



DEPARTMENT OF THE NAVY
HELICOPTER COMBAT SUPPORT SQUADRON FOUR (HC-4)
FPO NEW YORK 09523

IN REPLY REFER TO:

1650

Code 10

04 MAR 1991

From: Commanding Officer, Helicopter Combat Support Squadron FOUR
To: Director of Naval History (OP 09BH), Washington Navy Yard,
Washington DC 20374-0571

Subj: 1990 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command Composition, Organization, and Significant Events
(2) Biography of CDR David J. Smania
(3) Biography of CDR Arne J. Nelson
(4) HC-4 CY-90 Battle Efficiency and CNO Safety Awards
Submission

1. Per reference (a), enclosures (1) through (4) are submitted.

Arne Nelson
A. J. NELSON

COMMAND COMPOSITION, ORGANIZATION, AND SIGNIFICANT EVENTS

I. Command Composition and Organization

a. Mission: To provide day/night helicopter logistic support to U. S. SIXTH Fleet and U. S. Naval Forces, Europe.

b. Organization and Structure: CINCUSNAVEUR, COMFAIRMED (ADMIN, OPS), CINCLANTFLT, COMNAVAIRLANT, COMHELWINGSLANT, COMHELTACWING ONE (ADMIN, TRNG/READINESS/PERSONNEL).

c. Commanding Officers:

1 January 1990 - 17 May 1990: CDR David J. Smania
17 May 1990 - 31 December 1990: CDR Arne J. Nelson

d. Permanent Duty Station: NAS Sigonella, Sicily, Italy.

e. Aircraft: Assigned - Eight Sikorsky CH-53E Helicopters, BUNO's 161532, 161536, 161537, 161538, 161539, 161540, 161988, 161989 (gained 19 Nov 90).

II. Chronology

<u>DATE</u>	<u>EVENT</u>
17 Jan	MEDEVAC 23 patients from NAS Sigonella to NAS Naples.
7 Feb	MEDEVAC five patients from USS Iwo Jima (LPH 2) to NAS Sigonella.
18-23 Feb	Det to Hyeres, France to support USS Forrestal (CV 59). (1 ACFT)
23 Feb	Towed 28,000 pound target barge from beach head to three miles off shore.
27 Feb - 10 Mar	Det to Alexandria, Egypt to support USS Forrestal (CV 59). (2 ACFT)
28 Feb	Flood relief support for Tunisia, including U. S. Ambassador, Deputy CINCUSNAVEUR, and top Tunisian military officials.
10 - 22 Mar	Det to Tel Aviv, Israel to support USS Forrestal (CV 59). (2 ACFT)
11 Mar	MEDEVAC one patient from USS Forrestal (CV 59) to Tel Aviv, Israel.
31 Mar	External lift of one USMC H-46 20 miles from Almeria, Spain to USS Forrestal (CV 59).

1 Apr MEDEVAC one patient from USS Saipan (LHA 2) to NAS Rota.

1 - 8 Apr Det to Rota Spain to support USS Forrestal (CV 59) and USS Saipan (LHA 2). (1 ACFT)

1 - 12 Apr Det to Hyeres, France to support USS Dwight D. Eisenhower (CVN 69). (1 ACFT)

19 Apr Flew 30 members of Soviet/Italian/American INF Treaty Inspection Team from NAS Sigonella to Comiso AFB, Italy.

20 Apr Flew 30 members of Soviet/Italian/American INF Treaty Inspection from Comiso AFB to NAS Sigonella.

20 - 30 Apr Det to Tel Aviv, Israel to support USS Dwight D. Eisenhower (CVN 69). (2 ACFT)

6 - 10 May Det to Rome/Naples, Italy for Vice Presidential visit follow on support to USS Dwight D. Eisenhower (CVN 69) and exercise Dragon Hammer. (3 ACFT)

17 May CDR A. J. Nelson relieves CDR D. J. Smania as Commanding Officer, HELSUPPRON FOUR.

18 - 29 May Det to Pisa, Italy and Hyeres, France to support USS Dwight D. Eisenhower (CVN 69). (2 ACFT)

29 - 31 May Det to Rota, Spain to support USS Saipan (LHA 2), USS Ponce (LPD 15) and embark for Operation Sharp Edge. (1 ACFT)

30 May MEDEVAC one patient from USS Ponce (LPD 15) to NAS Rota.

1 - 22 Jun Det to Mildenhall, England in support of USS Dwight D. Eisenhower (CVN 69) participation of Journey to Victory D-Day celebration. (3 ACFT)

1 Jun - 31 Dec Embarked USS Saipan (LHA 2) and USS Ponce (LPD 15) for contingency OPS, Operation Sharp Edge, Monrovia, Liberia.

6 Jun MEDEVAC one patient from USS Dwight D. Eisenhower (CVN 69) to NAS Rota, Spain.

15 - 22 Jun Det to Palma, Spain to support USS Dwight D. Eisenhower (CVN 69). (2 ACFT)

1 - 6 Jul Det to Hyeres, France to support USS Dwight D. Eisenhower (CVN 69). (2 ACFT)

6 Jul MEDEVAC one patient from U.S.C.G. Station Lampedusa to NAS Sigonella.

7 Jul SAR for F-104 pilot near Caltagirone, Sicily.

12 - 20 Jul Det to Hyeres, France to support USS Dwight D. Eisenhower (CVN 69). (1 ACFT)

16 Jul Second CH-53E Super Stallion departed for Operation Sharp Edge embarked aboard USS Savannah (AO 24).

26 Jul Second aircraft arrived Freetown, Sierra Leone.

1 Aug - 31 Dec Transported 1,096 NEO OPS from Monrovia, Liberia to Freetown, Sierra Leone.

7 Aug SAR for F-104 pilot near St. Agatha, Sicily.

10 Aug Operation Sharp Edge aircraft shore based Freetown, Sierra Leone.

10 Aug - 31 Dec Det (HC-4 Det 2) to Jeddah, Saudia Arabia for Operation Desert Shield contingency OPS. (2 ACFT)

12 Aug Det 2 arrived Jeddah, Saudi Arabia. First U. S. Navy unit deployed and in place ashore.

13 Aug MEDEVAC two patient from USS Ponce (LPD 15) to Freetown, Sierra Leone.

13 Aug Det 2, Jeddah, Saudi Arabia conducts first logistics support flight to USS Dwight D. Eisenhower (CVN 69), Red Sea. Eight hundred nautical mile round trip.

17 Aug - 23 Sep Det to Akrotiri, Cyprus for Operational Desert Shield Mediterranean CVBG support. (2 ACFT)

27 Aug MEDEVAC one patient from USS Saratoga (CV 60) to Jeddah, Saudia Arabia.

28 Aug MEDEVAC one patient from USS Saratoga (CV 60) to Jeddah, Saudia Arabia.

29 Aug MEDEVAC two patients from USS Saratoga (CV 60) to Jeddah, Saudia Arabia.

8 - 14 Sep Det to Alexandria, Egypt to support USS John F. Kennedy (CV 67). (2 ACFT)

12 Sep MEDEVAC one patient from U. S. Embassy, Monrovia, Liberia to USS Whidbey Island (LSD 41).

14 Sep Third aircraft to Jeddah, Saudi Arabia.

23 Sep - 21 Oct Det to Cigli, Turkey for exercise Display Determination. (2 ACFT)

28 Sep Third aircraft to Cigli, Turkey.

29 Sep SAR for H-3 crew and passengers in the Red Sea.

1 Oct - 31 Dec Base wide clothing drive for poor of Sierra Leone; collection, transportation, and distribution of over 3,000 pounds of clothes.

8 Oct MEDEVAC one patient from USS Whidbey Island (LSD 41) to Freetown, Sierra Leone.

24 Oct MEDEVAC one patient from USS Whidbey Island (LSD 41) to Freetown, Sierra Leone.

26 Oct MEDEVAC one patient from USS Saratoga (CV 60) to King Abdul Aziz, Saudia Arabia.

29 Oct MEDEVAC one patient from USS Whidbey Island (LSD 41) to Freetown, Sierra Leone.

8 Nov MEDEVAC one patient from Monrovia, Liberia to USS Whidbey Island (LSD 41).

6 - 13 Nov Det to Izmir, Turkey to support USS John F. Kennedy (CV 67). (2 ACFT)

14 - 30 Nov Det to Antalya, Turkey to support USS John F. Kennedy (CV 67). (2 ACFT)

19 Nov Gained aircraft Buno 161989 from HC-1.

10 - 20 Dec Det to Antalya, Turkey to support USS Saratoga (CV 60). (2 ACFT)

12 Dec MEDEVAC one patient from USS John F. Kennedy (CV 67) to USAF Mobile Hospital, Jeddah, Saudia Arabia.

18 Dec MEDEVAC one patient from USS Nashville (LPD 13) to Freetown, Sierra Leone.

19 Dec MEDEVAC one patient from U. S. Embassy to Freetown Sierra Leone.

21 - 27 Dec DET to Tel Aviv, Israel to support USS Saratoga (CV 60). (2 ACFT)

24 Dec Transported 16 human remains from Haifa to Tel Aviv, Israel.

28 - 31 Dec DET to Antalya, Turkey to support USS Saratoga (CV 60). (2 ACFT)

III. Narrative

Calendar year 1990 saw the most aggressive extension of the full capability of HC-4 in squadron history. Working to fulfill our mission, HC-4 deployed three simultaneous detachments spanning three continents, supporting contingency operations of highest national interest while providing our normal level of Mediterranean tasking. The intensity and visibility of the operations required exacting leadership, timely decision making, and precise coordination to achieve record levels of effectiveness and readiness.

Operationally, the HC-4 Black Stallions continue to be the most effective logistics squadron in the Navy. In May, we sent simultaneous detachments to Operation Sharp Edge in Liberia and Journey to Victory in England. In August, HC-4 was the first U.S. Navy unit to arrive in Saudia Arabia at the onset of Operation Desert Shield. Concurrently, our home guard continued Mediterranean support operations and completed aircrew training necessary to meet increased training requirements.

During the year, HC-4 deployed 24 detachments moving more cargo, mail, and passengers than ever before. In 3,261 accident free hours, the squadron moved 2,463 tons of cargo, hauled 1,762,200 pounds of mail, and transported 12,834 passengers. Of the passengers, 1,096 were evacuees from Monrovia, Liberia. In addition, HC-4 flew 24 MEDEVAC missions, two INF Treaty Inspection missions, and 47 humanitarian missions.

The single major readiness degrader in 1990 was the lack of readily available aircraft parts. The long supply lines to CONUS combined with the 6,000 mile span of our own lines and the nonavailability of some high priority items hampered daily maintenance efforts. While the overtaxed replenishment pipeline scrambled for new procurements, HC-4 planned and executed an intensive maintenance program. Combining an ability to forecast problem areas with advanced logistic planning, HC-4's experienced maintenance professionals exhausted all "in-theater" alternatives to significantly reduce repair time and thus rapidly return logistics aircraft to an employable status.

While maintaining the highest operation tempo ever, HC-4 sustained a mission completion rate of 99.6%, an aircraft capable rate of 71.7%, and an aircraft utilization rate of 42.3 FH/MO, the best of any U.S. Navy/Marine Corps squadron. The administrative and maintenance teams have been given "best in COMFAIRMED" laurels for their various programs and were heralded as the "standard for all the fleet to follow."

Morale and quality of life issues remained a high priority during the year. The increase in detachment requirements and the rise in work load saw members spending many weeks apart from dependents. This combined with tensions in the Gulf and the imminent danger to the detachment supporting Sharp Edge threatened the morale of squadron members and their families. HC-4 responded to the concerns of its members by sponsoring numerous command functions and Commanding Officer Calls to gather the Black Stallion family together. Along with the continuing flow of information provided by active OMBUDSMEN, these efforts worked to greatly increase morale and retention to levels warranting extensive praise.

In late August, the integration of HC-2 Det 5 into HC-4 operational control was another success. Under the Black Stallion umbrella, the two HC-2 CH-53E aircraft achieved dramatic improvements in their own mission completion rates boosting the success rates of each squadron. We took care of all HC-2 sailors during their stay, assuming full responsibility for all personal, administrative and operational matters.

Overall, 1990 saw HC-4 personnel and aircraft playing critical roles in the success of American foreign policy. From its evacuation of noncombatants out of war torn Liberia to its provision of 100% logistics support in the initial stages of Operation Desert Shield, HC-4 has outperformed all others in the Navy/Marine Corps team. Despite being dispersed from western Africa to southwest Asia, the leaders and hardworking maintenance personnel pushed the squadron beyond CNO goals in every category, making HC-4 COMNAVAIRLANT's most capable HC squadron and COMFAIRMED's finest.

To preclude further duplication of reporting, enclosure (3) has been provided as supporting documentation to the narrative. It includes explanation of the logistics support provided by HC-4 to Sixth Fleet Operations. Additionally, it contains the pertinent data on operations, maintenance, retention, and lessons learned.



DEPARTMENT OF THE NAVY
HELICOPTER COMBAT SUPPORT SQUADRON FOUR (HC-4)
FPO NEW YORK 09523

IN REPLY REFER TO
1650
Ser 00/001
8 Jan 91



From: Commanding Officer, Helicopter Combat Support Squadron FOUR
To: Commander, Helicopter Tactical Wing ONE
Subj: SUBMISSION OF CY 90 BATTLE EFFICIENCY AND CNO ANNUAL AVIATION SAFETY AWARDS

Ref: (a) COMHELTACWING ONE 052000Z DEC 90
(b) COMNAVAIRLANT INST 1650.3C of 30 Nov 87

Encl: (1) Helicopter Combat Support Squadron FOUR Battle "E" input

1. Per references (a) and (b), enclosure (1) is forwarded.
2. Nineteen ninety saw the most aggressive extension of the full capability of HC-4 to respond to the most demanding tasking in squadron history. Operating in fulfillment of our ROC/POE, HC-4 deployed three simultaneous detachments spanning three continents, supporting contingency operations of highest national interest while providing our normal level of Mediterranean tasking. Although our supply pipeline stretched over 6,000 miles from western Africa to southwest Asia, we exceeded CNO goals in every category and proved to be COMNAVAIRLANT'S most capable HC squadron and COMFAIRMED'S finest squadron.
3. In May, we sent simultaneous detachments to Operation Sharp Edge in Liberia and Journey to Victory in England. Our support of Operation Sharp Edge stretched 3,500 miles from home. Both from the USS Ponce and shorebased in Freetown, Sierra Leone west Africa, HC-4 evacuated over 1,900 U.S. citizens and refugees and provided the sole logistic source for two amphibious battle groups and the U.S. embassy in Monrovia, Liberia. HC-4 was also the cornerstone of the successful Journey to Victory celebration commemorating the 100th anniversary of General Dwight D. Eisenhower's birth and the D-Day invasion, earning the utmost in praise and recognition.
4. In August, HC-4 was the first U. S. Navy unit to arrive in Saudi Arabia at the onset of Operation Desert Shield. Our CH-53E's immediately ensured the resupply capability of two Red Sea CV battle groups at a critical time, routinely flying a daily 800nm round trip from our support base to the carrier and back. The result was a 100 percent mission completion rate for the first two months to ensure all-air transportable cargo was moved until CLF ships were in place to take over the bulk freight business. Concurrently, our home guard continuously supported operations in the Mediterranean and west Africa and completed aircrew training required by the new TYCOM TRED manual prior to 31 December 1990.

Subj: SUBMISSION OF CY 90 BATTLE EFFICIENCY AND CNO ANNUAL AVIATION SAFETY AWARDS



5. While maintaining our highest OP tempo ever, our administrative and maintenance management programs were still second to none, as evidenced by "best in COMFAIRMED" laurels for our retention program and semiannual corrosion audits. COMNAVAIRLANT PIT inspectors singled out our maintenance programs as "the standard by which other squadrons will be measured", and COMNAVAIRLANT NATOPS evaluator cited our NATOPS program as "the top CH-53E squadron anywhere."

6. Operating the Navy's most complex helicopter at the end of a long supply line increased our work load dramatically, but our sustained mission completion rate (99.6%), aircraft mission capable rate (71.7/69.7%) and aircraft utilization rate (42.3 FH/MO) was the best of any U.S. Navy/USMC squadron while our cannabalization rate approached an all time low level. The material condition and readiness of our aircraft and superb training levels of our flight crews and maintenance personnel reflect the proud Black Stallion tradition of professionals working hard to get the job done right, the first time, every time.

7. Integration of HC-2 DET Five into HC-4 operational control was another success. Under the HC-4 umbrella, the two HC-2 CH-53E aircraft achieved dramatic improvements in sustained mission capable rate, from less than 33% MC rate prior to deployment to over 90% since deployment and a utilization rate from 27 hr/mo to 50 hr/mo. We took care of HC-2 sailors as well, assuming full responsibility for all personnel matters, aircrew and maintenance qualifications and training, Temadd, berthing, mail, pay and detailing.

8. It would take pages to give our squadron full justice. I am confident that time will show how critical a role was played by HC-4 in the success of American foreign policy in 1990. Our goals have been simple: to meet every mission, take care of our sailors and their families and get along with host nationals. In every category we were a success. As the finest H-53 squadron in the U.S. Navy/USMC team, we have flown our flight hour grant to within .03 percent for FY 90, aced every inspection, improved our capabilities and facilities, taken care of our people as shown by our retention, and met every operational commitment. We are confident that in comparison, HC-4 has distinguished itself as the leader in Helicopter Combat Support and is most deserving of the COMNAVAIRLANT Battle Efficiency Award and CNO Safety Award.

Aime Nelson

A. J. NELSON

HELICOPTER COMBAT SUPPORT SQUADRON FOUR



1. ACHIEVEMENTS IN COMBAT READINESS.

A. FLIGHT HOURS:

- (1) TOTAL HOURS: 3261.4
- (2) TOTAL DAY HOURS/PERCENT OF TOTAL: 2926.6/89%
- (3) TOTAL NIGHT HOURS/PERCENT OF TOTAL: 334.8/11%
- (4) DEPLOYED/EMBARKED HRS/PERCENT OF TOTAL: 2066/64%
- (5) DEPLOYED/EMBARKED DAY HRS/PERCENT OF TOTAL EMBARKED
HRS: 1906/92%
- (6) DEPLOYED/EMBARKED NIGHT HRS/PERCENT OF TOTAL EMBARKED
HRS: 160/8%
- (7) UTILIZATION RATE PER MONTH/AVERAGE FOR YEAR: CY 90 AVG:
42.3 (CNO GOAL: 42.0 HC-4 ROC/POE)
FOR BREAKDOWN BY MONTH SEE PARAGRAPH 2.C.

B. MISSION ACCOMPLISHMENTS:

- (1) NUMBER OF PAX/TONS OF INTERNAL CARGO/POUNDS OF MAIL:

	<u>HC-4</u>	<u>HC-2</u>	<u>TOTAL</u>
PAX	11,050	1,784	12,834
CARGO	1,882	581	2,463
MAIL	1,336,300	399,900	1,762,200

- (2) TONS OF VERTREP CARGO: 44.4

- (3) SAR MISSIONS: 3

(A) 07 JUL 90, SAR FOR F-104 PILOT NEAR CALTAGIRONE,
SICILY.

(B) 07 AUG 90, SAR FOR F-104 PILOT NEAR ST. AGATHA,
SICILY.

(C) 29 SEP 90, SAR FOR H-3 CREW AND PAX IN RED SEA.

- (4) MEDEVAC MISSIONS: 24/51 PATIENTS

(A) 17 JAN 90, MEDEVAC 23 PATIENTS FROM NAS SIGONELLA
TO NAS NAPLES.

ENCL (1)

(B) 7 FEB 90, MEDEVAC FIVE PATIENTS FROM USS IWO JIMA TO NAS SIGONELLA.

(C) 11 MAR 90, ONE PATIENT FROM USS FORRESTAL TO TEL AVIV, ISRAEL.

(D) 1 APR 90, MEDEVAC ONE PATIENT FROM USS SAIPAN TO NAS ROTA.

(E) 30 MAY 90, MEDEVAC ONE PATIENT FROM USS PONCE TO NAS ROTA.

(F) 6 JUN 90, MEDEVAC ONE PATIENT FROM USS EISENHOWER TO NAF MILDENHALL, ENGLAND.

(G) 10 JUN 90, MEDEVAC ONE PATIENT FROM USS PONCE TO FREETOWN, SIERRA LEONE.

(H) 14 JUN 90, MEDEVAC ONE PATIENT FROM USS EISENHOWER TO NAS ROTA.

(I) 6 JUL 90, MEDEVAC ONE PATIENT USCG STATION LAMPEDUSA TO NAS SIGONELLA.

(J) 13 AUG 90, MEDEVAC TWO PATIENTS FROM USS PONCE TO FREETOWN, SIERRA LEONE.

(K) 27 AUG 90, MEDEVAC ONE PATIENT FROM USS SARATOGA TO JEDDAH, SAUDI ARABIA.

(L) 28 AUG 90, MEDEVAC ONE PATIENT FROM USS SARATOGA TO JEDDAH, SAUDI ARABIA.

(M) 29 AUG 90, MEDEVAC TWO PATIENTS FROM USS SARATOGA TO JEDDAH, SAUDI ARABIA.

(N) 12 SEPT 90, MEDEVAC ONE PATIENT FROM U.S. EMBASSY MONROVIA, LIBERIA TO USS WHIDBEY ISLAND.

(O) 8 OCT 90, MEDEVAC ONE PATIENT FROM USS WHIDBEY ISLAND TO FREETOWN, SIERRA LEONE.

(P) 24 OCT 90, MEDEVAC ONE PATIENT FROM USS WHIDBEY ISLAND TO FREETOWN, SIERRA LEONE.

(Q) 26 OCT 90, MEDEVAC ONE PATIENT FROM USS SARATOGA TO KING ABDUL AZIZ, SAUDI ARABIA.

(R) 29 OCT 90, MEDEVAC ONE PATIENT FROM USS WHIDBEY ISLAND TO FREETOWN, SIERRA LEONE.

(S) 30 OCT 90, MEDEVAC ONE PATIENT FROM USS WHIOBEY ISLAND TO FREETOWN, SIERRA LEONE.

(T) 8 NOV 90, MEDEVAC ONE PATIENT FROM U.S. EMBASSY MONROVIA, LIBERIA TO USS WHIOBEY ISLAND.

(U) 12 DEC 90, MEDEVAC ONE PATIENT FROM USS JOHN F. KENNEDY TO USAF MOBILE HOSPITAL, JEDDAH, SAUDI ARABIA.

(V) 19 DEC NOV 90, MEDEVAC ONE PATIENT FROM U.S. EMBASSY MONROVIA, LIBERIA TO FREETOWN, SIERRA LEONE.

(W) 18 DEC 90, MEDEVAC ONE PATIENT FROM USS NASHVILLE TO FREETOWN, SIERRA LEONE.

(5) INF MISSIONS: 2

(A) 19 APR 90, TRANSPORT 30 SOVIET, ITALIAN AND U.S. INSPECTORS TO COMISO AFB.

(B) 20 APR 90, TRANSPORT 30 SOVIET, ITALIAN AND U.S. INSPECTORS FROM COMISO AFB.

(6) HUMANITARIAN MISSIONS: 47

(A) 46 NEO MISSIONS: 1 AUG - 31 DEC 90, TRANSPORTED 1,906 NEOS FROM MONROVIA, LIBERIA TO FREETOWN, S.L.

(B) 24 DEC 90, TRANSPORTED 15 HUMAN REMAINS FROM HAIFA, ISRAEL TO TEL AVIV, ISRAEL.

(C) CONDUCTED BASE WIDE CLOTHING DRIVE FOR POOR OF SIERRA LEONE. INVOLVED IN COLLECTION, TRANSPORT, DISTRIBUTION OF OVER 3000 POUNDS OF CLOTHES FOR THE POOR.

(7) SIGNIFICANT VERTREPS:

(A) 23 FEB 90 - 28,000 POUND TARGET BARGE TOWED FROM BEACH HEAD TO THREE MILES OFFSHORE.

(B) 31 MAR 90 - EXTERNAL ONE USMC H-46 20 MILES FROM ALMERIA, SP TO USS FORRESTAL.

C. DECK LANDINGS:

(1) TOTAL DECK LANDINGS: 866

(2) DAY DECK LANDINGS/PERCENT OF TOTAL: 790/91%

(3) NIGHT DECK LANDINGS/PERCENT OF TOTAL: 76/9%



(4) DAY LANDINGS ASHORE: 4054

(5) NIGHT LANDINGS ASHORE: 901

D. OPTAR MANAGEMENT BY QUARTER AND CALENDAR YEAR:

(1) FLIGHT HOURS GRANTED/FLIGHT HOURS USED/PERCENT UTILIZATION:

(A) FIRST QTR CY 90: 777/ 679.5/ 87.5%
(B) SECOND QTR CY 90: 802/ 664.0/ 82.8%
(C) THIRD QTR CY 90: 951/ 978.4/102.9%
(D) FOURTH QTR CY 90: 691/ 939.5/140.3%
(E) CY 90 TOTALS: 3,221/3,261.4/101.3%

NOTE: FLYING THE ENTIRE FLIGHT HOUR GRANT IN 1ST AND 2ND QTRS WAS NOT POSSIBLE DUE TO HIGHER COST PER GALLON AT FOREIGN FBO'S. ABILITY TO EXCEED GRANT IN 3RD AND 4TH QTRS WAS BECAUSE HIGH COST DETS WERE OVER COMPENSATED FOR BY OPERATION DESERT SHIELD FUEL ARRANGEMENTS.

(2) DOLLARS GRANTED/DOLLARS SPENT/PERCENT UTILIZATION:

(A) FIRST QTR CY 90: 249,700.00/ 249,534.76/99.9%
(B) SECOND QTR CY 90: 258,300.00/ 256,391.09/99.3%
(C) THIRD QTR CY 90: 304,400.00/ 304,047.70/99.9%
(D) FOURTH QTR CY 90: 394,100.00/ 392,110.19/99.5%
(E) CY 90 TOTALS: 1,206,500.00/1,202,083.74/99.6%

NOTE: FY 90 TOTALS: 1,033,400.00/1,033,047.70/99.97%

E. FLIGHT CREW READINESS:

(1) AVERAGE NUMBER OF AIRCRAFT AND PILOTS/AIRCREW ON BOARD: 6.4 AIRCRAFT, 25 PILOTS/17 AIRCREW

(2) AVERAGE NUMBER OF FLIGHT CREW PERSONNEL ON BOARD BY CREW POSITION:

(A) HAC: 17



- (B) H2P: 5
- (C) PQM: 3
- (D) CREW CHIEF: 9
- (E) SECOND CREWMAN: 2
- (F) AIRCREW TRAINEE: 6

(3) NUMBER OF FLIGHT CREW DESIGNATIONS GRANTED DURING CALENDAR YEAR:

- (A) HAC: 3
- (B) H2P: 11
- (C) CREW CHIEF: 4
- (D) SECOND CREWMEN: 5
- (4) PLANE CAPTAINS TRAINED: 40

(5) ORDNANCE EXPENDED:

(A) L554, MK 25 SAR MARKERS - 19 L580, MK 58 SAR MARKERS - 18 NW 20, CHAFF - 150 MD/48/MF/60. IMPULSE CHAFF - 150 A400, .38 CAL - 1550

(B) NUMBER OF PERSONNEL QUALIFIED: 30 PERSONNEL QUALIFIED USING .38 CAL PISTOL. 19 PERSONNEL QUALIFIED FOR ORDNANCE STORAGE AND INSTALLATION.

F. DEPLOYMENTS/DETACHMENTS:

(1) LOCATION, DATES, PURPOSE:

(A) HYERES, FRANCE - 18-23 FEB, ONE CH-53E, USS FORRESTAL INPORT VISIT.

(B) TUNISIA - 28 FEB, ONE CH-53E, FLOOD RELIEF SUPPORT FOR TUNISIA, INCLUDING U.S. AMBASSADOR, DEPUTY CINCUSNAVEUR AND TOP TUNISIAN MILITARY OFFICIALS.

(C) ALEXANDRIA, EGYPT - 27 FEB-10 MAR, TWO CH-53E'S, USS FORRESTAL INPORT VISIT.

(D) TEL AVIV, ISRAEL - 10-22 MAR, TWO CH-53E'S, USS FORRESTAL INPORT VISIT HAIFA, ISRAEL.

(E) ROTA, SPAIN - 01-08 APR, TWO CH-53E'S, USS FORRESTAL/USS SAIPAN INPORT VISIT.

(F) HYERES, FRANCE - 01-12 APR, ONE CH-53E, USS EISENHOWER INPORT VISIT.

(G) TEL AVIV, ISRAEL, 20-30 APR, TWO CH-53E'S, USS EISENHOWER INPORT VISIT HAIFA, ISRAEL.

(H) ROME/NAPLES, ITALY - 06-10 MAY, THREE CH-53E'S, VICE PRESIDENTIAL VISIT FOLLOW ON SUPPORT TO USS EISENHOWER AND EXERCISE DRAGON HAMMER.

(I) PISA, ITALY/HYERES, FRANCE - 18-29 MAY, ONE CH-53E, USS EISENHOWER INPORT VISIT.

(J) ROTA, SPAIN - 29-31 MAY, TWO CH-53E'S, USS SAIPAN/ USS PONCE SUPPORT AND EMBARK FOR OPERATION SHARP EDGE.

(K) USS EISENHOWER/MILDENHALL, ENGLAND - 01-22 JUN, THREE CH-53E'S, PARTICIPATION IN JOURNEY TO VICTORY D-DAY CELEBRATION.

(L) FREETOWN; S.L. (DET ONE) - 01JUN-31DEC, TWO CH-53E'S, ONE ACFT EMBARKED USS PONCE/USS SAIPAN CONTINGENCY OPS, OPERATION SHARP EDGE, MONROVIA, LIBERIA. SECOND ACFT DEPARTED 16 JUL, ARR 26 JUL, SHOREBASED FREETOWN, S.L., 10 AUG EMBARKED ACFT SHOREBASED, FREETOWN, S.L.

(M) PALMA, SPAIN - 15-22 JUN, TWO CH-53E'S, USS EISENHOWER INPORT VISIT.

(N) HYERES, FRANCE - 01-06 JUL, ONE CH-53E, USS EISENHOWER INPORT VISIT.

(O) HYERES, FRANCE - 12-20 JUL, ONE CH-53E, USS EISENHOWER INPORT VISIT.

(P) JEDDAH, S.A. (DET TWO), 10 AUG-31 DEC, THREE CH-53E'S, OPERATION DESERT SHIELD CONTINGENCY OPS, 3RD ACFT ARR 14 SEPT.

(Q) AKROTIRI, CYPRUS - 17 AUG-23 SEP, TWO CH-53E'S, OPERATION DESERT SHIELD MED CVBG SUPPORT.

(R) ALEXANDRIA, EGYPT - 08-14 SEP, TWO CH-53E'S, USS JOHN F. KENNEDY INPORT VISIT.

(S) CIGLI, TURKEY - 23 SEP-21 OCT, THREE CH-53E'S, EXERCISE DISPLAY DETERMINATION 90, 3RD ACFT DEP 28 SEP.

(T) IZMIR, TURKEY - 06-13 NOV, TWO CH-53E'S, USS JOHN F. KENNEDY INPORT VISIT.

(U) ANTALYA, TURKEY - 14-30 NOV, TWO CH-53E'S, USS JOHN F. KENNEDY INPORT VISIT.

(V) ANTALYA, TURKEY - 10-20 DEC, TWO CH-53E'S, USS SARATOGA INPORT VISIT.

(W) TEL AVIV, ISRAEL - 21-27 DEC, TWO CH-53E'S, USS SARATOGA INPORT VISIT HAIFA, ISRAEL.

(X) ANTALYA, TURKEY - 28-31 DEC, TWO CH-53E'S, USS SARATOGA INPORT VISIT.

(2) EXERCISES:

(A) DRAGON HAMMER, 08-10 MAY.

(B) DISPLAY DETERMINATION, 23 SEP-21 OCT.

(3) DAYS EMBARKED/DETACHED:

(A) CALENDAR DAYS DEPLOYED - 290,

(B) DETACHMENT DAYS DEPLOYED - 606.

2. ACHIEVEMENTS IN WEAPONS SYSTEMS READINESS, MATERIAL READINESS:

MAKING HELICOPTER COMBAT SUPPORT SQUADRON FOUR HISTORY, THE MAINTENANCE DEPARTMENT FIELDLED THREE FULLY INDEPENDENT DETACHMENTS SIMULTANEOUSLY SUSTAINING AN INTENSIVE HOMEPLATE AIRCRAFT TURNAROUND PROGRAM RESULTING IN A COMMUNITY LEADING MISSION (MC) RATE OF 71.7% AND THE BEST READINESS POSTURE AMONG ALL USN/USMC "SHARP EDGE/DESERT SHIELD" CH-53E SQUADRONS. AT ONE POINT 90% OF ALL FMC CH-53E AIRCRAFT IN SUPPORT OF DESERT SHIELD WERE HC-4 HELICOPTERS. THE UNPRECEDENTED 67.9% FULL MISSION CAPABILITY (FMC) RATE WAS AN EXTRAORDINARY FEAT UNDER A GRUELING 2534 SCHEDULED SORTIES AND 3261.4 COMPLETED FLIGHT HOURS REGIME. THE FOUNDATION OF THIS DYNAMIC PRODUCTION CREW WAS HERALDED BY COMNAVAVIRLANT'S 1990 MAINTENANCE MANAGEMENT EVALUATION TEAM; "HC-4'S MAINTENANCE PROCEDURES AND APPLICATION ARE A STANDARD FOR ALL THE FLEET TO FOLLOW." SELECTED AS COMFAIRMED'S DOD MAINTENANCE AWARD NOMINEE, THE "BLACK STALLION" PRODUCTION EFFORT STANDS READY FOR THE ULTIMATE TEST OF "DESERT SHIELD", AS TESTIFIED BY THE FOLLOWING REMARKABLE WEAPON SYSTEM MATERIAL READINESS STATISTICS:

A. PERCENT MISSION CAPABLE (MC): (CNO GOAL 70% MC/60% FMC)

	MC	FMC	
JAN	74.7%	65.9	
FEB	70.1%	70.0	
MAR	70.6%	69.7	
APR	76.4%	76.4	
MAY	64.0%	60.6	
JUN	68.1%	67.2	CY 90 AVG: 71.7%/69.7%
JUL	67.4%	65.0	
AUG	74.0%	70.3	
SEP	70.2%	70.0	
OCT	73.2%	73.2	
NOV	67.8%	67.4	
DEC	82.8%	80.9	



B. PERCENT NON-MISSION CAPABLE MAINTENANCE:

JAN	7.4%	
FEB	16.1%	
MAR	12.7%	
APR	15.5%	
MAY	16.5%	
JUN	16.7%	CY 90 AVG: 12.9%
JUL	19.0%	
AUG	12.5%	
SEP	16.5%	
OCT	5.0%	
NOV	11.7%	
DEC	6.5%	

C. AIRCRAFT UTILIZATION RATE: (CNO GOAL 42.0 HRS/MO)

JAN	32.8	
FEB	40.8	
MAR	39.0	
APR	33.1	
MAY	40.6	
JUN	37.5	CY 90 AVG: 42.3
JUL	37.5	
AUG	52.1	
SEP	54.8	
OCT	43.9	
NOV	38.8	
DEC	51.5	



D. A-799 PERCENTAGE:

JAN	2.8%
FEB	1.3%
MAR	1.7%
APR	2.2%
MAY	1.7%
JUN	1.8%
JUL	1.4%
AUG	2.8%
SEP	2.2%
OCT	1.8%
NOV	2.3%
DEC	1.9%

CY 90 AVG: 2.0%

E. FOD RATE:

JAN	0
FEB	0
MAR	0
APR	0
MAY	0
JUN	0
JUL	0
AUG	0
SEP	0
OCT	0
NOV	0
DEC	0

CY 90 AVG: 0

F. AVERAGE CANNIBALIZATION RATE: (P/100 FH)

JAN	15.5
FEB	12.3
MAR	10.0
APR	2.5
MAY	27.0
JUN	10.8
JUL	10.0
AUG	5.3
SEP	4.7
OCT	8.1
NOV	2.6
DEC	1.9

CY 90 AVG: 9.7

G. SPECIAL INTEREST AIRCRAFT:

JAN	0
FEB	0
MAR	0
APR	0
MAY	0
JUN	0
JUL	0
AUG	0
SEP	0
OCT	0
NOV	0
DEC	0

CY 90 AVG: 0



3. ACHIEVEMENTS IN AVIATION SAFETY:

A. ALPHA F/FR/AG MISHAPS: NONE

B. BRAVO F/FR/AG MISHAPS: NONE

C. CHARLIE F/FR/AG/MISHAPS: 15 SEP 90, UPPER RAMP DOOR
DEPARTED AIRCRAFT AND FELL INTO WATER

D. TOTAL NUMBER OF AVIATION RELATED FATALITIES: NONE

E. NUMBER OF HAZARD REPORTS SUBMITTED: 8

F. RATIO OF TOTAL NUMBER OF LOST WORK DAYS DUE TO ACCIDENTAL
INJURIES REPORTABLE UNDER OPNAVINST 5102.1 DIVIDED BY AVERAGE
NUMBER OF OFFICERS/ENLISTED PERSONNEL ON BOARD: 31 : 156 = .16

G. TOTAL NUMBER OF NATOPS CHANGES SUBMITTED: 12 (INCLUDES
NMP CHANGES)

H. FOD RATE: 0

I. TOTAL NUMBER OF TFOAS: 5

J. SAFETY RELATED ARTICLES SUBMITTED/SAFETY RELATED ARTICLES
PUBLISHED: 12/3

K. CNAL PROS OF THE WEEK SELECTED: 1

L. TOTAL NUMBER OF SQUADRON-WIDE SAFETY STANDOWNS HELD: 4
10 JAN, 15 JUN, 24 SEP, 19 DEC. ADDITIONALLY, 5 SAFETY STANDOWNS
WERE CONDUCTED CONCURRENTLY AT PERMANENT DETACHMENT SITES.

M. SPECIAL AWARDS: COMNAVAILRANT SEVENTH CONSECUTIVE MISHAP
FREE YEAR CERTIFICATE

N. SAFETY PROGRAM NARRATIVE: HC-4 HAS A COMPREHENSIVE SAFETY PROGRAM THAT IS BASED ON ALL HANDS PARTICIPATION AND OPEN LINES OF COMMUNICATION. KEY ELEMENTS INCLUDE:



(1) ENLISTED SAFETY COMMITTEE (ESC): CHAIRED BY A COMMAND SAFETY PETTY OFFICER, THE ESC CONSISTS OF WORK CENTER SAFETY PETTY OFFICERS FROM EACH DIVISION AND IS ACTIVE BOTH AT HOME BASE AND TWO PERMANENT DET SITES. THE ESC MEETS MONTHLY TO IDENTIFY, DISCUSS, AND RECOMMEND CORRECTIVE ACTION FOR SAFETY RELATED TOPICS. DETACHMENT ESC MINUTES ARE FORWARDED TO THE SQUADRON EACH MONTH FOR INCLUSION IN DISCUSSION AT HOME BASE.

(2) AVIATION SAFETY COUNCIL (ASC): CHAIRED BY EXECUTIVE OFFICER, THE ASC IS COMPRISED OF CO, DEPARTMENT HEADS, AVIATION SAFETY OFFICER, SQUADRON FLIGHT OFFICER, SQUADRON FLIGHT SURGEON, AND COMMAND MASTER CHIEF. THE ASC MEETS MONTHLY TO FORMULATE PROGRAM GOALS/POLICY AND ADDRESS ACTION ITEMS PERTAINING TO SQUADRON SAFETY.

(3) QA AUDIT TEAM - HEADED BY A SENIOR SQUADRON QAR, THE QA AUDIT TEAM IS TASKED WITH ENSURING COMPLIANCE WITH STANDARDIZED MAINTENANCE PROCEDURES AT PERMANENT DETACHMENT SITES. A COMPREHENSIVE AUDIT OF ALL DETACHMENTS MAINTENANCE PROGRAMS IS CONDUCTED ON A 60 DAY CYCLE.

(4) DETACHMENT CORROSION TEAM - SPECIALIZED MAINTENANCE TEAM TASKED WITH ENSURING DEPLOYED SQUADRON AIRCRAFT RECEIVE PROPER INSPECTIONS AND PREVENTIVE MAINTENANCE FOR CORROSION ON 90 DAY CYCLE.

(5) TRAINING: A HIGH LEVEL OF SAFETY AWARENESS IS MAINTAINED THROUGH REGULARLY SCHEDULED SAFETY TRAINING. SPECIFIC ITEMS INCLUDE:

(A) DAILY PILOT/AIRCREW NATOPS TRAINING AND MISHAP/HAZREP DEBRIEFED AT SQUADRON AOM'S. (IN MID SEPTEMBER, NATOPS TRAINING WAS CHANGED TO A WEEKLY SCHEDULE DUE TO OPERATIONAL COMMITMENTS WITH SHARP EDGE AND DESERT SHIELD).

(B) WEEKLY GENERAL SAFETY TRAINING INCORPORATED IN MONTHLY MAINTENANCE PLAN.

(C) MONTHLY ALL HANDS SAFETY TRAINING CONDUCTED THROUGH GMT PROGRAM.

(D) QUARTERLY SAFETY STAND DOWNS.

(E) ANNUAL NAVOSH TRAINING CONDUCTED IN CONJUNCTION WITH HEARING AND SIGHT CONSERVATION PROGRAMS, PROTECTIVE FOOTWEAR PROGRAM, BACK INJURY PREVENTION PROGRAM, AND HAZARDOUS MATERIAL PROGRAM.

(6) COMMUNICATION: OPEN LINES OF COMMUNICATION ARE ESSENTIAL FOR AN EFFECTIVE SAFETY PROGRAM AND ARE MAINTAINED BY THE FOLLOWING:

- (A) OPEN DOOR POLICY OF CO, XO, AND SAFETY OFFICER.
- (B) CO SUGGESTION BOX.
- (C) STALLION SAFETY SUGGESTION BOX - AWARDS GIVEN FOR BEST MONTHLY AND ANNUAL SAFETY SUGGESTIONS.
- (D) POD, SAFETY BOARD, REQUIRED READING BOARDS.
- (E) SAFETY SURVEYS/SAFETY QUESTIONAIRES.
- (F) MONTHLY SAFETY SUMMARY REPORTS.
- (G) WEEKLY AOM/QUARTERS.

(7) HAZARD IDENTIFICATION/REPORTING: TIMELY, ACCURATE REPORTING OF GROUND OR AVIATION SAFETY INCIDENTS PER CURRENT DIRECTIVES IS SUPPLEMENTED BY A SQUADRON SAFETY LOG DESIGNED TO IDENTIFY AND RECORD INCIDENTS THAT DO NOT MEET REQUIREMENTS OF FORMAL REPORTS.

4. ACHIEVEMENTS IN COMMAND INSPECTIONS:

- A. GRADE FOR ISIC COMMAND INSPECTION: NONE CONDUCTED
- B. NTPI/DNSI: N/A
- C. SQUADRON CORROSION INSPECTIONS: RECEIVED ADJECTIVE GRADES OF SATISFACTORY ON TWO AIRCRAFT MATERIAL CONDITION AND SPECIAL PROGRAMS AUDIT CONDUCTED BY COMFAIRMED. ALL SUBJECTIVE GRADES WERE OUTSTANDING OR EXCELLENT. INSPECTORS COMMENTS: "THE BEST CH-53 AIRCRAFT I'VE EVER INSPECTED. HC-4'S CURRENT CORROSION CONTROL MATERIAL CONDITION MAINTENANCE PROGRAM IS THE STANDARD. THE PROFESSIONAL TEAM EFFORT AND CORPORATE KNOWLEDGE IN ITS IMPLEMENTATION IS OUTSTANDING."
- D. COMNAVAILRANT PIT INSPECTION: AVIATION MAINTENANCE MANAGEMENT EVALUATED OUTSTANDING ACROSS THE BOARD, HC-4'S MAINTENANCE PROCEDURES AND APPLICATION ARE A STANDARD FOR ALL THE FLEET TO FOLLOW. THE BLACK STALLIONS ARE THE FINEST HEAVY LIFT OBSERVED BY THIS INSPECTION TEAM.

E. NATOPS EVALUATION: RECEIVED ADJECTIVE GRADE OF SATISFACTORY AND A SUBJECTIVE GRADE OF OUTSTANDING FROM COMNAVIAIRLANT NATOPS EVALUATOR. NATOPS ADMINISTRATIVE PROCEDURES WERE DESCRIBED AS EXCEPTIONAL. THE PILOT AND AIRCREW TRAINING PROGRAMS WERE DESCRIBED AS "THE BEST IN THE COMMUNITY".



5. ACHIEVEMENTS IN PERSONNEL READINESS:

A. RETENTION:

	<u>ELIGIBLE</u>	<u>NOT ELIGIBLE</u>	<u>NO. REENLISTED</u>	<u>GROSS/NET%</u>	<u>CY 90 CNO GOAL</u>
FIRST TERM	19	3	13	59/ 68	53
SECOND TERM	8	0	7	88/ 88	61
CAREER	7	0	7	100/100	91

B. ADVANCEMENT:

(1) CYCLE (127)

	<u>E-4</u>	<u>E-5</u>	<u>E-6</u>
ELIGIBLE TIS/TIR	34	14	16
NO. TAKING EXAM	34	14	16
NO. NOT RECOMMENDED	0	0	0
NO. SELECTED	14	3	0
NO. PNA	20	11	16

(2) CYCLE (128)

	<u>E-4</u>	<u>E-5</u>	<u>E-6</u>
ELIGIBLE TIS/TIR	17	11	11
NO. TAKING EXAM	17	11	11
NO. NOT RECOMMENDED	1	0	0
NO. SELECTED	8	2	0
NO. PNA	8	9	11

(NOTE: CYCLE 128 FIGURES DO NOT CONTAIN DECEMBER 90 LATE EXAM PERSONNEL.)

C. ONE YEAR OR GREATER PRD EXTENSION REQUESTS: 25

D. HUMAN RESOURCES: QUARTERLY CAPTAIN'S CALLS ARE HELD FOR SQUADRON ENLISTED PERSONNEL. THE COMMANDING OFFICER AND OMBUDSMAN ARE ACTIVE IN KEEPING DEPENDENTS INFORMED. ALL LEVELS OF THE CHAIN OF COMMAND MAKE CONTINUAL REAPPRAISALS OF THE QUALITY OF LIFE ISSUES EFFECTING THE SQUADRON.

6. CONTRIBUTIONS TO TACTICAL DEVELOPMENT IMPROVEMENT:

A. OPERATIONAL REQUIREMENTS SUBMITTED:

- (1) CH-53E WEATHER RADAR. APPROVED THROUGH CINCLANTFLT.
- (2) BROOKS PERKINS PALLET LOADING SYSTEM. RE-INITIATED TOR.
- (3) ISREALI QUICK RIG TROOP SEATS. TOR APPROVED. 2ND AIRCRAFT RECEIVING INSTALLATION DURING SOLM.
- (4) ARC-174 HF RADIO INSTALLATION.

B. OPERATIONAL IMPROVEMENTS IMPLEMENTED:

(1) DEVELOPED NEW CH-53E OPERATIONAL CONCEPT TO MINIMIZE CV DECK TIME BY TRIWALLING/PALLETIZING ALL POSSIBLE CARGO, THEREBY INCREASING CH-53E SUPPORT OF CV DURING WARTIME FLEX DECK OR CYCLIC OPS. PROCEDURES PRESENTED AT JAN 1990 MEDITERRANEAN LOGISTICS CONFERENCE. OPERATIONALLY IMPLEMENTED IN 2 INPORT AND ONE AT SEA DETACHMENT, REDUCING CV ONLOAD/OFFLOAD AND DECK TURNAROUND TIME BY APPROXIMATELY ONE HALF. USED TO SOME EXTENT IN RED SEA CVBG OPS.

(2) DEVELOPED CVBG SUPPORT CONCEPT THAT USES CLF SHIPS AS PRIMARY CH-53E DELIVERY PLATFORM FOR CVBG SHIPS, ALLOWING CV TO REMAIN ON STATION AND RECEIVE CV MATERIAL ONLY, ALLOWING OTHER BG MATERIAL TO BE POSITIONED FFT BG SHIPS FROM CLF VICE VIA CV. IMPLEMENTATION IN RED SEA WAS AN UNQUALIFIED SUCCESS.

(3) ENHANCED DETACHMENT COMMUNICATIONS BY RECOMMENDING USE OF CELLULAR PHONES AT REMOTE AIRHEADS. GREATLY IMPROVED COORDINATION AND SCHEDULING OF ALL COMFAIRMED LOGISTICS AIRCRAFT; C-130, C-9, C-2, H-53.

(4) SPEARHEADED ASSIGNMENT OF COMFAIRMED/ASCOME FORWARD LOGISTICS SITE JIC, FOR REMOTE FORWARD LOGISTICS SITES THE ASSIGNMENT OF WHICH REDUCED CONFLICT AMONG VARIOUS SUPPORT GROUPS AND PROVIDED A SINGLE SOURCE SCHEDULING AUTHORITY. IMPROVING AIRHEAD EFFICIENCY AND EFFECTIVENESS.

(5) FURTHER DEFINED CH-53E CARGO DELIVERY CAPABILITY BY TWICE PROVIDING SUBMARINES WITH CRITICAL PARTS AND CLASSIFIED DOCUMENTS. ONLY KNOWN H-53 TO HAVE ACCOMPLISHED THIS MISSING.

(6) OPERATIONALLY IMPLEMENTED H-3 AND H-46 EXTERNAL LIFT PROCEDURES. BY THE BOOK, SUCCESSFULLY VERIFIED PROCEDURES.

7. CONTRIBUTIONS TO WEAPONS SYSTEM DEVELOPMENT:

A. CH-53E ILSMT 9.



8. ADDITIONAL SQUADRON REMARKS:

A. SQUADRON AWARDS/COMMENDATIONS:

(1) MERITORIOUS UNIT COMMENDATION: 12 APR 90, FOR RECORD SETTING COMBAT SUPPORT THROUGHOUT THE MEDITERRANEAN FROM JAN 88 TO DEC 88.

(2) NAVY UNIT COMMENDATION: FOR OPERATION SHARP EDGE, NOMINATED AND FORWARDED.

(3) HUMANITARIAN SERVICE MEDAL: FOR OPERATION SHARP EDGE EVACUATION OF NONCOMBATANT U.S. CITIZENS AND REFUGEES FROM AMERICAN EMBASSY MONROVIA, LIBERIA, NOMINATED AND FORWARDED.

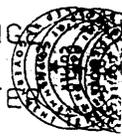
(4) COMFAIRMED NAPLES IT 171400Z JAN 90, SECOND CONSECUTIVE SILVER ANCHOR AWARD FY-89: IT IS WITH GREAT PLEASURE THAT I ANNOUNCE THE FY-89 COMFAIRMED SILVER ANCHOR AWARD WINNER, AVIATION CATEGORY: HELSUPPRON FOUR. OUTSTANDING RETENTION PROGRAMS ARE ULTIMATELY A MEASURE OF LEADERSHIP QUALITY AND INVOLVEMENT AT ALL LEVELS. WHEN THIS LEVEL OF LEADERSHIP BY EXAMPLE IS PRESENT, ONLY OUTSTANDING RETENTION PROGRAMS RESULT.

(5) USS THORN 211700Z JAN 90, BATTLE GROUP SUPPORT: THE "PENETRATORS" OF HSL-36 DET 5 EMBARKED USS THORN WISH TO EXPRESS THEIR APPRECIATION FOR YOUR SUPPORT DURING OUR 12-16 JAN TRAINING ANCHORAGE IN AUGUSTA BAY. YOUR QUICK AND PROFESSIONAL ASSISTANCE DURING THE HOLIDAY WEEKEND ENABLED US TO FULFILL ALL OUR NEEDS. THE "CAN-DO" ATTITUDE DISPLAYED WAS SUPERB. FOR YOUR EFFORTS WE WOULD LIKE TO CONVEY A SINCERE THANK YOU FOR A JOB WELL DONE.

(6) HELSUPPRON TWO DET ONE 301533Z JAN 90, SHORE-BASING SUPPORT: THE GHOSTRIDERS OF HC-2 DET ONE WOULD LIKE TO EXTEND OUR SINCERE APPRECIATION AND THANKS TO THE BLACK STALLIONS OF HC-4. WHILE SHORE BASED AT NAS SIGONELLA, DET ONE WAS ABLE TO ACCOMPLISH A 100% MISSION COMPLETION RATE IN SUPPORT OF COMSIXTHFLT. THIS WAS A DIRECT RESULT OF THE SUPPORT OBTAINED FROM THE BLACK STALLIONS OF HC-4. YOUR PROFESSIONALISM AND RELIABILITY ALLOWED DET ONE TO COORDINATE LOGISTIC OPERATIONS THAT WOULD OTHERWISE HAVE BEEN IMPOSSIBLE WITH OUR LIMITED COMMUNICATIONS ABILITIES. IT IS EASY TO SEE WHY YOU HAVE BEEN DUBBED "HELPSUPPRON" FOUR.

(7) NAS SIGONELLA IT 011638Z MAR 90, BRAVO ZULU: RECENTLY, THE FLOATING TARGET BUOY LOCATED AT PACHINO TARGET RANGE BROKE ITS ANCHORAGE AND DRIFTED ASHORE. THE OUTSTANDING TEAMWORK AND DEDICATION DISPLAYED BY USS HOIST, HELSUPPRON FOUR AND EOD DET SIGONELLA WHILE ACCOMPLISHING THE VITAL RECOVERY AND REPLACEMENT OF THIS FLEET ASSET IS A CREDIT TO THE PROFESSIONALISM AND CAN DO SPIRIT OF ALL CONCERNED. WELL DONE!

(8) USS DONALD B BEARY 161350Z MAR 90, BRAVO ZULU: THE RECENT ASSISTANCE OF HC-4 IN EXPEDITING A SHORT-NOTICE ENGINE CHANGE ON DBB'S LAMPS IS MOST DEEPLY APPRECIATED. THE SUPERB SUPPORT PROVIDED DIRECTLY ENABLED DBB/HSL-34 DET 4 TO FULFILL A VIP TRANSFER COMMITMENT WHICH WAS CRITICAL TO THE SUCCESS OF A MAJOR FLEET EXERCISE. MANY THANKS TO ALL WITH THE HOPE OF WORKING TOGETHER AGAIN IN THE FUTURE.



(9) HMM TWO SIX ONE 011551Z AND 011555Z APR 90, MOVEMENT OF DAMAGED HELO: DAMAGED CH-46 SUCCESSFULLY EXTERNALED ON 311030Z MAR 90 BY BLACK STALLIONS OF HC-4 FROM SITE NEAR ALMERIA, SP TO US SHIPPING FFT CONUS. THE GAS WAS ON US BUT IT WAS MONEY WELL SPENT. EXTERNAL LIFT OF OUR DAMAGED CH-46 WAS EXECUTED FLAWLESSLY UNDER LESS THAN IDEAL CONDITIONS. DESPITE AWKWARD POSITION AND STRONG WINDS CH46 WAS PLACED ON DECK ABSOLUTELY PERFECTLY. FROM PLANNING TO BRIEFING TO BRILLIANT EXECUTION THE ACTIONS OF THESE BLACK STALLIONS WERE HIGHLY COMMENDABLE. THANKS FROM RAGING BULLS.

(10) COMFAIRMED NAPLES IT 040916Z APR 90, BRAVO ZULU: EXTREMELY PLEASED BY YOUR SUPERB PERFORMANCE IN THE RECOVERY OF THE HMM-261 CH-46 FROM ALMERIA SPAIN. YOUR ABILITY TO RESPOND QUICKLY WITH PERFECT EXECUTION EPITOMIZES PROFESSIONAL EXCELLENCE. BRAVO ZULU TO BOTH YOUR DETACHMENT TEAM AND HOME SQUADRON. RADM CRESSY.

(11) NAS SIGONELLA IT 240703Z APR 90, INF SUPPORT: ONCE AGAIN THE "BLACK STALLIONS" PROVIDED FLAWLESS SUPPORT IN TRANSFERRING A SOVIET INSPECTION TEAM AND ESCORTS TO COMISO AIR BASE. THE COMBINED EFFORTS OF YOUR AIRCREWS AND MAINTENANCE PERSONNEL MADE THIS FIFTH HISTORIC TRANSFER A COMPLETE SUCCESS. AS ALWAYS, IT WAS A PLEASURE TO HAVE YOU ON OUR TEAM. BRAVO ZULU, CAPT R.S. PARODI.

(12) THE VICE PRESIDENT OF THE UNITED STATES LTR OF 7 MAY 90: I AM MOST GRATEFUL FOR THE OUTSTANDING ASSISTANCE AND SUPPORT YOU PROVIDED IN CONJUNCTION WITH MY TRIP TO USS DWIGHT D. EISENHOWER (CVN-69) DURING MY VISIT TO ITALY ON 7 MAY 1990. I AM WELL AWARE OF THE EXTRAORDINARY DEMANDS A VISIT SUCH AS MINE MAKES ON OUR LIMITED HELICOPTER ASSETS IN THE MEDITERRANEAN, AND I APPRECIATE THE EXTRA HOURS INVOLVED IN MEETING THE EXTRA COMMITMENTS. THE SMOOTH AND PROFESSIONAL MANNER IN WHICH YOU TRANSPORTED MY STAFF AND VIP GUESTS BETWEEN ROME AND THE IKE WAS CRITICAL TO THE SUCCESS OF THE VISIT. WE HAD VERY LITTLE TIME IN THE SCHEDULE, AND ONLY THROUGH YOUR EFFICIENCY WAS THE VISIT POSSIBLE. AGAIN, PLEASE ACCEPT MY THANKS FOR YOUR CONTRIBUTION. IT WAS A JOB WELL DONE. DAN QUAYLE.

(13) CTF SIX ZERO 070640Z JUN 90, JOURNEY TO VICTORY SUPPORT: DURING JUST COMPLETED CINCUSNAVEUR JOURNEY TO VICTORY OPERATIONS, YOUR DETACHMENT TO USS DWIGHT D EISENHOWER DISTINGUISHED THEMSELVES AS TRUE PROFESSIONALS ACCOMPLISHING OVER 20 INDIVIDUAL LIFTS IN A NINE HOUR PERIOD FROM NAS LEE AND HMS DRYAD TO IKE AND CAEN FRANCE, HC-4 EXCEEDED EXPECTATIONS IN BOTH CAPABILITY AND PROFESSIONALISM.

(14) CTF SIX ZERO 161020Z JUN 90, PERFORMANCE OF DUTY: ON THE EVENING OF 13 JUN 90, IKE REQUIRED A SHORT NOTICE TRANSFER ASH OF A LIFE-THREATENING MEDEVAC CASE. PLEASE EXTEND MY PERSONAL APPRECIATION TO ALCON FOR THE OUTSTANDING RESPONSE AND FOR A JOB DONE, RADM LYNCH.



(15) CINCUSNAVEUR LONDON UK 181727Z JUN 90, BRAVO ZULU - JOURNEY TO VICTORY: I WANT TO EXPRESS APPRECIATION FOR THE SUPPORT YOU GAVE TO THE EISENHOWER CENTENNIAL "JOURNEY TO VICTORY". THE CEREMONIES HELD AT HMS DRYAD AND IN USS DWIGHT D EISENHOWER WERE A COMPLETE SUCCESS, IN NO SMALL MEASURE DUE TO THE OUTSTANDING EFFORTS OF YOUR PEOPLE. ALL AIR OPS STAGED FROM NAF MILDENHALL TO NAS LEE ON SOLENT AND IKE WERE EXECUTED ON TIME WITH SHARP CREWS AND SPOTLESS AIRCRAFT. PRECISION MOVEMENT OF PERSONNEL DURING ALL PHASES OF THE JOURNEY WAS CRITICAL. WITHOUT SUPERB SUPPORT RENDERED BY ALL HANDS, THE "JOURNEY TO VICTORY" COULD NOT HAVE BEEN THE SUCCESS THAT IT WAS. YOU HELPED MAKE THE NAVY SHINE. CONGRATULATIONS AND WELL DONE! ADM J. T. HOWE.

(16) CTF SIX ZERO NAVGRAM OF 1 SEP 90, RED SEA BZ: PLEASE EXTEND MY PERSONAL THANKS AND WELL DONE TO ALL PERSONNEL WHO CONTRIBUTED TO THE SIGNIFICANT SUCCESS OF THE JEDDAH FORWARD LOGISTIC SUPPORT SITE (FLSS). THE FLSS RESPONSE TO FLEET LOGISITC RQMTS AS A FULLY OPERATIONAL SUPPORT FACILITY AT A HERETOFORE UNKNOWN FORWARD SITE IN RECORD TIME WAS IMPRESSIVE. ADDITIONALLY THE RSBG COD/VOD SERVICES WERE ALWAYS AVAILABLE AND RESPONSIVE TO BATTLE GROUP TASKINGS. THE VOD SUPPORT OF THE SECDEF DV EMBARK AND CVBG TURNOVER WAS PARTICULARLY NOTEWORTHY. THE DILIGENCE, RELIABILITY, AND PROFESSIONALISM EXHIBITED CONSISTENTLY BY ALL FLSS PERSONNEL WERE APPRECIATED BY THE IKE RSBG; WE COULDN'T HAVE MAINTAINED OUR READINESS AND FLEXIBILITY WITHOUT YOU. WELL DONE. RADM LYNCH SENDS.

(17) EMBASSY OF THE UNITED STATES OF AMERICA, FREETOWN, SIERRA LEONE LTR OF 20 SEP 90: I PERSONALLY FELT GREAT PRIDE IN OBSERVING THE TEAM, HELICOPTER SUPPORT SQUADRON 4, DETACHMENT ONE GENTLY ASSISTING OLD AND INFIRMED PERSONS OR CAREFULLY CARRYING SMALL CHILDREN IN THEIR ARMS. I AM CONVINCED THEIR CARE AND COMPASSION CONTRIBUTED GREATLY TO THE SUCCESS OF THIS SEGMENT OF THE ENTIRE OPERATION. MOREOVER, I BELIEVE THEY FEEL GRATIFIED IN A JOB WELL DONE.

(18) FESTIVAL OF SAINT NICOLAS COMMITTEE, 29 JUL 90: RECOGNITION PLAQUE FOR AERIAL PERFORMANCE DURING BI-ANNUAL LOST MARINERS MEMORIAL, BRUCOLI, SICILY.

B. INDIVIDUAL AWARDS:

- (1) MERITORIOUS SERVICE MEDAL: 2.
- (2) NAVY COMMENDATION MEDAL: 10.
- (3) NAVY ACHIEVEMENT MEDAL: 26.
- (4) GOOD CONDUCT MEDAL: 18.
- (5) LETTERS OF COMMENDATION: 22.
- (6) LETTERS OF ACHIEVEMENT/APPRECIATION: 162.

C. ADDITIONAL SQUADRON REMARKS: SEE COVER LETTER.

