1992 ✓

# DEPARTMENT OF THE NAVY

HELICOPTER COMBAT SUPPORT SQUADRON FOUR (HC-4)
PSC 812
FPO AE 09627-0812

IN REPLY REFER TO:
5750
Code 10 /020
12 APR 1993

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

Subj: 1992 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command Composition, Organization, Significant Events and Narrative
(2) Biography of CDR Mark H. Dye
(3) Biography of CDR William H. Allen
(4) CO, HC-4 ltr 1650, Code 00 of 15 Jan 93 (Battle E/CNO Safety Award submission)
(5) CO, HC-4 ltr 1010 Ser 00/089 of 13 Nov 92 (CNE Golden Anchor submission)
(6) CINCUSNAVEUR London UK 061300Z Jan 93
(7) Past Command Articles and Photographs
(8) CO, HC-4 ltr 1650 Ser 00/079 of 10 Sep 92 (CNE Outstanding Leadership Award submission)
(9) CINCUSNAVEUR London UK 161200Z Dec 92
(10) CO, HC-4 ltr 1650 Ser 00/003 of 26 Jan 93 (SOY Package submission)

1. Per reference (a), enclosures (1) through (10) are submitted.

MARK H. DYE

Logged

1. Command Composition and Organization.

a. Mission: To provide day/night, all weather helicopter logistic support to U.S. SIXTH Fleet and U.S. Naval forces in Europe, the Mediterranean and the U.S. Naval Forces Central Command in the Persian Gulf.

b. Organization and Structure: CINCLANTFLT, CINCUSNAVEUR, COMNAVAIRLANT, COMFAIRMED, COMHELTACWING ONE.

c. Commanding Officers.

(1) 1 January 1992 - 19 June 1992: CDR Richard Tenga

(2) 19 June 1992 - 31 December 1992: CDR Mark H. Dye

d. Permanent Duty Station: Naval Air Station (NAS) Sigonella, Sicily, Italy.

e. Aircraft Assigned: Nine Sikorsky CH-53E Super Stallion Helicopters. Bureau Numbers (BUNO's):

(1) 161532

(2) 161533

(3) 161536

(4) 161537

(5) 161538

(6) 161539

(7) 161540

(8) 161542

(9) 161988

2. Chronology

| Location | Dates | Event |
|---|---|---|
| Souda Bay, Greece | 11-19 January 1992 | USS AMERICA (CV 66) Logistics Support |
| Athens, Greece | 20-28 January 1992 | USS AMERICA (CV 66) Port Visit Support |
| Antalya, Turkey | 29 January - 8 February 1992 | USS AMERICA (CV 66) Port Visit Support |
| Hurghada, Egypt | 22-29 February 1992 | USS AMERICA (CV 66)/ USS EISENHOWER (CVN 69) Turnover |
| Palma, Spain | 1-6 March 1992 | USS EISENHOWER (CVN 69) Port Visit Support |
| Andoya, Norway | 5-29 March 1992 | TEAMWORK 92 |

| | | |
|---|---|---|
| Tel Aviv, Israel | 30 March - 9 April 1992 | Exercise Juniper Falconry |
| Bahrain (Det ONE) | 8 April - 31 December 1992 | COMUSNAVCENT Logistics Support, Desert Storm, Southern Watch |
| Sigonella, Italy | 11-15 April 1992 | Mt. Etna Humanitarian Relief Operations |
| Fujairah, UAE | 29 April - 10 May 1992 | USS AMERICA (CV 66) Logistics Support |
| Sigonella, Italy | 11-24 May 1992 | Exercise Dragon Hammer |
| Hurghada, Egypt | 17-24 May 1992 | USS AMERICA (CV 66) Logistics Support |
| Rota, Spain | 25-29 May 1992 | USS AMERICA (CV 66) Port Visit Logistics Support |
| Fujairah, UAE | 25-27 May 1992 | USS INDEPENDENCE (CV 62) Logistics Support |
| Palma, Spain | 12-18 June 1992 | USS SARATOGA (CV 60) Port Visit Logistics Support |
| Fujairah, UAE | 13-19 June 1992 | USS INDEPENDENCE (CV 62) Port Visit Support |
| Sigonella, Italy Tunisia | 16-30 June 1992 | Exercise Ellipse Bravo |
| Hyeres, France | 29 June - 5 July 1992 | USS SARATOGA (CV 60) Port Visit Logistics Support |
| Falconara, Italy | 18 July - 18 September 1992 | Operation PROVIDE PROMISE Logistics Support |
| Kuwait | 8-22 August 1992 | Exercise Eager Mace |
| Antalya, Turkey | 23 September - 2 October 1992 | DISPLAY DETERMINATION USS SARATOGA (CV 60)/ USS IWO JIMA (LPH 2) Logistics Support |
| Cigli, Turkey | 2-11 October 1992 | USS GUNSTON HALL (LSD 44)/USS BIDDLE (CG 34) Logistics Support |
| Falconara, Italy | 18 October - 28 November 1992 | Operation PROVIDE PROMISE Logistics Support |
| Amendola, Italy | 28 November - 10 December 1992 | Operation PROVIDE PROMISE Logistics Support |
| Rota, Spain | 4-19 December 1992 | Exercise AFRICAN EAGLE USS AUSTIN (LPD 4)/USS GUNSTON HALL (LSD 44) Logistics Support |

Amendola, Italy 14-19 December 1992 Operation PROVIDE PROMISE
Logistics Support

3. Narrative

In a year of Navy downsizing, HC-4 increased its size and scope of operations, assuming logistic responsibility in the Commander, U.S. Naval Central Command (COMUSNAVCENT) area of responsibility, and continuing operations in the Mediterranean, Red, and North Seas. The Black Stallions played an integral part in four contingency operations, seven exercises, and flew 1,715 deployed flight hours to six carrier battle groups while operating out of 20 different countries. All this was accomplished while HC-4 was designated Navy finalist for the Secretary of Defense Maintenance Award, earned the Commander, U.S. Naval Forces, Europe (CINCUSNAVEUR) Golden Anchor Award for the second year in a row, and AE1(AW) [redacted] was selected as the CINCUSNAVEUR Leadership Award winner.

The Black Stallions of HC-4 continued to achieve record setting successes exceeding every Navy logistics squadron. During the first quarter of calendar year 1992, the Black Stallions deployed two aircraft over 2,900 miles to Norway for Exercise Teamwork 92. The two detachment helicopters flew to the Arctic Circle to provide logistic support. Braving winter snowstorms, in minimal visibility, the detachment flew a unique air-to-air refueling evolution with U.S. Air Force Special Operations Force assets across the North Sea.

During the second quarter of 1992, the Black Stallions participated in Exercise Juniper Falconry while operating from Tel Aviv, Israel. In April, two CH-53E's left to establish the permanent HC-4 Detachment ONE in Manama, Bahrain. HC-4 flew 2,200 miles across the Mediterranean, Egypt and the Saudi Arabian desert to the Persian Gulf, prepositioning the two CH-53E helicopters for services to aircraft Carrier Battle Groups (CVBG) and Marine Amphibious Groups in that volatile region. Prior to HC-4's arrival to the Persian Gulf, H-53 assets were carrying only 18 percent of airborne cargo to U.S. Navy CVBGs and other afloat units; within a month of establishing operations in Bahrain, HC-4 was airlifting 80 percent of all airborne cargo - significantly contributing to battle group readiness. Detachment ONE supported Operation Southern Watch from its outset, and its aircraft were used extensively in the deserts of Kuwait during Exercise Eager Mace. From April through December 1992, the detachment flew over 890 flight hours, carried 1,509,000 pounds of cargo and mail, and transported 3,773 passengers while sustaining a 96 percent mission completion rate.

Closer to home, HC-4 was called upon to join the U.S. Marines of HMM-461 to save the Sicilian village of Zafferana, from the encroaching lava flow of Mt. Etna. At altitudes of 8,000 feet, squadron aircraft externally lifted 9,000 pound blocks of concrete which were deposited directly in lava flowing from the side of the volcano. In deteriorating weather, the drops were a success and the Italian village escaped destruction. Twenty Air Medals were awarded to HC-4 aircrews for actions related to these flights.

During the third quarter, HC-4 began its continuous support of Operation Provide Promise. Once again, HC-4 was the only airborne logistic support squadron available to USS IWO JIMA and USS GUAM, stationed in the Adriatic Sea off the coast of former Yugoslavia. Since August 1992, HC-4 has flown 315 flight hours and carried over 828,300 pounds of cargo and mail in support of the operation. Normal SIXTH Fleet support involved participation in numerous exercises including, Display Determination, Dragon Hammer, and African Eagle.

To accommodate an extraordinarily active operational schedule, HC-4 looked closely at in house procedures and policies in an attempt to improve efficiency, ensure safety, and contribute to fleet-wide readiness. The Black Stal-

lions have become the CH-53E Blade Tracking Experts and developed a Maintenance Instruction incorporating current instructions and factory expertise which has been disseminated to all CH-53E commands. Using this in depth procedure, the squadron has reduced blade track evolutions from a previous four plus flights to an average of 1.8.

Overall, 1992 saw HC-4 again make a major contribution to the success of American Foreign Policy. No other Navy or Marine Corps unit excelled at such rare challenges of providing heavy combat logistics support while operating in the arid Persian Gulf region, the Arctic Circle, and high altitudes above an active volcano. The Black Stallions continue to overcome all hardships and achieved superior results with aggressive training, insightful planning, creative long range communications, ever present safety vigilance, and extraordinary flexibility to meet short-fused mission requirements.

Enclosure (4) is provided as supporting documentation. It includes an in depth 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)
PSC 812
FPO AE 09627-0812

IN REPLY REFER TO:

1650
Code 00

15 JAN 1993

From: Commanding Officer, Helicopter Combat Support Squadron FOUR
To: Commander, Helicopter Tactical Wing ONE

Subj: SUBMISSION OF CY 92 BATTLE EFFICIENCY AWARD AND CNO ANNUAL AVIATION SAFETY AWARDS

Ref: (a) COMNAVAIRLANTINST 1650.3D
(b) COMHELTACWING ONE NORFOLK VA 071433Z DEC 92

Encl: (1) Helicopter Combat Support Squadron Four Battle "E" Input

1. Per references (a) and (b), enclosure (1) is forwarded.

2. HC-4's emphasis on safety, mission and people proved a solid foundation for operational success in 1992. In a year of Navy downsizing, HC-4 increased its size and scope of operations, assuming logistic responsibility in the Commander, U.S. Naval Central Command (COMUSNAVCENT) area of responsibility, and continuing operations in the Mediterranean, Red, and North Seas. The Black Stallions played an integral part in four contingency operations, seven exercises, flew 1,715 deployed flight hours to six carrier battle groups while operating out of 20 foreign countries. This was done while HC-4 was designated a finalist for the Secretary of Defense Maintenance Award, earned the Commander, U.S. Naval Forces, Europe (CINCUSNAVEUR) Golden Anchor Award for the second year in a row, and AE1(AW) [redacted] was selected as the CINCUSNAVEUR Petty Officer Outstanding Leadership Award winner.

3. The unique combat logistic experience of the command proved invaluable during the establishment of a permanent detachment in Bahrain, April 1992. HC-4 flew 2,000 miles across the Mediterranean, Egypt, and the Saudi Arabian desert to the Persian Gulf, prepositioning two CH-53E aircraft for services to battle groups in the volatile region. Prior to HC-4's arrival in the Gulf, H-53 assets were carrying only 18 percent of airborne cargo to battle group naval units; within a month of establishing operations in Bahrain, HC-4 was carrying 80 percent of airborne cargo - a significant factor contributing to battle group readiness. Det ONE supported Operation Southern Watch from its outset and our aircraft were used extensively in the deserts of Kuwait during Exercise Eager Mace. Since April, the detachment has flown over 890 flight hours, carried 1,509,000 pounds of cargo and mail, and transported 3,773 passengers while sustaining a 96 percent mission completion rate.

4. The ability to operate in every theater and environment was again proven during Exercise Teamwork 92. Flying north over 31 latitudes, two squadron aircraft flew to the Arctic Circle to provide logistic support. Braving winter snowstorms, the detachment flew a unique air-to-air refueling evolution with Air Force assets across the North Sea.

5. Closer to home, HC-4 was called upon to save a Sicilian village from the encroaching lava flow of Mt. Etna. At altitudes of 8,000 feet squadron aircraft externally lifted 9,000 pound blocks to be deposited in lava flows on the side of the volcano. In deteriorating weather, the drops were a success and the Italian village avoided destruction. Twenty Air Medals were awarded for actions related to these flights.

6. The third contingency operation HC-4 is still involved with is Operation Provide Promise. Once again HC-4 was the only airborne logistic support available to USS IWO JIMA and USS GUAM stationed in the Adriatic Sea. Since August 1992, HC-4 has flown 315 flight hours and carried over 828,300 pounds

Encl (4)

of cargo and mail in support of Provide Promise.

7. Normal Sixth Fleet support involved participation in numerous exercises such as Display Determination and African Eagle. But while extraordinarily active operationally, we have looked closer to home to improve efficiency, ensure safety, and contribute to fleet-wide readiness. The Black Stallions are considered the CH-53E Blade Tracking experts and our Maintenance Instruction incorporating current instructions and factory expertise will be beneficial to sister commands. The squadron has reduced blade track evolutions from a previous four plus flights to an average of 1.8. Dedication to improving the way we do business is an HC-4 trademark.

8. The squadron passed every inspection (MCI, PIT/PAT, NATOPS, Safety-HAZMAT, ISIC), improved the quality of maintenance, continued outstanding retention results, and did it safely. No other squadron has such diverse operational demands and unmatched performance to naval units in trouble spots world-wide. HC-4 is truly deserving of the COMNAVAIRLANT Battle "E" Award.

MARK H. DYE

# 1992 BATTLE "E"

1. <u>Achievements in Combat Readiness</u>:

a. Flight Hours:

(1) Total Hours: 2633.7

(2) Total Day Hours/Percent of Total: 2403.2/91%

(3) Total Night Hours/Percent of Total: 230.5/9%

(4) Deployed/Embarked Hours/Percent of Total: 1715.4/1.9/65.1%

(5) Deployed/Embarked Day Hours/Percent of Total Deployed/Embarked: 1602.6/0.7/93.4%

(6) Deployed/Embarked Night Hours/Percent of Total Deployed/Embarked: 112.8/1.2/6.6%

(7) Utilization Rate per Month/Average for Year: CY92 Avg: 36.5 (CNO Goal: 42.0 HC-4 ROC/POE). For breakdown by month, see paragraph 2.c.

b. Mission Accomplishments:

(1) Number of Passengers/Tons of Internal Cargo/Pounds of Mail

| | |
|---|---|
| Passengers: | 7,462 |
| Cargo: | 1,741 |
| Mail: | 1,091,850 |

(2) Tons of VERTREP Cargo: 128.5

(3) SAR Missions: 0

(4) MEDEVAC's: 6

(a) 23 SEP 92: MEDEVAC one patient from USS TRENTON to Naples, IT.

(b) 23 NOV 92: MEDEVAC one patient from USS RANGER to Manama, Bahrain.

(c) 23 NOV 92: MEDEVAC one patient from USS GUAM to Falconara, IT.

(d) 07 DEC 92: MEDEVAC two patients from a F-15 crash site in Saudi Arabia to Dhahran, Saudi Arabia.

(e) 11 DEC 92: MEDEVAC one patient from USS AUSTIN to Rota, SP.

(5) Humanitarian Missions:

(a) Operation HOT ROCKS: 11-15 April 1992, flew 10 missions in a successful attempt to divert a lava flow heading toward the Sicilian village of Zafferana.

(b) Logistic support of Operation Provide Promise: 18 July - 19 December 1992.

(6) Unusual Cargo Lifts:

(a) 11-15 April 1992, Externally lifted 238,000 pounds of "Beirut Buster" concrete blocks to Mt. Etna, Europe's largest active volcano, in a successful effort to divert a lava flow threatening the town of Zafferana, Sicily. The 9,000 pound blocks were lifted 8,000 feet on the face of the volcano and strategically placed in the lava flow to slow it's progress.

(7) Firsts:

(a) First HC-4 deployment to Norway.

(b) First HC-4 deployment to Bahrain.

(c) First CH-53E cross country transit from the Mediterranean Sea to the Arctic Circle.

(8) Records:

(a) Longest continuous Navy CH-53E detachment in the Persian Gulf in support of COMUSNAVCENT AOR: 267 days.

(b) Longest, most arduous self lift of a CH-53E detachment, transitting 31 degrees of latitude to the Arctic Circle and back, involving aerial refueling over the North Sea, and challenging the all-weather capabilities of the CH-53E aircraft and it's aircrew.

(9) Noteworthy VIP's:

(a) 23 APR 92: Transported members of the Kuwaiti Royal Family, the US Ambassador to Kuwait, and one US Senator from Kuwait International Airport to USS AMERICA.

(b) 29 APR 92: Transported CINCUSNAVEUR to Mt. Etna to evaluate Operation HOT ROCKS.

(c) 11 MAY 92: Transported CINCUSNAVEUR and NATO VIP's from Monte Romano, an Italian military base, to the Italian aircraft carrier, Giuseppe Garibaldi. This lift was in support of DRAGON HAMMER 92.

(d) 24 JUN 92: Transported Deputy CINCEUR (Air Force four-star) to Comiso AFB.

(e) 28 JUN 92: Transported MCPON to and from USS INDEPENDENCE.

(f) 17 JUL 92: Conducted FAM flight with RADM Bennitt, CTF ONE FIVE FOUR.

(g) 4 SEP 92: Transported CINCUSNAVEUR, COMSIXTHFLT, an Italian four-star admiral, and an Italian four-star general from Falconara, Italy to USS IWO JIMA.

(h) 27 OCT 92: Transported VADM Tuttle from NAS Sigonella to NAVCOMTELSTA, Niscemi.

(i) 30 NOV 92: Transported COMFAIRMED from Comiso AFB to the NATO helopad in Augusta Bay, Sicily.

c. Deck Landings:

(1) Total Deck Landings: 680

(2) Day Deck Landings/Percentage of Total: 571/84%

(3) Night Deck Landings/Percentage of Total: 109/16%

(4) Day Landings Ashore: 3,980

(5) Night Landings Ashore: 783

d. OPTAR Management by Quarter and Calendar Year:

(1) Total Flight Hours Granted/Total Flight Hours Used/Percent Utilization

(a) First QTR CY92: 634/514/81%

(b) Second QTR CY92: 781/655/84%

(c) Third QTR CY92: 877/772/88%

(d) Fourth QTR CY92: 818/682/83%

(e) CY92 Totals: 3110/2623/84%

* 20% increase in cost of fuel per hour over the CNAL projection significantly affected the utilization rate percentage.

(2) Dollars Granted/Dollars Spent/Percent Utilization

(a) First QTR CY92: 242,000.00/241,731.61/100%

(b) Second QTR CY92: 298,400.00/297,669.55/100%

(c) Third QTR CY92: 334,600.00/335,489.63/100%

(d) Fourth QTR CY92: 329,700.00/328,917.16/100%

(e) CY92 Totals: 1,204,700.00/1,203,807.90/10C%

e. Flight Crew Readiness:

(1) Average Number of Aircraft/Pilots/Aircrew on Board:

(a) 5.7/27/20

(2) Average Number of Flight Crew Personnel on Board by Crew Position:

(a) HAC: 15

(b) H2P: 8

(c) PQM: 4

(d) Crew Chief: 14

(e) Second Crewman: 3

(f) Aircrew Trainee: 3

(3) Number of Designations Granted:

(a) HAC: 16

(b) H2P: 19

(c) Crew Chief: 10

(d) Second Crewman: 2

(4) Plane Captains Trained: 34

(5) Ordnance Expended/Percent of Allowance:

(a)

| NALC | TYPE | ALLOCATED | EXPENDED | PERCENT | NO OF PERS QUAL'D |
|---|---|---|---|---|---|
| A071 | 5.56 mm | 2000 | 0 | 0 | 0 |
| A400 | .38 cal | 3000 | 1344 | 45 | 11 |
| A576 | 50 cal | 500 | 0 | 0 | 0 |
| L554 | Mk25 smoke | 24 | 8 | 33 | 4 |
| L580 | Mk58 smoke | 12 | 6 | 50 | 4 |
| LW60 | Mk46 flare | 150 | 30 | 20 | 1 |
| NW20 | Chaff | 150 | 91 | 61 | 1 |

(b) Personnel Qualified in Other Ordnance:

| NALC | TYPE | ALLOCATED | EXPENDED | PERCENT | NO OF PERS QUAL'D |
|---|---|---|---|---|---|
| M190 | Cads | N/A | N/A | N/A | 13 |
| M363 | Cads | N/A | N/A | N/A | 13 |
| M13 | D/N Flare | N/A | N/A | N/A | 1 |
| M79 | Signal Kit | N/A | N/A | N/A | 1 |
| M514 | Cads | N/A | N/A | N/A | 6 |
| 1W18 | Separator | N/A | N/A | N/A | 5 |
| 876561 | Cads | N/A | N/A | N/A | 9 |

f. Deployments/Detachments:

(1) Detachments:

| LOCATION | DATES | No. of CH-53E's | PURPOSE |
|---|---|---|---|
| Bahrain (Det ONE) | 08-29 APR 92 | 2 | COMUSNAVCENT Logistics Support |
| | 29 APR-10 MAY 92 | 1 | |
| | 10-25 MAY 92 | 2 | |
| | 25-27 MAY 92 | 1 | |
| | 05-13 JUN 92 | 3 | |
| | 13-19 JUN 92 | 2 | |

| | | | |
|---|---|---|---|
| | 19-26 JUN 92 | 3 | |
| | 26 JUN-31 DEC 92 | 2 | |
| Souda Bay, GR | 11-19 JAN 92 | 2 | USS AMERICA Logistics Support |
| Athens, GR | 20-28 JAN 92 | 2 | USS AMERICA Pvst Support |
| Antalya, TU | 29 JAN-08 FEB 92 | 2 | USS AMERICA Pvst Support |
| Hurghada, EG | 22-29 FEB 92 | 2 | USS AMERICA/ USS EISENHOWER Turnover |
| Palma, SP | 01-06 MAR 92 | 2 | USS EISENHOWER Pvst Support |
| Andoya, Norway | 05-29 MAR 92 | 2 | TEAMWORK 92 |
| Tel Aviv, IS | 30 MAR-09 APR 92 | 2 | Exercise Juniper Falconry |
| Fujairah, UAE | 29 APR-10 MAY 92 | 1 | USS AMERICA Logistics Support |
| Hurghada, EG | 17-24 MAY 92 | 1 | USS AMERICA Logistics Support |
| Rota, SP | 25-29 MAY 92 | 1 | USS AMERICA Pvst Logistics Support |
| Fujairah, UAE | 25-27 MAY 92 | 1 | USS INDEPENDENCE Logistics Support |
| Palma, SP | 12-18 JUN 92 | 1 | USS SARATOGA Pvst Support |
| Fujairah, UAE | 13-19 JUN 92 | 1 | USS INDEPENDENCE Pvst Support |
| Hyeres, FR | 29 JUN-05 JUL 92 | 1 | USS SARATOGA Pvst Support |
| Falconara, IT | 18 JUL-18 SEP 92 | 1 | Operation PROVIDE PROMISE Logistics Support |
| Antalya, TU | 23 SEP-02 OCT 92 | 2 | DISPLAY DETERMINATION USS SARATOGA/USS IWO JIMA Logistics Support |
| Cigli, TU | 02-11 OCT 92 | 2 | USS GUNSTON HALL/USS BIDDLE Logistics Support |
| Falconara, IT | 18 OCT-28 NOV 92 | 1 | Operation PROVIDE PROMISE Logistics Support |

| | | | |
|---|---|---|---|
| Amendola, IT | 28 NOV-10 DEC 92 | 1 | Operation PROVIDE PROMISE Logistics Support |
| Rota, SP | 04-19 DEC 92 | 1 | Exercise AFRICAN EAGLE USS AUSTIN/USS GUNSTON HALL Logistics Support |
| Amendola, IT | 14-19 DEC 92 | 1 | Operation PROVIDE PROMISE Logistics Support |

(2) Exercises:

| EXERCISE | LOCATION | DATES |
|---|---|---|
| TEAMWORK 92 | Norway | 05-29 MAR 92 |
| JUNIPER FALCONRY | Israel | 30 MAR-09 APR 92 |
| DRAGON HAMMER | Italy | 11-24 MAY 92 |
| ELLIPSE BRAVO | Sicily/Tunisia | 16-30 JUN 92 |
| EAGER MACE | Kuwait | 08-22 AUG 92 |
| DISPLAY DETERMINATION | Turkey | 22 SEP-12 OCT 92 |
| AFRICAN EAGLE | Morocco | 04-16 DEC 92 |

| CONTINGENCY OPERATION | LOCATION | DATES |
|---|---|---|
| HOT ROCKS | Sicily | 11-15 APR 92 |
| DESERT STORM | Bahrain | 18 APR-31 DEC 92 |
| PROVIDE PROMISE | Italy | 18 JUL-19 DEC 92 |
| SOUTHERN WATCH | Bahrain | 28 AUG-30 SEP 92 |

(3) Days Embarked/Detached:

(a) Calendar Days Embarked: 2

(b) Detachment Days Embarked: 2

(c) Calendar Days Deployed: 267

(d) Detachment Days Deployed: 514

2. Achievement in Weapons System Readiness, Material Readiness.

a. Percent Mission Capable (MC): (CNO Goal 70% MC/60% FMC)

| | MC | FMC |
|---|---|---|
| JAN | 68.7 | 66.7 |
| FEB | 57.6 | 48.4 |
| MAR | 60.7 | 55.1 |
| APR | 78.2 | 74.3 |
| MAY | 69.1 | 63.1 |

| | | |
|---|---|---|
| JUN | 42.3 | 36.3 |
| JUL | 50.3 | 40.8 |
| AUG | 62.4 | 41.7 |
| SEP | 73.5 | 53.6 |
| OCT | 59.1 | 52.3 |
| NOV | 52.7 | 48.2 |
| DEC | 66.2 | 61.4 |
| CY92 AVG | 61.7 | 53.5 |

b. Percent Non-Mission Capable Maintenance (NMCM)

| | |
|---|---|
| JAN | 12.0 |
| FEB | 23.5 |
| MAR | 15.1 |
| APR | 4.8 |
| MAY | 15.9 |
| JUN | 19.7 |
| JUL | 20.0 |
| AUG | 14.5 |
| SEP | 10.0 |
| OCT | 18.0 |
| NOV | 24.0 |
| DEC | 15.8 |
| CY92 AVG | 16.1 |

c. Aircraft Utilization Rate: (CNO Goal 42.0 hrs/mo)

| | |
|---|---|
| JAN | 25.7 |
| FEB | 31.3 |
| MAR | 45.8 |
| APR | 39.7 |
| MAY | 31.0 |
| JUN | 38.6 |
| JUL | 34.1 |
| AUG | 46.8 |
| SEP | 50.8 |
| OCT | 32.2 |
| NOV | 34.1 |
| DEC | 27.6 |
| CY92 AVG | 36.5 |

d. A-799 Percentage: (Organizational and Intermediate Level)

| | O-LEVEL | I-LEVEL |
|---|---|---|
| JAN | 2.2 | 0.0 |
| FEB | 2.5 | 0.0 |
| MAR | 2.4 | 1.6 |
| APR | 2.2 | 1.8 |
| MAY | 2.4 | 0.5 |
| JUN | 2.3 | 0.3 |
| JUL | 1.6 | 0.0 |
| AUG | 2.0 | 2.1 |
| SEP | 1.5 | 1.4 |
| OCT | 1.7 | 0.6 |
| NOV | 1.9 | 0.0 |
| DEC | 1.8 | 1.1 |
| CY92 AVG | 2.0 | 0.8 |

e. FOD Rate: (Total/1,000 Flight Hours)

| | |
|---|---|
| JAN | 0 |

| | |
|---|---|
| FEB | 0 |
| MAR | 0 |
| APR | 1 |
| MAY | 0 |
| JUN | 1 |
| JUL | 0 |
| AUG | 0 |
| SEP | 0 |
| OCT | 0 |
| NOV | 1 |
| DEC | 1 |
| CY92 AVG | 1.5 |

f. Average Cannibalization Rate: (Total/100 Flight Hours)

| | |
|---|---|
| JAN | 6.9 |
| FEB | 6.8 |
| MAR | 4.3 |
| APR | 5.2 |
| MAY | 6.5 |
| JUN | 6.5 |
| JUL | 12.8 |
| AUG | 10.4 |
| SEP | 2.6 |
| OCT | 9.3 |
| NOV | 8.1 |
| DEC | 5.4 |
| CY92 AVG | 7.0 |

3. Achievements in Aviation Safety:

a. Alpha F/FR/AG Mishaps: 1 Class A AG, 9 May 1992. Aircraft experienced progressively violent lateral oscillations on ship deck. Tail rotor pylon separated from aircraft during emergency shutdown evolution. No injuries. The Mishap Board determined that material failure of Main Rotor Head Damper as the cause of the accident.

b. Bravo F/FR/AG Mishaps: None.

c. Charlie F/FR/AG Mishaps: None.

d. Aviation Fatalities: None.

e. Ratio of Total Number of Lost Workdays Due to Accidental Injuries Reportable Under OPNAVINST 5102.1 Divided by Average Number of Officers/Enlisted Personnel on Board: 1/0.4%

f. Number of TFOA's: 8

g. Number of HAZREP's Submitted: 5, all routine

(1) 10 July: Main rotor damper failed during ground turn.

(2) 16 July: FWU failure during three-point performance check.

(3) 20 July: Spindle lug with visual crack.

(4) 29 July: Aux tank support damaged during Aux tank removal.

(5) 10 August: FWU failure during straight and level flight.

h. Number of NATOPS Changes Submitted: 15

i. Number of Safety Articles Submitted/Published: 3/0

j. Number of "Pro's of the Week" Submitted: 2

k. Number of Safety Standdowns Conducted: Four, squadron-wide: 8 January 1992, 6 May 1992, 4 September 1992, and 25 November 1992. In addition, monthly standdowns were conducted at detachment sites.

l. Number of Years Consecutive Mishap-Free: Nine. COMNAVAIRLANT ninth consecutive Alpha mishap-free year certificate awarded.

m. Safety Posture: 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 the Command Safety Petty Officer, the ESC consists of work center Safety Petty Officers from each division. The ESC meets monthly to identify, discuss, and recommend corrective action for safety related topics.

(2) Aviation Safety Council (ASC): Chaired by the Executive Officer, the ASC is comprised of the Commanding Officer, Department Heads, Aviation Safety Officer, squadron NATOPS Officer, and squadron Flight Surgeon. The ASC meets monthly to formulate program goals/policy and address action items pertaining to squadron safety.

(3) Human Factors Board (HFB): Chaired by the Flight Surgeon, the HFB is comprised of the Executive Officer, Department Heads, and the senior Aircrewman. The HFB meets monthly to discuss each pilot and aircrewman, determining if any human factors exist that may affect flight safety.

(4) QA Audit Team: Chaired by a senior QAR, the QA Audit Team is tasked with ensuring compliance with standardized maintenance procedures at detachment sites. A comprehensive audit of all extended detachments' maintenance programs are conducted on a 60 day cycle.

(5) Detachment Corrosion Team: A specialized maintenance team tasked with ensuring deployed squadron aircraft receive proper inspections and preventive maintenance for corrosion on a 90 day cycle.

(6) Training: A high level of safety awareness is maintained through regularly scheduled safety training. Specific items include:

(a) Weekly pilot/aircrew NATOPS training and mishap/HAZREP debriefs at squadron AOM's.

(b) Weekly general safety training incorporated on the Monthly Maintenance Plan. Topics include first aid/CPR, shop safety, FOD prevention, fire safety, driving safety, flight line hazards, recreation safety, tool control, and HAZMAT handling. First aid/CPR training conducted throughout the year has resulted in five personnel qualified in Red Cross CPR.

(c) All hands safety training conducted every other month through GMT program.

(d) Quarterly safety standdowns. Additional detachment safety standdowns are conducted on detachments of 30 days or longer. Mandatory all hands participation.

(e) Annual NAVOSH training conducted in conjunction with hearing and sight conservation programs, protective footwear program, back injury prevention program, and hazardous material program.

(7) 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. Direct input to CO while maintaining confidentiality of sender.

(c) Stallion Safety Suggestion Box. Awards given for best monthly and annual safety suggestions.

(d) POD, Safety Board, and required reading boards.

(e) Safety surveys/safety questionnaires. Safety Center survey completed at Det ONE, Bahrain on 18 August 1992.

(f) Monthly safety summary reports. A comprehensive report per COMNAVAIRLANTINST 5100.31A submitted to COMFAIRMED keeps the upper chain of command informed of current safety trends/status.

(8) Hazard Identification/Reporting: Timely, accurate reporting of ground or aviation safety incidents per current directives are supplemented by a squadron safety log designed to identify and record incidents that do not meet requirements of formal reports.

(9) Other:

(a) Daily walk-through inspections by Ground Safety Officer and Safety Petty Officer ensures a safe work environment throughout squadron.

(b) Designated Driver Program: The squadron has a volunteer designated driver available 24 hours a day. The volunteer has a beeper and can be contacted by the Duty Office any time he/she is needed.

(c) DET One HAZMAT: HC-4 DET One is leading the effort to ensure compliance with the Navy HAZMAT program at the US Military AVUNIT in Bahrain. Using the homebase HAZMAT program as a model, DET One has established the first HAZMAT storage area in the COMUSNAVCENT AOR.

4. Achievements in Command Inspections.

a. ISIC Command Inspection: An overall adjective grade of satisfactory. (Inspection conducted January 1992).

b. NTPI/DNSI: N/A.

c. Squadron Corrosion Inspection: received an overall grade of satisfactory during COMFAIRMED Aircraft Material Condition/Special Maintenance Programs Audit. Subjective grades of excellent received on NDI and Tire and Wheel programs. (Inspection conducted April 1992).

d. NATOPS Evaluation: Completed annual COMNAVAIRLANT administered NATOPS Evaluation with an overall grade of satisfactory.

e. Other:

(1) COMNAVAIRLANT PIT/PAT Inspection: received an overall grade of satisfactory.

(2) NAVOSH: Completed annual base administered NAVOSH Inspection with verbal grade of outstanding (14 July 1992). No major or minor discrepancies noted. HAZMAT storage and handling procedures received a verbal grade of

outstanding.

(3) SAR: Satisfactorily completed first COMNAVAIRLANT administered SAR Evaluation in over four years (24 August 1992) with no major discrepancies. All minor discrepancies have been resolved.

5. Achievements in Personnel Readiness.

a. Retention:

(1) First Term Eligible/Not Eligible/Number Reenlisted/Gross Percentage/Net Percentage: 31/6/23/62/74

(2) Second Term Eligible/Not Eligible/Number Reenlisted/Gross Percentage/Net Percentage: 4/0/4/100/100

(3) Career Eligible/Not Eligible/Number Reenlisted/Gross Percentage/Net Percentage: 24/0/21/84/88

b. Advancement:

Number TIS Eligible/Number TIR Eligible/Number Taking Exam/Number Not Recommended/Number Selected/Number PNA (as applicable):

(1) Cycle 135 (March 1992):

| | TIS | TIR | TAKING EXAM | NOT RCMD | NUMBER SELECTED | PNA |
|---|---|---|---|---|---|---|
| (a) E-4 | 27 | 27 | 27 | 0 | 3 | 24 |
| (b) E-5 | 33 | 33 | 33 | 0 | 2 | 31 |
| (c) E-6 | 17 | 17 | 17 | 0 | 1 | 15 |

(2) Cycle 136 (September 1992):

| | TIS | TIR | TAKING EXAM | NOT RCMD | NUMBER SELECTED | PNA |
|---|---|---|---|---|---|---|
| (a) E-4 | 35 | 35 | 33 | 0 | 6 | 27 |
| (b) E-5 | 38 | 38 | 38 | 0 | 3 | 35 |
| (c) E-6 | 21 | 21 | 21 | 0 | 1 | 19 |

6. Contributions to Tactical Development Improvement.

a. List by title, tactical developments submitted (TACFAC/TACMEMO/Lessons Learned):

(1) VIP Feedback Reports: Designed to improve the efficiency of VIP transportation, the VIP Feedback Report is an innovative tool that disseminates information to concerned parties involved in the planning of DV movements. First used in October 1992, we anticipate that this report will be incorporated by all COMSIXTHFLT users.

b. List by title, operational requirements submitted:

(1) CH-53E Weather Radar (pending)

(2) Israeli Quick Rig Troop Seats. TOR approved.

c. List Significant tactical Projects with Short Explanation:

(1) NAS Sigonella Hospital Helopad Course Rules: Submitted proposal to NAS Sigonella to standardize VFR approaches to the new base hospital. This approach proposal will minimize Air Traffic Control conflicts and the chance of mid-air collisions. The proximity of the hospital to the final approach path of Catania-Fontanarosa Airport makes standardized approach procedures an absolute requirement.

(2) Night FCLP: HC-4 initiated a designated ship deck landing training area at the Sigonella Air Base, which incorporates marked deck spots and the use of cow paddy lights. The use of this area has greatly benefitted pilot ship landing proficiency and crew coordination.

(3) HAR SOP: Recognizing the inadequacy of NATOPS and Navy/Marine Corps guidance on Helicopter Aerial Refueling Briefing Guides, HC-4 created an extensive, crew coordination-oriented guide that, once distributed to sister squadrons, and incorporated in NATOPS, will make day/night aerial refueling significantly safer.

(4) Low Power MI: The high rate of T64-GE-416 engine turn-ins fleet-wide has been reduced by HC-4 through the creation of a low power engine Maintenance Instruction, detailing required troubleshooting steps incorporating not only NTM instructions, but community experience and tech rep insights. This MI has greatly reduced manhours, engine removals and turnaround time of aircraft.

(5) Blade Track MI: Because of the complexity of the blade tracking evolutions, the average Functional Check Flight would average over four flights to properly blade track the CH-53E. Initiating an HC-4 Maintenance Instruction, simplifying the tracking evolution and detailing training criteria, HC-4 has significantly reduced the average number of flights down to 1.8 flights; a significant decrease in money and manpower and an increase in readiness.

d. Contributions to tactical development and improvements in Operations:

(1) Brought to the Persian Gulf the same CH-53E logistic procedures used in the Mediterranean theater. The airborne cargo delivered in theater increased from 15 percent to 80 percent of cargo carried by CH-53E's within the first two months of HC-4's establishment in the COMUSNAVCENT AOR.

(2) First squadron at NAS Sigonella to establish squadron and det pre-ex bins. Pre-ex storage of over 600 low cost, high usage CH-53E repair consumables is greatly improving aircraft maintenance efficiency by cutting down waiting time for these items.

7. <u>Contribution to Weapons System Development</u>.

a. Submissions for publication changes:

(1) NWP Changes: 6

(2) QDR: 5

(3) EI: 7

(4) HMR: 17

(5) ADR: 3

(6) TPDR: 56

(7) EMR: 1

b. Fleet evaluator for the use of snap-in bearings for pitch control rods on the CH-53E main rotor head. This dramatically increased the life cycle of H-53 flight control systems and cut down flight hours on post maintenance check flights.

c. First Navy CH-53E's to receive block upgrades in SDLM cycle including AFC 369 AN/ARC 182; AFC 334 fuzz burn off for chip detectors in tail rotor gearboxes; AFC 379 capacitive discharge (fuzz burn off) chip detectors in MGB, AGB, and NGB; AFC 382 incorporation of cabin emergency lighting modification; AFC 383 incorporation of in-flight hydraulic fluid replenishment; and AFC 434 incorporation of armament provisions modification.

8. Additional Squadron Remarks:

a. Navy Unit Commendation: Operations Desert Shield/Storm and Provide Comfort (awarded June 1992).

b. Navy Unit Commendation: Operation Sharp Edge (submitted and forwarded).

c. Navy/Marine Corps Expeditionary Medal: Operation Sharp Edge (awarded January 1992).

d. Joint Meritorious Unit Award: Operation Provide Comfort (awarded March 1992).

e. Humanitarian Service Medal: Operation Provide Comfort (awarded January 1992).

f. Awarded 1991 CINCUSNAVEUR Golder Anchor Award for medium sized commands. Awarded 1992 CINCUSNAVEUR Golden Anchor Award in January 1993, HC-4's second consecutive award.

g. Kuwait Liberation Medal: Operation Desert Storm (awarded February 1992).

h. Finalist, FY92 Department of Defense Maintenance Award (small category).

i. CINCUSNAVEUR LONDON UK 250315Z APR 92, Zafferana Bravo Zulu. The tremendous professionalism and "can do" spirit demonstrated in aiding the Italian authorities in diverting the lava flow from Mt. Etna were magnificent. Despite the inherent danger brought on by adverse weather and high winds, the immense enthusiasm, ingenuity and determination to get the job done was clearly evident. At all levels of the operation, the flawless professionalism of the Navy/Marine Corps team was displayed for the world to see. I send my sincere congratulations to all of you who helped in this most noteworthy humanitarian effort. Each and every one of you can be justifiably proud of your contribution. Well done. ADM Mike Boorda.

j. CINCUSNAVEUR LONDON UK 161200Z DEC 92, CINCUSNAVEUR Leadership Award Leaders for 1992. I am pleased to announce the winners of the 1992 CINCUSNAVEUR Leadership Awards. This year's competition was extremely keen with superb candidates nominated in all three candidates.

The winners in their respective categories are:

| | | |
|---|---|---|
| Officer: | CWO3 B. Boston | USNAVSTA Rota |
| Enlisted (E7-E9) | ATCS(AW) [redacted] | NAS Sigonella |

Enlisted (E4-E6) AE1(AW) [redacted] HC-4

These superb individuals were selected from a highly competitive field of impressive Navy and Marine Corps men and women nominated by virtually every command in the European theater....I extend my heartiest congratulations to the winners and all nominees for their proven outstanding leadership. It is a significant recognition of your contribution to the Navy and your potential for the future. It is most gratifying to note the high quality of leadership in place throughout NAVEUR...All the nominees were super representatives of their shipmates and their commands, With men and women like you our Navy is in great shape today and in the future. Reading the recommendations was a personal treat for me. I am proud of each of you, of your commands for recommending you, and of the thousands of great Navy officer and enlisted leaders you represent. Well done. ADM Mike Boorda, CINCUSNAVEUR.

k. CJTF ELLIPSE BRAVO 270117Z JUN 92 (S) and CINCUSNAVEUR LONDON UK 291845Z JUN 92 (S), Bravo Zulu. In appreciation for involvement in complex exercise involving command and control capabilities and fast deployment of inter-service units.

l. Letter of Appreciation: From Laurence H. Sommers, Commander, Coast Guard Activities, Europe, for the superior logistics support provided to LORAN Station Lampedusa by the Black Stallions of HC-4. (Awarded May 1992).

m. COMNAVAIRLANT NORFOLK VA 041600Z JAN 93, Bravo Zulu...We note with pleasure and pride the selection of...AE1(AW) Bergstol for the coveted CINCUSNAVEUR Leadership Awards. Competing among many top performers and serving in demanding overseas billets, they were chosen as the best of the best. Specifically recognized for successful quality leadership during an eventful year, these outstanding sailors...and HC-4 can take pride in this prestigious selection. You all have earned our praise, respect, and admiration. VADM Less.

n. COMFAIRMED NAPLES IT 301611Z DEC 92, Bravo Zulu. I was delighted to note...that...AE1(AW) [redacted] of HC-4 is the winner of this year's leadership award. There is no question that many of our Navy's very best people are here in the Med, and it is gratifying to see this recognition. It is men and women like these, and their shipmates, that continue to make ours the finest navy in the world. I am proud of you all. Congratulations and well done. RADM Oliver.

o. COMFAIRMED NAPLES IT 271445Z JAN 92, Bravo Zulu. I wish to congratulate each of you for the safest holiday season on record. You can take great pride in the fact that your outstanding efforts resulted in no deaths and no serious injuries. There was, unfortunately, one alcohol-related incident that could have easily changed those statistics. With that in mind, we must continue our vigilance to expand this superb beginning into the safest, mishap free year we've ever enjoyed. My sincere appreciation and congratulations on a job well done. RADM Oliver.

p. COMFAIRMED NAPLES IT 061200Z APR 92, Bravo Zulu. My hat's off to the men and women, especially that famous Black Stallion Teamwork '92 Norway Detachment. I couldn't agree more with the praises passed in refs (a) and (b). Another first was logged in the record books; the first Navy H-53 detachment to self-lift from southern Europe to northern Norway...a winter arctic circle crossing. Through 6,000 miles and eight days of high winds, freezing temperatures, and unpredictable blizzards, you completed every mission professionally and safely. Your outstanding performance during this exercise proves once again that the Black Stallions of HC-4 can go anywhere, anytime and make it happen. Well done...and thanks. CAPT Tim Thorsen, COS, COMFAIRMED.

q. COMCRUDESGRU TWO 262145Z MAY 92, Bravo Zulu. As the America Battle Group departs the Med, I would like to pass along my personal appreciation for your outstanding service and support of the entire force. Pax/mail/cargo was vital to all our success. We couldn't have been more pleased with the flexibility, professionalism, and "can do" spirit of HC-4. Thanks for a job exceptionally well done. RADM Katz sends.

r. CTF ONE FIVE FOUR 210702Z JUN 92, Bravo Zulu. Bravo zulu to the men and women manning the beach det at Fujairah and the Super Stallions of HC-4 Det One for the outstanding job in moving our cargo, mail, and hi-pri parts during the recent Independence in port period at Dubai. You gave us a much needed shot of mail for the crew, parts for the airwing, and stock for our supply department. Working in extreme heat exceeding 110 deg F daily, you kept 'em flying at three plus CH-53E hits a day, even adding flights when required. A very professional job and much appreciated by all. Well done. RADM Bennitt sends.

s. CTF SIX ZERO 040730Z SEP 92, Bravo Zulu. Once again I feel it appropriate to pass along my sincere appreciation to the ASCOMED staff and associated squadrons for displaying tremendous flexibility in meeting our often complicated transportation. Their professional approach to logistics support has ensured our success in several recent exercises. They are truly an integral part of this battle group. I look forward to hosting a group of ASCOMED and squadron personnel to lunch sometime prior to our outchop. My staff will coordinate the date/time. Our thanks to all of you. RADM Dur sends.

t. USS AMERICA 091707Z MAY 92, Bravo Zulu. The Black Stallions have once again proven to be true thoroughbreds. Your operations from both Bahrain and Fujairah in support of the America Battle Group provided an essential service in ensuring critical parts and mail were delivered to USA as soon as they arrived in theater. Your efforts guaranteed the highest levels of readiness as well as unsurpassed crew morale. Your cooperation with the USA beach detachments highlighted your dedication to providing the best possible air log support. As America's flagship departs the Arabian Gulf, I wish to extend my heartfelt thanks and appreciation to all the personnel of HC-4 Det One for providing outstanding support. Well done. K.W. Ewing, CO, sends.

u. USS AMERICA 210510Z MAY 92, Bravo Zulu. As the USS America Battle Group departs the Red Sea and Arabian Gulf, I would like to express my deepest gratitude and appreciation for your outstanding service and support of the entire force. Pax/mail/cargo were vital to all our success and the flexibility, professionalism, and "Can Do" attitude of the VR-50 det, HC-4 det, and HC-2 det "Desert Duck" were inspiring. Many thanks for a job well done. RADM Katz sends.

v. NAS SIGONELLA IT 101036Z FEB 92, Bravo Zulu. I would like to take this opportunity to express my appreciation for the helo flight provided by the Black Stallions. It presented an opportunity for the Embassy representatives to get a site survey and overview of the problems at Comiso. The entire evolution was flawless. CAPT Mike Bruner, CO, NASSIG.

w. Letter of Appreciation: From Colonel Scott P. Van Cleef, USAF, President Safety Investigation Board. The Safety Investigation Board investigating the 30 Nov 1992 F-15 mishap at Dhahran, Saudi Arabia was aided by the contributions of a number of dedicated and hard working people. Their outstanding efforts ensured vital evidence was preserved and collected. I am particularly grateful for the support provided by LCDR [redacted] and HC-4 Detachment 1 in transporting members of the board and other personnel from Dhahran to and from the crash site on 5-7 Dec 1992. This service was key to the timely identification and collection of vital evidence. My personal thanks to you and the crews who provided the outstanding support.

x. Letter of Appreciation: From C.R. Hollifield, Commanding Officer, MEU Service Support Group 11. It is with great pleasure that I convey my sincere appreciation for your efforts during Exercises Eager Mace and Nautical Mantis in Southwest Asia from 13 July 1992 to 8 September 1992. Throughout this period the members of HC-4 displayed outstanding performance and dedication to duty. Working long hours and flying under arduous climatic conditions you forwarded 32,212 kilos of mail, 82,212 pounds of cargo and shuttled 187 passengers to elements of the 11th Marine Expeditionary Unit and the TARAWA Amphibious ready group. Your hard work contributed to the success of the 11th MEU and the morale of all hands. Your "Can Do" attitude and esprit de corps reflects great credit upon yourself, your unit and are in keeping with the highest traditions of the United States Naval Service. Bravo Zulu for a job well done.

y. USS IWO JIMA 120934Z NOV 92, Bravo Zulu. I would like commend the Black Stallions for their superb support during our deployment. Your logistics role during Operation Provide Promise and Exercise DD-92 was critical to Iwo Jima's mission accomplishment. Whether it was providing critical parts and cargo, mail vital to morale or flying FFV, the Black Stallions can-do spirit and ever present flexibility made the jobs and life onboard easier for the Navy Marine Corps team. Well done. CAPT R.K. Zia.

z. USS HEWITT 111755Z DEC 92, Bravo Zulu. Appreciate superb short-notice assist in completing planned maintenance (PM) on det SE 05 Dec 92. AS1 [redacted]'s professionalism and can-do attitude are truly a credit to his squadron. All equipment and associated paperwork were completed same day and in perfect order upon receipt. Service provided was especially important IVO lack of AIMD in theater. We look forward to working with AS1 [redacted]'s team in the future. HSL-51 Det Five OIC sends.

aa. HELSUPPRON SIX DET ONE 051640Z DEC 92, Bravo Zulu. To the Black Stallions of HC-4: HC-6 DET 1 sends a sincere thank you for your hospitality while hosting us during our recent shorebasing. The use of your line, facilities, innumerable hotpit crews, and other support made our stay at NAS Sigonella a pleasure. A special thanks to AMSC [redacted] who welcomed us and took care of our needs over the holiday weekend. OIC sends.

bb. HELSUPPRON TWO DET ONE 171441Z JUL 92, Bravo Zulu. I would like to express my sincere thanks for the outstanding support extended to us 22-24 Jun 92, while we were shorebased in Sigonella. Even though our visit was unplanned and short-fused, your people came through for us in the clutch, providing invaluable assistance. Your maintenance control chiefs volunteered the services of two of your avionics experts, Petty Officer [redacted] and Airman [redacted]. Petty Officer [redacted] spent an entire morning troubleshooting the Gray Ghost's electrical system, isolating the discrepancy and identifying materials required to alleviate our problem. Airman [redacted] then labored through the evening, installing a new generator and successfully returning Ghostrider 741 to an FMC status. Bravo zulu to the Black Stallions, especially Petty Officer [redacted] and Airman [redacted], whose determination and dedication allowed us to minimize our down time and get back to work. Thanks again and we hope to return the favor. Warmest regards from the Ghostriders. LCDR Stapleton, OIC sends.

cc. HELSUPPRON FIVE DET THREE 081710Z NOV 92, Bravo Zulu. Bravo zulu to the HC-4 Black Stallions. Your assistance during our Bahrain shorebasing, 17 Oct 92 - 20 Oct 92, is greatly appreciated. The HC-5 DET 3 maintenance effort could not have run smoothly without your support. Thank you for your help.

dd. USS MONTEREY 101500Z MAY 92, Bravo Zulu. Greatly appreciate the outstanding assistance provided to HSL-46 Det Nine by HC-4 during our recent stopover for flight gear inspection. In particular the following people were extremely supportive: AVCM [redacted] and PRAN [redacted] Our hats are off to you

all. You did a great job as always and we appreciate you keeping us in an "up" status. Det OIC sends.

ee. USNS HENRY J KAISER 101300Z JAN 92 for HELSUPPRON FOUR: Airlift services greatly appreciated.

8. Individual Awards.

| | | |
|---|---|---|
| a. | Navy/Marine Corps Medal | 1 |
| b. | Meritorious Service Medal | 1 |
| c. | Air Medal | 20 |
| d. | Navy Commendation Medal | 10 |
| e. | Navy Achievement Medal | 20 |
| f. | Good Conduct Medal | 18 |
| g. | Navy Expeditionary Medal | 114 |
| h. | Naval Reserve Medal | 1 |
| i. | Southwest Asia Service Medal | 96 |
| j. | Kuwait Liberation Medal | 54 |
| k. | Letters of Commendation | 199 |
| l. | Letters of Achievement/Appreciation | 197 |
| i. | Meritorious Captain's Mast | 1 |

9. Additional Squadron Remarks. See cover letter.