incidents this year. HM-14's daily FOD walkdowns are SOP for all hands. HM-14 took an active role in FOD prevention on the USS DWIGHT D. EISENHOWER (CVN-69). LT HUGHES' proposal for attacking FOD at its source was accepted by the USS DWIGHT D. EISENHOWER (CVN-69) and was successful in reducing that ship's FOD incidents by 50 percent.

8. (U) Tool Control has been one of the squadron's more impressive safety undertakings. The success of this program is a result of personal involvement and commitment at all levels. A tool control inspection was conducted by CAG SEVEN and he reported the Aircraft Division has the best tool control on the ship.

DECLASSIFIED



DECLASSIFIED

c. Administration

1. (U) Information on drug and alcohol problems and the programs offered by the Navy to reduce their effect on operational readiness is available to all personnel.

2. (U) The monumental task of moving HM-14 from one hangar to another in an incredible two days is directly attributable to the perseverance and safety awareness of the First Lieutenant Division. Thousands of pounds of equipment were safely transported and relocated from LP-13 to LP-3 prior to the Indian Ocean Deployment.

3. (U) The First Lieutenant has initiated many self-help projects to enhance the overall safety of the hangar. Among these are a new firebill, upgrading the fire extinguishing system, application of non-skid pads to all stairways in the squadron, repainting all fire lanes, and the replacement of numerous broken windows. Many wiring deficiencies have also been corrected.

d. Safety/NATOPS

1. (U) Outstanding safety program management and personnel involvement at all levels continues to be the catalysts for HM-14's impressive safety achievements. Four Safety Standdowns were conducted in CY-80, which paid substantial dividends during the turbulent year.

2. (U) Pilots are encouraged to document all aircraft incidents to the maximum extent possible in order to improve the operational readiness in the AMCM community. The squadron's safety mishap form has proven to be an outstanding means of compiling all pertinent data. Twenty-four Safety and Quality deficiency reports and thirty-eight aircraft and ground incident reports were submitted this award period. Many of these reports recommended changes or requested engineering investigations which precipitated improvements to ship-board RH-53D capability and associated AMCM equipment. Additionally, nine new problem areas have been identified.

3. (U) The interest in safety awareness is prevalent throughout the command, starting at the top. The Commanding Officer's safety message was designed to be placed in each shop as a constant reminder of the command level attention to safety, and to reemphasize the command position that safety is the responsibility of each individual.

4. (U) The main thrust of our successful Safety Program has been the communication of the proven principles of safety as they relate to operational readiness. The hazards of aviation cannot be reduced (by reducing flying time or ground training), lest we reduce our readiness however, the risks we face can be reduced through education of safety awareness and doing the job right the first time.

DECLASSIFIED

DECLASSIFIED

[REDACTED]

5. (U) The communication of these principles are accomplished through weekly informal visits by the Safety or NATOPS Officer to each ship to discuss operations and any problem areas; during squadron quarters the Safety Officer comments on issues of safety to all hands; the Safety Officer and NATOPS Officer provide briefs at All Officers Meetings; Safety information is conspicuously located both in and around working areas. Squadron internal publications such as the POD and the Squadron Newspaper "Vanguard" are used to convey safety ideas and messages.

6. (U) The Enlisted Safety Council is one of the primary tools of the Safety Program. Monthly meetings are held and agenda items discussed and submitted for command action. This is an excellent means of communication in both directions between the Commanding Officer and the junior enlisted person. The squadron's Standard Operation Procedures (SOP) Manual was expanded to cover the VOD mission and is used as an effective means of disseminating specific flight and general policies.

7. (U) The following specific procedures were developed to ensure maximum safety during CV/VOD operations:

(a). For hot weather operations, crews are limited to four hour missions.

(b). Forklifts are constantly monitored while near the aircraft during transfer of cargo.

(c). During long on-deck periods, when necessary for the aircraft to remain turning, rotor RPM is reduced to ground idle to reduce heat, noise, and vibration levels.

(d). When feasible, cargo and passengers are not carried on the same aircraft.

(e). Great attention is given to ensure that all passengers are properly briefed and provided cranial helmets and life preservers.

(f). Flight deck safety received constant attention and was specifically addressed in two safety standdowns held by the detachment.

(g). Comprehensive shipboard damage control PQS programs were completed on all personnel.

8. (U) In conclusion, Detachment TWO conducted extended operations in spite of the presence of many of the common accident cause factors. The operational tempo of which everyone in the chain of command is keenly aware was extremely high and rest periods few; environmental conditions were tropical with high temperatures and humidity, as well as initial unfamiliarity with the VOD mission or with CV operations with the RH-53D helicopter. Through constant communications, utilizing the Chain of Command, POD notes, informal discussions, safety surveys and scheduled training the squadron and detachment policy of "CAN DO SAFELY" was established. HM-14's record of zero accidents in a year during which numerous operational records were set, is directly attributed to this policy.

DECLASSIFIED