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1985



DEPARTMENT OF THE NAVY
HELICOPTER MINE COUNTERMEASURES SQUADRON FOURTEEN (HM-14)
FLEET POST OFFICE
NEW YORK 09501-5700

DECLASSIFIED

IN REPLY REFER TO:
5750
Ser 10/C4
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From: Commanding Officer, Helicopter Mine Countermeasures Squadron FOURTEEN
To: Chief of Naval Operations, Naval Aviation History Office (OP-05D2)

Subj: SUBMISSION OF 1985 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12C

- Encl:
- (1) 1985 Command History for HELMINERON FOURTEEN (HM-14)
 - (2) HM-14 1985 Achievements
 - (3) Post Deployment Report; AMCM EASTPAC 85
 - (4) Exercise KERNEL USHER 85-2 end of Exercise Report
 - (5) After Action Report for MINEX 85-1
 - (6) Synopsis of MINEX 85-2 and READEX 3-85
 - (7) Post Exercise Report; AMCM/MK-18 INTEROPERABILITY Nov 85

1. Per reference (a), enclosures (1) is submitted. Enclosures (2) through (7) are forwarded as supporting documents.

E. L. Duckworth
E. L. DUCKWORTH

Copy to:
Director of Naval History
COMHELTACWING ONE (w/o encl)

Logged

DECLASSIFIED BY: CNO (N09N2)
OPNAVINST 5513.16 SERIES
DATE: April 2600

13 Feb 86

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1985 COMMAND HISTORY FOR HELMINERON FOURTEEN (HM-14)

HM-14 is assigned to Helicopter Tactical Wing ONE at NAS Norfolk, Va. The squadron is capable of rapid deployment and can operate from either aviation capable vessels or shore bases to carry out its primary mission of airborne mine countermeasures (AMCM). Significant achievements for the year are included as enclosure (2). CDR C. F. Harrison commanded HM-14 from 1-9 Jan 1985. During the remainder of 1985 the squadron was commanded by CDR E. L. DUCKWORTH.

JANUARY

15-16 Conducted Flight OPS in support of MRCI on USS NASSAU (LHA-4)

FEBRUARY

3 Deployed to Pacific Coast and embarked in USS TRIPOLI for Eastern Pacific deployment Encl (3).

12 Conducted Flight OPS in support of MRCI on USS OGDEN (LPD-5) San Diego, CA.

14 Conducted Flight OPS in support of MRCI on USS NEW ORLEANS (LPH-11) San Diego, CA.

21-22 AMCM/MK-18 INTEROPERABILITY San Diego, CA.

MARCH

1 Briefed VADM HUGHES DCNO for Logistics on AMCM capabilities San Diego, CA.

2-3 Conducted minesweeping operations for Port Breakout exercise at San Diego, CA.

4-5 Conducted minesweeping operations for Port Breakout exercise at Long Beach, CA.

6 Flew Search and Rescue mission for disabled sailboat offshore Mexico from San Diego, CA.

7-10 Conducted minesweeping operations in support of operation Kernel Usher 85-2 in Long Beach, CA. (Encl (4))

8 Hosted foreign Naval attaches San Diego, CA.

14 Conducted brief for senior foreign officers from Amphibious School, NAB Coronado, CA.

18 Supported MRCI for USS Cleveland (LPD-7) San Diego, CA.

20 Supported MRCI for USS Dubuque (LPD-8) San Diego, CA.

APRIL

15-20 Mine exercise 85-1 Monterey Bay, CA. (Encl (5))

17 Briefed Superintendent and Senior Staff of Naval Post Graduate School - MK-105 demonstration Monterey, CA.

MAY

20-23 AMCM/MK-18 INTEROPERABILITY San Diego, CA.

20-24 Indoctrinate Midshipmen on AMCM TACTICS San Diego, CA.

31 Conducted Minex 85-2 in Astoria, OR.

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Declassify on: OADR

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JUNE

4 Completed Minex 85-2 Astoria, OR. (Encl (6))
22 Returned to Norfolk from Pacific Coast Deployment

JULY

17 Conducted Fleet Awareness Training NAS Whiting Field, FL.

AUGUST

5-9 Command ISIC inspection conducted by COMHELTACWING ONE
9 AQS-14 Brief to COMDESRON 32 Norfolk, VA.
12-16 Squadron MRCI
12-14 READEX 3-85 Norfolk, VA.
17-18 Quonset State Airshow, Quonset State Airport, RI.

SEPTEMBER

4 Conducted MRCI on USS Trenton (LPD-14) Norfolk, VA.
9-11 Completion of squadron MRCI Operations
20 MK-105 Launch/Raydist Brief for VADM DUNN, COMNAVAIRLANT Norfolk,

OCTOBER

23 Conducted MRCI on USS Guadalcanal (LPH-7) Norfolk, VA.
26 Deployed to San Diego, CA.

NOVEMBER

1 Received Dynamic Component Bulletin 60 directing the removal of all sleeve and spindles, grounding all A/C.
18 Received new sleeve and spindles, resumed flight operations
26 Briefed Commander EOD Group ONE on AMCM/MK-18 Interoperability San Diego, CA.

DECEMBER

3 Returned from San Diego deployment.

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HM-14 ACHIEVEMENTS

1. Achievements in Combat Readiness

a. Flight hours:

- (1) Total hours: 2227.3
- (2) Total day hours/percent of total: 2068.9/93
- (3) Total night hours/percent of total: 158.4/07
- (4) Embarked hours/percent of total: 642.3/29
- (5) Embarked day hours/percent of embarked hours: 630.0/98
- (6) Embarked night hours/percent of embarked hours: 12.3/02
- (7) Utilization rate per month/average for year:

Jan	Feb	Mar	Apr	May	Jun
15.7	51.4	62.0	36.4	32.0	40.7
Jul	Aug	Sep	Oct	Nov	Dec
32.8	33.0	31.6	38.5	43.0	35.0

Average for year: 37.9

b. Mission hours:

- (1) AMCM time/percent of total hours: 694.9/31
- (2) AMCM time ashore/percent of total AMCM time: 342.7/49
- (3) AMCM time embarked/percent of total AMCM time: 352.2/51
- (4) Tow time/percent of AMCM time: 380.5/55
- (5) Tow time ashore/percent of total tow time: 180.5/47
- (6) Tow time embarked/percent of total tow time: 200.0/53
- (7) VOD hours/percent of total hours: 82.6/3
- (8) VOD hours ashore/percent of total VOD hours: 15.7/19
- (9) VOD hours embarked/percent of total VOD hours: 66.9/81

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(10) Utility hours/percent of total hours: 380.5/17

(11) Number of PAX/pounds cargo/pounds mail/pounds outsized cargo:
680 78,140 6,300 0

c. Deck Landings:

(1) Total deck landings: 970

(2) Day deck landings/percent of total: 909/94

(3) Night deck landings/percent of total: 61/04

d. OPTAR Management by Quarter and Calendar Year:

(1) Total flight hours granted/total flight hours used/percent:

<u>QTR 1</u>	<u>QTR 2</u>	<u>QTR 3</u>	<u>QTR 4</u>	<u>TOTAL</u>
645	626	549	405	2225
646	627.3	549	405	2227.3
100	100	100	100	100

(2) OPTAR utilization QTR inputs

85 2nd (A) * Grant	\$203,770.31	EXP.	\$203,762.17	99.9996%
3rd (B) Grant	\$199,800.00	EXP.	\$197,056.74	99.624%
4th (C)** Grant	\$208,700.00	EXP.	\$209,347.96	100.310%
86 1st (D) Grant	\$114,200.00	EXP.	\$113,556.70	99.437%

* \$70.31 Carry forward from 1st QTR FY 85

** \$743.26 Carry forward for 3rd QTR FY 85

(3) OPTAR Utilization- CY

(a) Granted \$724,400.00

(b) Spent \$723,723.57

(c) Utilization 99.91%

e. Flight Crew Readiness:

(1) Average number of pilots/aircrew onboard: 27/60

(2) Average number of AHAC/HAC/H2P/PQM/1st A/C/2nd A/C and A/C trainees onboard: 14/6/3/4/20/13/27

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- (3) Average number of mission ready crews: 10.5
- (4) Designations granted - AHAC/HAC/H2P/1st A/C/2nd A/C: 11/11/4/26/8
- (5) Plane captains trained: 27
- (6) Ordnance expended (listed types and number of personnel qualified)
 - (a) .38 caliber pistol: 2,700 rounds; 54 people qualified
 - (b) MK 58 smoke float: 155
 - (c) MK 25 Smoke float: 97
 - (d) MK 44 Rescue Hoist: 33
 - (e) MK 55 Guillotine: 1
 - (f) 7.62 Ammo, M-14 rifle: 1,852 rounds, 37 people received security qualification

2. Achievements in Weapons System Readiness, Material Readiness

a. Percent mission capable (MC): 60.7

Jan	Feb	Mar	Apr	May	Jun
60.2	74.0	61.9	78.4	68.9	72.8
Jul	Aug	Sep	Oct	Nov	Dec
53.4	49.8	48.2	40.1	64.3	56.0

b. Percent non-mission capable maintenance (NMCM): 19.3

Jan	Feb	Mar	Apr	May	Jun
17.4	19.4	19.0	11.0	17.2	14.3
Jul	Aug	Sep	Oct	Nov	Dec
25.8	28.2	24.9	21.3	21.5	11.4

c. Aircraft utilization rate: 37.9

Jan	Feb	Mar	Apr	May	Jun
15.7	51.4	62.0	36.4	32.0	40.7
Jul	Aug	Sep	Oct	Nov	Dec
32.8	33.0	31.6	38.5	43.0	35.0

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d. A-799 percentage (organizational level): 4.7

Jan	Feb	Mar	Apr	May	Jun
2.3	8.6	4.6	4.4	2.3	3.4
Jul	Aug	Sep	Oct	Nov	Dec
3.4	3.1	3.2	5.0	2.1	6.3

e. FOD Rate (total/1000 flight hours) 0.0

f. Average cannibalization rate (total/100 flight hours): 10.6

Items cannibalized/Rate per 100 flight hours

Jan	Feb	Mar	Apr	May	Jun
15	2	13	23	22	16
19.1	0.8	4.2	10.0	11.6	7.3
Jul	Aug	Sep	Oct	Nov	Dec
18	23	29	53	5	10
10.0	11.6	17.0	30.6	7.8	6.0

h. Special Interest Aircraft (SPINTAC) Management: NONE

i. MCM Department - Achievements in Weapons System Readiness, Material Readiness.

- (1) A-799 percentage (organizational level): 4.04%
- (2) FOD RATE: ZERO (0)
- (3) Average cannibalization rate: 2.7 per month

3. Achievements in Aviation Safety

a. ALPHA Mishaps

- (1) Flight mishap (FM): Zero (0)
- (2) Flight related mishap (FRM): Zero (0)
- (3) Aircraft ground mishap (AGM): Zero (0)

b. BRAVO Mishaps

- (1) Flight Mishap (FM): Zero (0)
- (2) Flight related mishap (FRM): Zero (0)
- (3) Aircraft ground mishap (AGM): Zero (0)

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c. CHARLIE Mishaps

(1) Flight mishap (FM): # (1) Engine cowling departed A/C and struck rotor blades

(2) Flight related mishap (FRM): Zero (0)

(3) Aircraft ground mishap (AGM): Zero (0)

d. Number of hazard reports submitted: Five (5)

e. Ratio of total number of lost work days due to accidental injuries reported under OPNAVINST 5102.1 divided by average number of Officer/Enlisted personnel on board: 0.0296

f. Number of NATOPS changes submitted: Ten (10)

g. Accidental fatalities/injuries (all causes):
ALFA, LIMA, UNIFORM: ZERO
BRAVO: ZERO
CHARLIE: ZERO

h. Number of QDR's submitted: Four (4)

i. Number of safety related articles submitted/published: Zero (0)

j. Number of flight violations: Zero (0)

k. Number of explosive ordnance mishaps submitted: Two (2)

l. Number of "Pros of the week" selected by COMNAVAIRLANT for weekly safety bulletin publication: Zero (0)

m. Number of safety standdowns/reviews conducted: Five (5)

n. Safety survey by outside organization (date/unit): 02 Oct 85/Naval Safety Center, NAS Norfolk, VA

o. Special awards received: COMNAVAIRLANT citation in recognition of seven years of operations without a class A aircraft mishap.

p. Other safety related items: Two aviation safety school graduates, one command course safety school graduate and two individual awards for life saving.

4. Achievements in Command Inspections

a. Grade for ISIC Command Inspection: 5-9 Aug 1985 - SAT

b. MRCI: 12-16 Aug 1985, 9-12 Sep 1985 - SAT, no major discrepancies for squadron.

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c. Semi-annual/mid-cruise/post deployment corrosion inspections. 17 Jan 1985, many outstandings, no program less than SAT. 5 Aug 1985, combined with ISIC inspection, no program graded less than SAT, MK-105 sleds noted outstanding.

d. NATOPS evaluation: 28 Jan 1985 - SAT, model program noted.

e. Sar assist visit: 9 Aug 1985 - SAT, successful demonstration of rescue net performed, best SAR equipped squadron in community as noted by evaluator.

5. Achievement in Personnel Readiness

a. Retention:

(1) Officer corps retention was 100%

(2)Enlisted:	<u>1st term</u>	<u>2nd term</u>	<u>Career</u>
Eligible	46	13	12
Not Eligible	5	0	3
Reenlistments	<u>28</u>	<u>13</u>	<u>11</u>
Gross Percent	55%	100%	73%

b. Advancement: Exams

<u>March</u>	<u>E4</u>	<u>E5</u>	<u>E6</u>
TIR	32	27	23
Took Exam	31	25	22
Not Recommended	1	2	1
Number Selected	19	14	7
Number PNA	12	11	15
 <u>Sep</u>			
TIR	44	37	23
Took Exam	36	35	20
Not Recommended	3	2	3
Number Selected	19	11	7
Number PNA	17	24	13

6. Contributions to Tactical Development Improvement

a. List by title, tactical documents submitted:

- (1) AMCM EASTPAC 85 Post deployment report/lessons learned
- (2) AMCM/MK-18 interoperability post deployment report/lessons learned

b. List by title, operational requirements submitted: None

c. List significant tactical projects:

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(1) AMCM/AQS-14 and EOD/MK-18 Tactics development.

Coordinated operations between AMCM and the MK-18 Mine Detection and Neutralization System (MDNS) was accomplished during the squadron's EASTPAC 85 deployment. We proved that integrated operations between the two units were tactically feasible. In October 85, the squadron was tasked to send a three aircraft detachment to NAS North Island in support of further interoperability testing. Operations, conducted 18 - 27 November, led to significant tactical milestones. As a result of these developments, the AMCM/MK-18 Mine Hunting team is now deployable in response to real world contingencies.

(2) Target location computer software. (TARLOC Program)

Provided initial inputs to NCSC for development of target location software during squadron's EASTPAC 85 deployment. Requested and assisted NCSC with development of a TARLOC Program for EODMU-3 for use with their Motorola Mini-ranger navigation system. Improved data collection procedures to facilitate data inputs to program and validate accuracy of software against independently navigated location system.

(3) Integration of Helicopter Aerial Refueling and AMCM Missions.

Utilizing Helicopter Aerial Refueling (HAR), both enroute to and upon return from the mine field, HM-14 accomplished precursor mine countermeasures mission during Minex 85-2. Two aircraft launched from USS TRIPOLI more than 300 miles from the OPAREA, air refueled, completed the missions (AQS-14 and MK-104), air refueled, and returned without mishap. This demonstrates a substantial increase in the tactical readiness of the squadron.

(4) Raydist Precise Navigation Operation.

Through extensive planning and aircrew training, HM-14 has realized near 100% availability of the raydist precise navigation system. HM-14 has successfully utilized the permanent raydist networks of San Diego, San Francisco, and Norfolk and erected successful networks in Monterey Bay, CA and Astoria, Oregon.

7. Contributions to weapons systems development

a. Leader in AQS-14 hardware and procedural development. Submitted NATOPS change for operational stream and recovery procedures. Submitted engineering investigations on nose cable assembly and clamp system (screw elongation).

b. Quickfind/AQS-14 recovery system. Submitted proposal to add the AQS-14 system to those with which the quickfind recovery system can operate. Suggestion included proposed hardware additions.

c. NWP27-2 change. Submitted change to MK-104 mod 2 allowance parts list to reflect actual configuration.

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d. Aux tank installation. Researched and troubleshot calibration problem and provided proposed solution. Recommended procedures were accepted which allowed use of new crashworthy tanks.

e. Raydist installation, AFC 239. Researched and resolved wiring difficulties which called for a substantial change in material used for correct raydist operation.

8. Additional Squadron Remarks

a. Squadron Awards.

(1) Letter from CO NAS North Island - Conduct during EASTPAC 1985 as a result of inspection of spaces. (BRAVO ZULU)

b. Navy Unit Commendation received for Apr 83 to Oct 84.

c. Meritorious Unit Commendation received for Aug to Oct 84.

d. Individual Awards.

(1) Meritorious Service Medal-1

(2) Navy Commendation Medals-7

(3) Navy Achievement Medals-21

(4) Humanitarian Service Medals-283

(5) Letters of Commendation-2

(6) Letters of Appreciation-3

(7) 5 individuals were nominated Combat Action Ribbons

(8) Approved Benesuggs-8

(9) Tidewater Chapter NHA Aircrew of the Year Award (single event): Crews of Vulcan 530 and 531 (inflight refueled AMCM mission).

(10) Tidewater Chapter NHA Aircrewman of the Year (AMS1 [REDACTED])

(11) EAWS Designations - 16

c. Additional Squadron remarks:

(1) Hometown Area Recruiting Program (HARP).

OS2 [REDACTED]
CM2 [REDACTED]
ATAN [REDACTED]

Recruiting Office Norristown PA
Recruiting Office Pittsburgh PA
Recruiting Office Cape Girardeau MO

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AN	[REDACTED]	Recruiting Office Ridgecrest CA.
AMSAN	[REDACTED]	Recruiting Office Salem OH
AE3	[REDACTED]	Recruiting Office Glassboro NJ
ENFN	[REDACTED]	Recruiting Office Schenectady NY
RM3	[REDACTED]	Recruiting Office Chicopee MA
A02	[REDACTED]	Recruiting Office Springfield MA
ATAN	[REDACTED]	Recruiting Office Clarksville IN
AE3	[REDACTED]	Recruiting Office Knight Dale NC
CMCN	[REDACTED]	Recruiting Office Alexandria VA
AMH3	[REDACTED]	Recruiting Office Merrillville IN
OS2	[REDACTED]	Recruiting Office Conway SC
ATAN	[REDACTED]	Recruiting Office Coram NY

(2) Established CPR and First Aid certification training programs. Qualified three CPR and two First Aid squadron instructors. Twenty four personnel have been recertified in CPR with monthly certification classes scheduled.

(3) Equipment and Material management program. At HM-14 the equipment and material management program is best illustrated by the award of the Navy Commendation Medal to Petty Officer [REDACTED] by VADM Dunn for the cost awareness attention he directed to MK-105 parts. In addition, the squadron never dropped below the CNAL goal of 98% on material obligation validations.

(4) MTIP Program. Wing leader in both numbers of personnel tested, lesson guides written for remedial training, and conduct of remedial training.

(5) LMET. CO, XO, and all LCDRs have attended command level LMET leadership seminar.

(6) Tranining.

<u>Training category</u>	<u>Squadron Man Hours</u>
Technical	7,415.1
OJT	19,240.4
Officer/Pilot	2,468.7
Safety	4,135.5
GMT	5,461.2
Aircrew	2,247.9
Total	40,968.8

Additionally, 485 formal school quotas were used.

(7) AA Program. Increased emphasis on squadron alcoholics anonymous (AA) program which meets regularly in the squadron both during and after working hours. This has become a major factor in the squadron aftercare program for CAAC Level II and III patients.

(8) Mast Cases. Decreased 53% over 1984.

(9) Positive Drug Urinalysis. Decreased 80% over 1984.

Enclosure (2)