



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

1993

IN REPLY REFER TO:

5750
Ser 10/024
16 MAR 1994

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

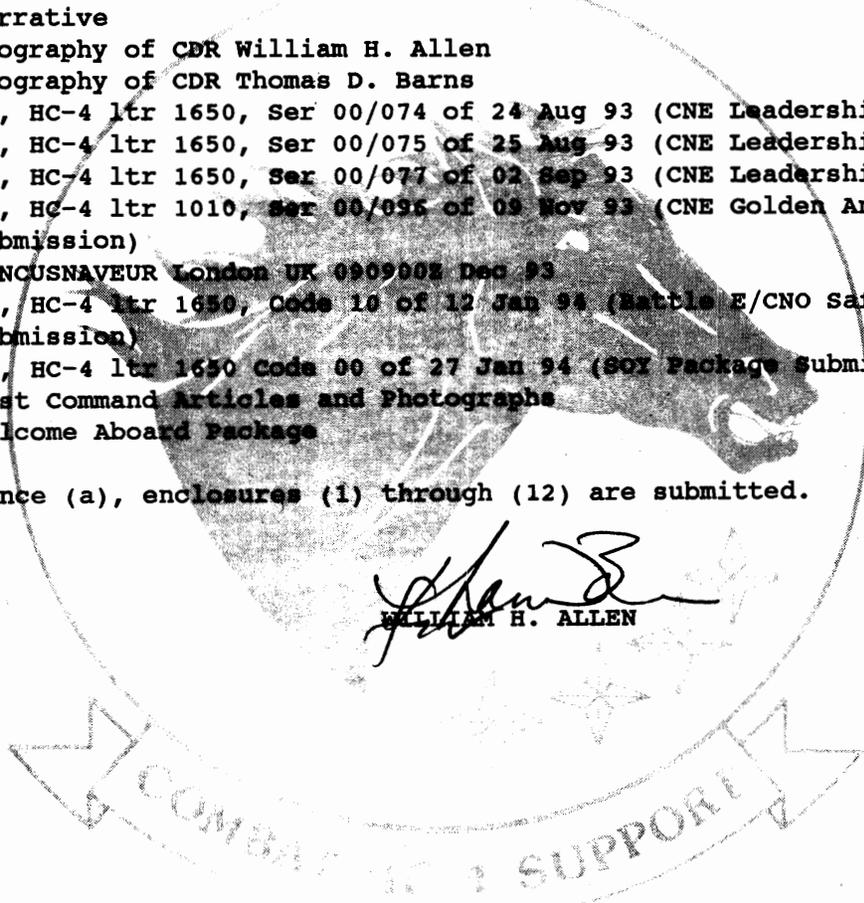
Subj: 1993 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

- Encl: (1) Command Composition, Organization, Significant Events and Narrative
(2) Biography of CDR William H. Allen
(3) Biography of CDR Thomas D. Barns
(4) CO, HC-4 ltr 1650, Ser 00/074 of 24 Aug 93 (CNE Leadership Award)
(5) CO, HC-4 ltr 1650, Ser 00/075 of 25 Aug 93 (CNE Leadership Award)
(6) CO, HC-4 ltr 1650, Ser 00/077 of 02 Sep 93 (CNE Leadership Award)
(7) CO, HC-4 ltr 1010, Ser 00/095 of 09 Nov 93 (CNE Golden Anchor Submission)
(8) CINCUSNAVEUR London UK 090900Z Dec 93
(9) CO, HC-4 ltr 1650, Code 10 of 12 Jan 94 (Hattie E/CNO Safety Award Submission)
(10) CO, HC-4 ltr 1650 Code 00 of 27 Jan 94 (SOY Package Submission)
(11) Past Command Articles and Photographs
(12) Welcome Aboard Package

1. Per reference (a), enclosures (1) through (12) are submitted.


WILLIAM H. ALLEN



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) CDR Mark H. Dye

(2) CDR William H. Allen

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
Bahrain (DET I)	01 January - 31 December	Operation Southern Watch
Naples, Italy	14-20 January	Operation Provide Promise
	01 February - 30 October	Operation Provide Promise
Falconara, Italy	14 February - 21 March	Operation Provide Promise
Bahrain (DET I)	16-17 February	Exercise Neon Moon

Encl (1)

Araxos, Greece	01-02 June	CNE Inspections
Incirlik, Turkey	07-08 June	CNE Inspections
Amendola, Italy	01-06 June	Operation Provide Promise
Bari, Italy	06 Jun - 20 October	Operation Provide Promise
Tunisia	01-09 August	Exercise Tunisian Phiblex
United Arab Emirates (U.A.E)	13-21 August	Exercise Iron Agate
Tirane, Albania	14-16 August	Albanian Mil-Mil
Izmir, Turkey	05-30 September	Exercise Dynamic Guard
Incirlik, Turkey	05-10 September	CNE Inspections
Balikesir, Turkey	10-14 September	CNE Inspections
Murted, Turkey	14-17 September	CNE Inspections
USS SHREVEPORT	14-23 November	Exercise Bright Star
Bahrain (DET I)	01-02 December	Exercise Eastern Meteor
Bahrain (DET I)	03-05 December	Exercise Navy Fury
Tel Aviv, Israel	12-18 December	USS AMERICA Logistics Support

3. Narrative

The year 1993 saw the Black Stallions of HC-4 continue to provide vital logistic support throughout the Mediterranean and Arabian Gulf region. Operating out of 15 different countries, HC-4 lifted over 4,800,000 pounds of mail and cargo while flying over 2,600 flight hours. In addition, the Black Stallions participated in seven joint/combined exercises, three humanitarian operations while also playing a key role in CINCUSNAVEUR's Military to Military Contact Program. AFCM(AW) Edward Kiger, the Black Stallion Command Master Chief, was also selected as the CINCUSNAVEUR Chief Petty Officer. Outstanding Leadership Award Winner for 1993, AFCM(AW) Kiger is just an example of the talented and accomplished personnel who work hard to maintain HC-4's unequalled fleet support reputation.

The first quarter of calendar year 1993 found the Black Stallions working out of several different locations along the eastern coast of Italy in support of Operation Provide Promise. Hauling over 480,000 pounds of mail and cargo, HC-4 provided vital logistical support to both Navy and Marine ships in the Adriatic Sea. The Black Stallions of Det ONE Bahrain also lifted their share of the load crossing the decks of ten ships with over 830,000 pounds of cargo

and mail. Additionally, Det ONE also participated in Neon Moon, a Joint Special Ops exercise utilizing U.S. and Bahrain special forces. Exercises Neon Moon highlighted the flexibility of the CH-53E, showing that the helicopter was equally suited for water insertion/extraction as well as its day to day logistic support mission.

The spring of 1993 marked the one year anniversary of Det ONE Bahrain. The permanent two aircraft detachment has supplied numerous ships in the Arabian Gulf and participated in various exercises that have taken the Black Stallions to almost every nation in the Middle East region. The professional Black Stallions of HC-4 have an established team as the primary logistical support squadron in the Arabian Gulf region. This quarter was no exception, lifting over 787,000 pounds of mail and cargo while operating with a 103% mission completion rate while in support of Operation Southern Watch.

Operations in the Mediterranean Sea did anything but slow down as HC-4 stood up Det TWO in Bari, Italy. The two-plane detachment lifted over 519,000 pounds of mail and cargo in support of Operation Provide Promise. The Black Stallions also detached twice during this quarter to the Mediterranean countries of Greece and Turkey. The CH-53E served as a photo platform for CNE site inspection teams and operated successfully out of several remote det sites. The unique self-lift capability of HC-4 allowed single aircraft to operate in remote areas providing their own maintenance with a minimal yet highly skilled crew.

In June of 1993, HC-4 started its involvement with CINCUSNAVEUR's Military to Military Contact Program. The Black Stallions played host to military representatives from the former Eastern Bloc nations of Poland, Romania and Bulgaria. As the U.S. Navy's ambassador, HC-4 then expanded its role in the Mil to Mil program with a flight to the formerly Communist nation of Albania in August. Two helicopters flew into the Albanian capital city of Tirane with over 9000 pounds of food and clothing to be delivered to several Albanian orphanages.

Later in the third quarter, the Black Stallions once again detached to the Eastern Mediterranean country of Turkey. Once again the CH-53E showcased its flexibility and durability, operating as a photo platform for further CNE site evaluations. Also, HC-4 participated in Operation Dynamic Guard out of Izmir, Turkey, providing logistic support to the Marine 8 Amphibious Readiness Group headed by the USS Guam (LPH-7).

As the Black Stallions of HC-4 moved into the fourth quarter of 1993, operational demands continued to increase. For the first time in over four years HC-4 operated a one plane detachment aboard a U.S. Navy ship. The USS Shreveport (LPD-12) played host to the Black Stallions of HC-4 who deployed on-board in support of Exercise Bright Star. In a six day period, HC-4 lifted over 92,000 pounds of cargo and mail while also carrying over 180 passengers.

During the fall of 1993 Det ONE in Bahrain also continued to provide unparalleled support to ships in the Arabian Gulf. Det ONE lifted over 367,000 pounds of cargo and mail while also participating in Exercises Eastern Meteor and Navy Fury. As calendar year 1993 came to a close, the Black

Stallions of HC-4 headed to Tel Aviv, Israel to support the USS America (CV-66) while she was in port. In one week, the two plane detachment moved an impressive 139,900 pounds of cargo to the deck of the carrier. HC-4 was able to alleviate an almost three-month backlog in mail service to the America just prior to the Christmas holidays.

Throughout the year the men and women of HC-4, who maintain the complex CH-53E, continued to find ways to improve their maintenance record. Because of their efforts, HC-4 had its highest fully mission capable (FMC) rating in six years. During the month of May, HC-4 maintained an incredible FMC rating of 81/76% while deploying three separate detachments. Additionally, HC-4 completed the first-ever modification of Navy CH-53E helicopters with Night Vision Goggle Lighting airframe changes. The Black Stallions also used their experience and knowledge to benefit CH-53E maintenance programs Navy and Marine Corp wide. HC-4's main rotor/tail rotor head track and balance, vibration analysis checklist has been adopted as the model for all CH-53E maintenance programs.

Throughout 1993 the Black Stallions of HC-4 continued to provide a tradition of unmatched logistic fleet support that has become their fleet-wide trademark. The year 1993 also saw HC-4 use their CH-53E's for a variety of challenging and difficult missions, making the words "flexibility" and "versatility" synonymous with year long performance. The Black Stallions of HC-4 combined an aggressive operational attitude, top quality maintenance and superior safety management to meet and exceed the challenges of 1993.



DEPARTMENT OF THE NAVY
HELICOPTER COMBAT SUPPORT SQUADRON FOUR (HC-4)

PSC 812
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1650
Code 10
12 Jan 94

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

Subj: SUBMISSION OF CY 93 BATTLE EFFICIENCY AND ARLEIGH BURKE AWARDS

Ref: (a) OPNAVINST 3590.11E
(b) COMNAVAIRLANTINST 1650.3D
(c) COMHFLTACWINGLANT NORFOLK VA 021303Z DEC 93

Encl: (1) Helicopter Combat Support Squadron FOUR Battle "E" and Arleigh Burke Award Submissions

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

2. Versatility, flexibility and operational readiness are terms synonymous with HC-4's performance in 1993. Political and social upheaval in the Balkans and continued problems in the Arabian Gulf region required the Black Stallions to once again expand their scope of operations. In one year alone, HC-4 lifted over 4,800,000 pounds of mail and cargo while flying over 2600 flight hours and operating out of 15 different countries. HC-4 participated in seven joint/combined exercises, three humanitarian operations, and played a central role in CINCUSNAVEUR's Military to Military Contact Program. Black Stallion CH-53E helicopters also showcased unsurpassed versatility operating out of such remote detachment sites as Balikesir and Murted, Turkey and deploying aboard USS Shreveport (LPD-12) during Exercise Bright Star. Additionally, HC-4's Command Master Chief, AFM(AW) Edward Kiger, was selected as the CINCUSNAVEUR Chief Petty Officer Outstanding Leadership Award winner, marking the second time in as many years that a member of the Black Stallions has been recognized for their superior leadership abilities.

3. Celebrating its first anniversary, HC-4's DET ONE in Bahrain has become the logistical mainstay of the Arabian Gulf region. Det ONE provided vital logistics support to four Carrier Battle Groups, safely lifting over 2,400,000 pounds of mail and cargo while flying over 1400 flight hours in support of Operation Southern Watch. The Black Stallions of DET ONE also hosted several Navy Seal Teams and Bahraini Special Forces using the CH-53E as an insertion/extraction platform. As tensions rose and fighting escalated in the African country of Somalia, HC-4 DET ONE was called upon to move essential personnel and CASREP parts to USS Abraham Lincoln (CVN-72) as it sped south into the Gulf of Oman. Working around the clock, two CH-53E's carried 30 personnel and over 28,000 pounds of vital cargo. Sustaining a mission completion rate of over 100%, the Black Stallions of HC-4 continue to provide the premier logistics support platform to U.S. forces in the Arabian Gulf.

4. Closer to home, HC-4's DET TWO located in Bari, Italy, has taken on an increased importance as the Balkan region continues to be highly unstable. Flying in support of Operation Provide Promise, DET TWO provided day/night all weather heavy lift combat support to three Carrier Battle Groups as well as three Marine Amphibious Readiness Groups (MARG). Carrying over 1,800,000 pounds of mail and cargo the Black Stallions quickly established themselves as the prime logistics support aircraft in the Adriatic Sea. HC-4 DET TWO also had the opportunity to demonstrate the unsurpassed heavy lift capability of the CH-53E when they were called upon to lend a helping hand to fellow NATO forces. In one day DET TWO externalled two British Westland Sea King helicopters from the deck of HMS La Grange to Brindisi, Italy. Integrating British equipment with American ingenuity both aircraft were lifted safely and expeditiously, demonstrating outstanding multi-national cooperation. Within one month DET TWO was again called on to assist the Royal Navy. This time a damaged AV-8A was externalled from Bari Airport to the deck of the HMS

Encl (9)

Invincible. The outstanding success of these highly visible logistic support evolutions is a tribute to the superb professionals of the Black Stallions of HC-4 DET TWO.

5. The 1990's also marked an era that witnessed several former Warsaw Pact nations turning toward the United States for humanitarian and military assistance. In response, the Joint Chiefs of Staff created a Military to Military Contact Program administrated by USCINCEUR. As the only permanently stationed Naval Helicopter squadron in the Mediterranean region, HC-4 was naturally chosen to play a key role in this new and innovative program. As the U.S. Navy ambassadors, the Black Stallions hosted military representatives from the Eastern Bloc nations of Bulgaria, Romania, and Poland. Methodology and ideas were exchanged and HC-4 provided their guests with an insight into the organization and operation of the U.S. military. The members of each delegation were impressed by the knowledge, training and professionalism possessed by the men and women of HC-4. In August, HC-4 travelled to the former Communist state of Albania flying two CH-53E's loaded with over 9,000 pounds of desparately needed food and clothing for several Albanian orphanages.

6. Outside of "normal" U. S. Sixth Fleet support operations, HC-4 also participated in a CINCUSNAVEUR directed site inspection in Turkey. The unique capability of the Black Stallion "self lift" concept allowed HC-4 to carry personnel and equipment needed to keep one CH-53E operating at several remote detachment sites. Additionally, HC-4 embarked aboard USS Shreveport (LPD-12) in support of Exercise Bright Star. This one aircraft detachment, its aircrew and maintenance personnel demonstrated their flexibility, quickly adapting to shipboard operations and completing 100% of their assigned missions.

7. Without a well coordinated and aggressive maintenance effort the impressive operational readiness of HC-4 would not exist. Talented and knowledgeable maintenance personnel keep the Black Stallions in the forefront of the fleet in the areas of mission capability and airframe improvements. In 1993, the Black Stallions of HC-4 achieved the highest fully mission capable (FMC) rating in six years. During the month of May, HC-4 maintained an incredible FMC/MC rating of 81/76% while deploying three separate detachments. Breaking new ground in on-site depot level maintenance, HC-4 successfully incorporated an incredible 196 organizational level airframes changes and 68 depot level aircraft upgrades. This included the first-ever modification of Navy CH-53E helicopters with Night Vision Goggle Lighting airframes changes. The Black Stallions strive not only to improve their aircraft but to also benefit CH-53E maintenance programs fleet wide. HC-4's main rotor/tail rotor head track and balance, vibration analysis checklist has been adopted for use with all Navy and Marine Corp CH-53E's. Also, the HC-4 Engine Low Power maintenance instruction has been adopted as the model for all CH-53E maintenance programs. Innovation, dedication and talent were rewarded this year with a grade of "Outstanding" on COMPAIRMED's 1993 Aircraft Material Condition Inspection.

8. No other Combat Support Squadron operates in such a diverse and demanding environment, responding to short-fused tasking at a moments notice. The Black Stallions of HC-4 have long since established themselves as the premier Combat Support Squadron in the Mediterranean and have solidified this reputation in the Middle East. An outstanding maintenance program integrated with an aggressive operational attitude combines to get the job done quickly, efficiently and most importantly - safely. The Black Stallions of HC-4 are clearly the best Combat Support squadron in the Navy and are highly deserving of the 1993 Battle "E".


William H. Allen

BATTLE "E" AND ARLEIGH BURKE

Readiness:

2632.0

Hours/Percent of Total: 2387.0/90.7%

Hours/Percent of Total: 245.0/9.3%

Embarked Hours/Percent of Total: 1728.4/12.8/66%

Embarked Day Hours/Percent of Total Deployed/Embarked:

1728.4/91.9%

Embarked Night Hours/Percent of Total Deployed/Embarked:

1728.4/8.1%

Deployment Rate per Month/Average for Year: CY93 Avg: 32.3

(1: 42.0 HC-4 ROC/POE).

Accomplishments:

Number of Passengers/Tons of Internal Cargo/Pounds of Mail

Passengers: 8,603
1,780
1,260,700

VERTREP Cargo: 32.5

0
0

Incidents: 12

JAN 93: MEDEVAC one patient from USS KITTYHAWK to Bahrain.

FEB 93: MEDEVAC one patient from US Coast Guard Loran Station Lampedusa to NAS Sigonella.

MAR 93: MEDEVAC one patient from USS JFK to NAS Sigonella.

APR 93: MEDEVAC one patient from USS NIMITZ to Bahrain.

MAY 93: MEDEVAC one patient from USS NIMITZ to Bahrain.

JUN 93: MEDEVAC one patient from USS NIMITZ to Bahrain.

- (g) 12 MAY 93: MEDEVAC three patients from USS WASP to Bahrain.
- (h) 14 MAY 93: MEDEVAC three patients from USS NIMITZ to Bahrain.
- (i) 15 MAY 93: MEDEVAC one patient from USS NIMITZ to Bahrain.
- (j) 12 JUN 93: MEDEVAC one patient from USS NIMITZ to Bahrain.
- (k) 13 AUG 93: MEDEVAC one patient from Fujairah to Bahrain.
- (l) 14 NOV 93: MEDEVAC one patient from Pacchino, IT to NAS Sigonella.

(5) Humanitarian Missions:

- (a) Romanian Mil to Mil: 14-16 Jul 93, briefed Romanian military on external operations.
- (b) Albania Mil to Mil: 14-16 Aug 93, delivered 9000 lbs of supplies to needy orphanages in Albania.
- (c) Polish Mil to Mil: 18 Nov 93, briefed Polish military on the structure and organization of HC-4.

(6) Unusual Cargo Lifts:

- (a) 03 Feb 93: externalled 8000 lbs of TF-30 Engines to USS KITTYHAWK.
- (b) 08 Sep 93: externalled two British H-3s (26,000 lbs) from HMS LAGRANGE to Brindisi, IT.
- (c) 08 Sep 93: externalled one T-56 (5,000 lbs) engine to USS AMERICA from Bari, IT.
- (d) 11 Oct 93: externalled one T-56 (5,000 lbs) engine from Bari, IT to USS AMERICA.
- (e) 12 Oct 93: externalled one British AV-8A Sea Harrier to HMS INVINCIBLE from Bari, IT.

(7) Firsts:

- (a) First anniversary of a permanent detachment in Bahrain.
- (b) AV-8A Royal Navy Harrier external lift.

(8) Records:

- (a) Longest continuous Navy CH-53E detachment in the Persian Gulf in support of COMUSNAVCENT AOR: 632 days.
- (b) Set All-Time detachment flight record in Bahrain: 1883.7 hrs.

(9) Noteworthy VIP's:

- (a) 26 JAN 93: Deputy CINCUSNAVEUR, VADM Klexton to Comiso.

- (b) 16 JAN 93: RADM Lair (COMCARGRU) from USS JFK to Naples.
- (c) 21 JAN 93: CAPT Arends (NASSIG)/CAPT Miskill to Pachino target range.
- (d) 03 MAR 93: LTGEN Ashy (COMAIRSOUTH)/RADM Oliver (COMFAIRMED) to Comiso.
- (e) 14 AUG 93: 8 Members of the Saudi Royal Family including Prince Soud Bin Naif and the American Consul General for Dharan to the USS ABRAHAM LINCOLN.
- (e) 09 NOV 93: RADM Morris (Deputy CINCUSNAVEUR)/CAPT Arends (NASSIG) to Comiso.
- (f) 18 DEC 93: Deputy Chief of Staff, JTF Southeast Asia, RADM Yakeley to USS INDEPENDENCE.

c. Deck Landings:

- (1) Total Deck Landings: 704
- (2) Day Deck Landings/Percentage of Total: 639/90.8%
- (3) Night Deck Landings/Percentage of Total: 65/9.2%
- (4) Day Landings Ashore: 3,084
- (5) Night Landings Ashore: 925

d. OPTAR Management by Quarter and Calendar Year:

- (1) Total Flight Hours Granted/Total Flight Hours Used/Percent Utilization
 - (a) First QTR CY93: 854/727/85%
 - (b) Second QTR CY93: 854/689/81%
 - (c) Third QTR CY93: 854/672/79%
 - (d) Fourth QTR CY93: 678/544/80%
 - (e) CY93 Totals: 3240/2632/81%

note: Discrepancies in percentages are attributed to differences in the numbers used to figure cost per flight hour. OPTAR grant from CNAL at a cost of \$467.00 per hour in 1993; actual cost to HC-4 was approximately \$520.00 due to an increase in fuel prices at deployment sites.

(2) Dollars Granted/Dollars Spent/Percent Utilization

- (a) First QTR CY93: 348,400.00/348,927.00/100%
- (b) Second QTR CY93: 343,900.00/342,347.55/99.5%
- (c) Third QTR CY93: 364,400.00/365,924.31/100%
- (d) Fourth QTR CY93: 316,500.00/316,499.86/99.9%
- (e) CY93 Totals: 1,373,200.00/1,373,698.72/100%

e. Flight Crew Readiness:

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

- (a) 6.8/33/29

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

- (a) HAC: 15
- (b) H2P: 12
- (c) PQM: 5
- (d) Crew Chief: 13
- (e) Second Crewman: 6
- (f) Aircrew Trainee: 10

(3) Number of Designations Granted:

- (a) HAC: 9
- (b) H2P: 16
- (c) Crew Chief: 6
- (d) Second Crewman: 4

(4) Plane Captains Trained: 40

(5) Ordnance Expended/Percent of Allowance:

(a)	<u>NALC</u>	<u>TYPE</u>	<u>ALLOCATED</u>	<u>EXPENDED</u>	<u>PERCENT</u>	<u>NO OF PERS QUAL'D</u>
	A071	5.56 mm	3000	2680	89	21
	A400	.38 cal	5000	4300	86	44
	A576	50 cal	5000	0	0	2
	L554	Mk25 smoke	30	15	50	13
	L580	Mk58 smoke	25	12	48	13

LW60	Mk46 flare	160	60	38	8
NW20	Chaff	160	60	38	8

(b) Personnel Qualified in Other Ordnance:

<u>NALC</u>	<u>TYPE</u>	<u>ALLOCATED</u>	<u>EXPENDED</u>	<u>PERCENT</u>	<u>NO OF PERS QUAL'D</u>
M190	Cads	N/A	N/A	N/A	38
M363	Cads	N/A	N/A	N/A	38
M13	D/N Flare	N/A	N/A	N/A	5
M79	Signal Kit	N/A	N/A	N/A	5
M514	Cads	N/A	N/A	N/A	20
1W18	Separator	N/A	N/A	N/A	22
876561	Cads	N/A	N/A	N/A	33

f. Deployments/Detachments:

(1) Detachments:

<u>LOCATION</u>	<u>DATES</u>	<u>No. of CH-53E's</u>	<u>PURPOSE</u>
Bahrain (Det ONE)	01 JAN - 28 FEB	2	COMUSNAVCENT Logistics Support
	01 MAR - 31 MAR	3	
	01 APR - 31 AUG	2	
	01 SEP - 30 SEP	1	
	01 OCT - 31 OCT	2	
	01 NOV - 31 DEC	3	
Naples, IT	14 JAN - 20 JAN	2	USS JFK Logistics Support
Falconara, IT	14 FEB - 21 MAR	2	Adriatic Task Force Logistics Support
Araxos, GR	01 JUN - 02 JUN	1	CNE Inspections
Incirlik, TU	07 JUN - 08 JUN	1	CNE Inspections
Amendola, IT	01 JUN - 06 JUN	2	Adriatic Task Force
Bari, IT	06 JUN - 20 OCT	2	Adriatic Task Force
Tirane, Albania	14 AUG - 16 AUG	1	Mil to Mil
Incirlik, TU	06 SEP - 10 SEP	1	CNE Inspection
Balikesir, TU	10 SEP - 14 SEP	1	CNE Inspection
Murtded, TU	14 SEP - 17 SEP	1	CNE Inspection
Incirlik, TU	17 SEP - 19 SEP	1	CNE Inspection

Izmir, TU	19 SEP - 30 SEP	1	CNE Inspection
USS SHREVEPORT	14 NOV - 23 NOV	1	USS SHREVEPORT Logistics Support
Tel Aviv, IS	12 DEC - 18 DEC	2	USS AMERICA Logistics Support

(2) Exercises:

<u>EXERCISE</u>	<u>LOCATION</u>	<u>DATES</u>
NEON MOON	Bahrain	16-17 FEB 93
TUNISIAN PHIBLEX	Tunisia	01-09 AUG 93
IRON AGATE	U.A.E.	13-21 AUG 93
CNO MIL TO MIL	Albania	14-16 AUG 93
DYNAMIC GUARD	Izmir	05-30 SEP 93
BRIGHT STAR	USS SHREVEPORT	14-23 NOV 93
EASTERN METEOR	Bahrain	01-02 DEC 93
NAVY FURY	Bahrain	03-05 DEC 93

<u>CONTINGENCY OPERATION</u>	<u>LOCATION</u>	<u>DATES</u>
SOUTHERN WATCH	Bahrain	01 JAN-31 DEC 93
PROVIDE PROMISE	Italy	01 FEB-30 OCT 93

(3) Days Embarked/Detached:

- (a) Calendar Days Embarked: 8
- (b) Detachment Days Embarked: 8
- (c) Calendar Days Deployed: 365
- (d) Detachment Days Deployed: 604

2. Achievement in Weapons System Readiness, Material Readiness.

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

	<u>MC</u>	<u>FMC</u>
JAN	57.8	53.8
FEB	73.0	67.0
MAR	67.3	49.2
APR	74.0	50.3
MAY	81.1	76.2
JUN	60.0	49.5

JUL	63.6	42.3
AUG	65.6	54.3
SEP	66.8	65.0
OCT	62.2	60.9
NOV	56.7	45.2
DEC	51.1	32.7
CY93 AVG	64.9	53.9

b. Percent Non-Mission Capable Maintenance (NMCM)

JAN	27.5
FEB	20.3
MAR	20.5
APR	18.2
MAY	14.0
JUN	15.4
JUL	21.3
AUG	23.6
SEP	20.9
OCT	23.4
NOV	6.0
DEC	35.7
CY93 AVG	20.6

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

JAN	38.0
FEB	30.4
MAR	41.8
APR	44.0
MAY	31.0
JUN	30.2
JUL	26.4
AUG	35.7
SEP	29.3
OCT	28.2
NOV	20.7
DEC	31.4
CY93 AVG	32.3

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

	<u>O-LEVEL</u>	<u>I-LEVEL</u>
JAN	1.8	0.0
FEB	2.7	0.0
MAR	2.0	0.4
APR	1.7	0.8
MAY	1.8	0.6
JUN	1.3	0.0
JUL	1.6	0.4
AUG	1.3	0.6
SEP	1.3	0.0
OCT	0.7	0.7
NOV	0.9	0.9
DEC	1.6	0.3
CY93 AVG	1.6	0.4

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

JAN	0
FEB	0
MAR	0
APR	0
MAY	1
JUN	0
JUL	0
AUG	0
SEP	1
OCT	0
NOV	0
DEC	0
CY93 AVG	0.8

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

JAN	3.9
FEB	9.7
MAR	2.2
APR	0.7
MAY	3.0
JUN	8.0
JUL	9.3
AUG	7.6
SEP	9.0
OCT	14.9
NOV	9.0
DEC	16.2
CY93 AVG	7.8

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: 1 Class C AG, 20 November 1993. Aircraft experienced several electrical malfunctions associated with the slipping and blade fold system. Main rotor blades began uncommanded fold sequence which, due to incorrect head position, caused damage to three main rotor blades. No injuries. The Mishap Board determined that material failure of the slipping as cause of the accident.

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: 5.5%

f. Number of TFOA's: 6

g. Number of HAZREP's Submitted: 4, all routine

(1) 07 September: Aircraft experienced loss of 1st stage hydraulic fluid in-flight and loss of utility hydraulic pressure and fluid after landing.

(2) 07 September: Plane Captain received laceration to head after falling off aircraft during daily inspection.

(3) 04 November: Chaffed wire bundle caused electrical fire.

(4) 03 December: The #6 main rotor head sleeve and spindle droop stop striker plate departed aircraft during ground run-up to 100% Nr.

h. Number of NATOPS Changes Submitted: 32

i. Number of Safety Articles Submitted/Published: 2

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

k. Number of Safety Standdowns Conducted: Four, squadron-wide: 08 January 1993, 28 May 1993, 06 August 1993, and 19 November 1993. In addition, monthly standdowns were conducted at detachment sites.

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

m. Safety Posture:

(1) Due to the necessity for Security, Maintenance, and Aircraft Servicing vehicles routinely utilizing the flight line, HC-4 made recommendations to NAS Sigonella to install FOD SHAKERS at all of the entrances to the flight line.

(2) Established COMFAIRMED'S/COMNAVAIRLANT'S first HAZMAT-RELATED MTIP TASK AREA with associated lesson training guides and initiated testing for all squadron enlisted personnel to establish a meaningful HAZMAT training syllabus.

(3) HC-4 designed and fabricated a HAZMAT SPILL CART and trained all maintenance personnel in the proper usage of the cart. Procedures covering emergency HAZMAT spills were incorporated into a MTIP lesson training guide that covered all precautionary steps.

(4) Established theatre's first FOD TQL QMB to attack H-53E community's historical FOD trend. After 3 months, PAT targeted the key issue for improvement; the human element. Current PDCA addresses a long term overhaul of the Navy's established FOD program with regards to the command's ON-THE-JOB involvement in preventing and eliminating the FOD problem.

(5) Funded and sent Squadron Safety Petty Officer to all in-theatre OSHA, HAZMAT, and SAFETY FORMAL TRAINING SEGMENT COURSES and obtained a quota for the NAVY SAFETY CENTER administered SQUADRON SAFETY PETTY OFFICER CLASS in order to secure the billet required 8301 PNEC.

(6) Implemented use of the CD ROM-BASED HAZMAT USER'S LIST; Generated standardized WORKCENTER HAZMAT LISTINGS for the homeguard and detachment operations.

4. Achievements in Command Inspections.

a. ISIC Command Inspection: N/A.

b. NTPI/DNSI: N/A.

c. Squadron Corrosion Inspection:

(1) COMFAIRMED AMCI/OMPA MARCH 1993: SAT.

(2) COMFAIRMED AMCI/OMPA DET 1 JUNE 1993: SAT.

d. NATOPS Evaluation: Completed annual COMNAVAIRLANT administered NATOPS Evaluation with an overall grade of satisfactory. (December 92)

e. Other:

(1) COMNAVAIRLANT PIT/PAT Inspection: N/A.

(2) NAVOSH: Completed annual base administered NAVOSH Inspection with verbal grade of outstanding. No major or minor discrepancies noted. HAZMAT storage and handling procedures received a verbal grade of outstanding. (7 July 93)

(3) SAR: Completed COMNAVAIRLANT SEARCH AND RESCUE (SAR) EVALUATION in July 93 with an overall grade of satisfactory.

5. Achievements in Personnel Readiness.

a. Retention:

TERM	NUMBER	NUMBER NOT	NUMBER	GROSS	NET
<u>ELIGIBLE</u>	<u>ELIGIBLE</u>	<u>ELIGIBLE</u>	<u>REENLISTED</u>	<u>PCT</u>	<u>PCT</u>
FIRST	30	11	19	46	63
SECOND	5	0	5	100	100
CAREER	13	0	11	85	85

b. Advancement:

(1) Cycle 138 (March 1993):

	<u>TIS</u>	<u>TIR</u>	<u>TAKING</u>	<u>NOT</u>	<u>NUMBER</u>	<u>PNA</u>
			<u>EXAM</u>	<u>RCMD</u>	<u>SELECTED</u>	
E-4	35	35	35	0	8	27
E-5	29	29	29	0	1	29
E-6	19	19	19	0	1	18

(2) Cycle 139 (September 1993):

	<u>TIS</u>	<u>TIR</u>	<u>TAKING</u> <u>EXAM</u>	<u>NOT</u> <u>RCMD</u>	<u>NUMBER</u> <u>SELECTED</u>	<u>PNA</u>
E-4	39	39	38	0	5	33
E-5	27	27	27	0	2	33
E-6	22	22	22	0	0	22

6. Contributions to Tactical Development Improvement.

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

(1) Our ENGINE LOW POWER RECOVERY MAINTENANCE INSTRUCTION was presented to the CH-53E community during the ILSMT Conference at NADEP Pensacola, Fl in February, 1993. This instruction consolidates the contents of several engine maintenance manuals into one user friendly document, incorporates a trouble-shooting tree, and provides the maintenance technician with a more logical approach to recovering low power engines. The provisions of our instruction, along with the logic tree diagram are expected to be incorporated into existing engine maintenance manuals during the next major revisions.

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) 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. Once this guide is distributed to sister squadrons and incorporated in NATOPS, the safety aspects of day/night aerial refueling will significantly increase.

(2) NVG Capability: HC-4 has been tasked to become Night Vision Goggle capable in the near future. Currently, all modifications have been incorporated into all aircraft. The arrival of NVG sets and funding for pilot training proficiency is pending.

d. Contributions to tactical development and improvements in operations:

(1) Directly responsible for improving the readiness posture of the CH-53E community through our innovative approach to AIRCRAFT TRACK AND BALANCE PROCEDURES. Our AVAPS Maintenance Instruction was presented to the CH-53E community during the AVAPS Conference in March, 1993. Our approach to CH-53E Track and Balance was immediately recognized by all present as SUPERIOR to the current system. During the conference, the professionalism exhibited by the HC-4 representatives, coupled with our indisputable success while using these improved procedures, led to immediate incorporation of our procedures into the NAVAIR 01-1A-24 U.S. NAVY AVIATION VIBRATION ANALYSIS MANUAL.

(2) Recent significant aircraft maintenance revisions resulted from our review of the new CH-53E Phase Inspection procedures. We changed both the engine mount and the centering spring inspections from "I" level to "O" level

requirements. Prior to these changes, both of these items had to be removed and sent to "I" level for inspection. Our maintenance personnel, in concert with NADEP Pensacola engineering personnel, verified that these items could be properly inspected at the organizational level. This initiative saved 16 maintenance manhours at the "O" level and six manhours at the "I" level for each of these items.

(3) **NAS Sigonella Hospital Helopad Course Rules:** A proposal to NAS Sigonella to standardize VFR approaches to the new base hospital was approved. This approach 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.

7. Contribution to Weapons System Development.

Submissions for publication changes:

- (1) NWP Changes: 0
- (2) QDR: 10
- (3) EI: 23
- (4) HMR: 21
- (5) ADR: 3
- (6) TPDR: 43

8. Additional Squadron Remarks:

a. COMNAVAIRLANT NORFOLK VA 041600Z JAN 93, Bravo Zulu: "We note with pleasure and pride the selection of...AE1(AW) [REDACTED] 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.

b. COMNAVAIRLANT NORFOLK VA 191112Z JAN 93: "Heartfelt congratulations to the following super commands for winning the prestigious GOLDEN ANCHOR AWARD...HELICOPTER COMBAT SUPPORT SQUADRON FOUR...Our GOLDEN ANCHOR AWARD winners clearly displayed those basic characteristics that are synonymous with retention excellence: strong chain of command involvement at each level of command, superior leadership and management of the career information program, sincere dedication to career information awareness through continuous training and a decentralized system of counseling." VADM Less.

c. Letter of Appreciation dtd 4 MAR 93: "Thanks again for the flight to and from COMISO yesterday. It was most enjoyable and informative..." Joseph W. Ashy, Lieutenant General, USAF, COMAIRSOUTH/DEPCINCUSAFE.

d. COMFAIRMED NAPLES IT 061650Z JAN 93: "Please extend my personal congratulations to every member of HELICOPTER COMBAT SUPPORT SQUADRON FOUR, for winning a second consecutive COMMANDER IN CHIEF NAVAL FORCES EUROPE GOLDEN ANCHOR AWARD...It gives me great satisfaction to be associated with the Black Stallions." RADM D. T. Oliver.

e. USS NIMITZ 221935Z JUN 93, Bravo Zulu: "The logistic support provided to the Nimitz Battle Group during our Arabian Gulf deployment was superlative. Your flexibility and quick response to the ever changing and rigorous demands of an operational battle group was truly impressive. I could not be more pleased with the outstanding service provided...Your outstanding support was essential to our combat readiness and success in executing Operation Southern Watch." RADM Hickey

f. COMFAIRMED NAPLES IT 211608Z JUL 93: "As I close out my two years as Commander, Fleet Air Mediterranean, I would like to express my gratitude to all the men and women of HC-4 for the unsurpassed performance you have turned in during my tenure. These two years have been a challenging period of time - especially for the Black Stallions, who have responded time and again to short-fused tasking, providing support from such places as Bahrain, Ancona, Brindisi and Hurghada, and many others. You were the lifeline for our forces, and were always there when we needed you. I could not have been more pleased with your performance nor more proud." RADM Oliver.

g. COMFAIRMED NAPLES IT 011539Z SEP 93, Change of Command Bravo Zulu: "...countless times it has been HELSUPPRON FOUR which has made the critical difference in getting PAX, MAIL, and CARGO to our customers in the hard places...HELSUPPRON FOUR made it happen with style, safety and timeliness." RADM JON COLEMAN.

h. COMFAIRMED NAPLES IT 241730Z SEP 93: RADM Jon S. Coleman recently made a two day visit to Naval Air Station Sigonella in his duties as the Commander, Fleet Air Mediterrean (COMFAIRMED)...RADM Coleman also praised the work done by two of the tenant commands in SIG, specifically Helicopter Combat Support Squadron FOUR..."They're critical both in supporting our 6TH Fleet and forces located in the Persian Gulf..." RADM Coleman.

i. COMHELTACWING ONE NORFOLK VA 081530Z JAN 93, Bravo Zulu: "Congratulations on your squadrons' selection as the FY92 CINCUSNAVEUR GOLDEN ANCHOR AWARD WINNER. You can be proud that HC-4 continues to be a leader in aggressive personnel support programs..."

j. USS JOHN F. KENNEDY 190211Z JAN 93, Bravo Zulu: "The combined efforts to support JFK/CVW-3 emergency sortie on Sunday 17 Jan 93 were absolutely remarkable. I have NEVER seen a more enthusiastic response and willingness to help than during our emergency recall and subsequent sortie...With the outstanding support of your "team" we were able to concentrate on matters at hand preparing the ship and air wing for sea." Captain Beard sends.

k. CTF SIX ONE 030955Z OCT 93, Bravo Zulu: "The Support provided by the Black Stallions of HC-4 to CTF 503 during Exercise Dynamic Guard-93 was OUTSTANDING. Your flexibility in response to fluid tasking, in particular the short notice requirement to transport GENERAL MILANI (COMLANDSOUTHEAST), and an AH-1W NADEP TEAM for CTF-62, has set new standards of support to the fleet. Looking forward to continued support from your SUPER SEA STALLIONS." COMMO-DORE MYSLIVY

l. Letter of Appreciation: "I want to express my sincere appreciation for the outstanding support your detachment in Ancona, Italy provided to the USS TRENTON. While we were on station in the Adriatic during Operation Provide Promise in July of 1992, your "Black Stallions" were on time, every time, with their deliveries of personnel, mail and cargo to NAS TRENTON...You can bounce our decks anytime!" L.C. Baucom, Captain, U.S. Navy.

m. USS AUSTIN 200630Z MAR 93, Bravo Zulu: "The support you provided to AUS/GSH/LMC/SUM during 10-19 MAR is much appreciated. Your flexibility and extra efforts to make required transfers happen in a timely manner was very evident to all. It was a pleasure to work with the professionals of HC-4." CO sends.

n. USS GUAM 031300Z APR 93, Bravo Zulu: "For HC-4: Thanks for your superb support during our deployment. We are particularly grateful for your efforts while we were on YUGO station." CO sends.

o. USS NIMITZ 251223Z APR 93, Bravo Zulu: "Your support of Nimitz and her Battle Group during our Arabian Gulf deployment has been absolutely outstanding...Notable examples of your "CAN-DO" spirit include: the quick response on 23 APR to a weapons transfer from the Nimitz to DHAHRAN USAF units in support of Operation Southern Watch...You have met all tasking superbly." CO Sends.

p. COMHELTACWING ONE NORFOLK VA 301200Z APR 93: "HAPPY BIRTHDAY BLACK STALLIONS, 6 May marks the TENTH ANNIVERSARY of the establishment of HC-4. In the past ten years you have consistently provided invaluable service to the Fleet. Be it training, humanitarian missions or logistic support, your superb professionalism has shone through."

q. CTF SIX THREE 2914109 MAY 93: "My pleasure to report that all Phase I US MIDN have safely arrived aboard assigned ships...Full court successful effort by...HELSUPPRON FOUR...to execute intra-theatre and Red Sea airlift to move MIDN quickly...a wholly successful Adriatic distribution plan...executed with HC-4 flying MIDN from Bari to Ponce."

r. Letter of Appreciation dtd 27 July 93: "...Besides the CNO's visit, VADM Less's two day visit went exceptionally well, too. He told me he enjoyed the opportunity to visit with your people...I was very proud to take VADM Less through your spaces. Your squadron pride really showed in your hangar, your BEQ and most importantly, in your people that COMNAVAIRLANT was able to meet." Stephen R. Arends, Captain, Commanding Officer NAS Sigonella.

s. USS SAIPAN 311210Z JUL 93, Bravo Zulu: "For HELSUPPRON FOUR. Appreciate HELO response to short notice tasking..."

t. HELSUPPRON EIGHT DET THREE 100353Z JUN 93: "...we want to pass our sincere thanks for the support you provided us while ashore. The use of your hangar space and overhead crane facilitated what would have otherwise been a difficult series of maintenance procedures as we changed several rotor shafts during our stay. Your willingness to provide the space and equipment which made our job much easier is greatly appreciated." OIC sends.

u. HELSUPPRON TWO DET ONE 181300Z JUN 93, Bravo Zulu: "HC-2 Det 1 would like to commend CDR Dye and the Black Stallions of HELSUPPRON FOUR for their outstanding sponsorship during our recent overnight stay...The maintenance department, led by LCDR [REDACTED], provided hangar space, ground support equipment, personnel and supplies. The operations department, led by LCDR [REDACTED], provided area briefings and duty driver support." OIC sends.

v. EODMU EIGHT 210835Z JUN 93: "Please extend our sincere appreciation to the PRO'S AT HC-4 for your quick service to our short notice lift request. Surface craft problems left us without a standard method for precision placement of a 2000 lb Sea Mine in the Pachino Target Range (PTR) Minefield. HC-4 rigged and loaded a 2000 lb mine in a CH-53E, flew to PTR and accurately air delivered it to the minefield for our Mine Readiness Certification Inspection. BZ with our compliments on the speed and the accuracy of your offensive mining capability."

w. FLELOGSUPPRON FIVE ZERO DET CHARLIE 221045Z JUL 93: "We would like to extend our sincere appreciation to the Black Stallions of HC-4 DET BAHRAIN. The outstanding support we received was essential to completing our Southern Watch tasking...Their quick response and technical knowledge of our airframe allowed us to repair a hydraulic fitting in a timely manner. The professionalism and the "CAN DO" attitude of the entire Black Stallions Detachment is greatly appreciated." OIC sends.

x. HELSUPPRON SIX DET EIGHT 101532Z SEP 93, Bravo Zulu: "Special thanks to HC-4 for the superb operational and administrative support. Det 8 is looking forward to working with the Sigonella professionals again." OIC sends.

y. USS AMERICA 291010Z DEC 93: The outstanding service provided by the HC-4 Black Stallions while USA was at anchor in Haifa, Israel, is a testimony to the dedication of the personnel at HC-4. Moving more than 100,000 lbs of mail and cargo as well as passengers to and from Tel Aviv ensured USA had full logistic support even though boating was secured due to rough seas. The tremendous effort put forth by the HC-4 DET was much appreciated by the officers and crew of USA, who received long awaited Christmas cards and packages from friends and loved ones. Bravo Zulu and a hearty well done. CO sends.

8. Individual Awards.

a. Meritorious Service Medal	1
b. Navy Commendation Medal	6
c. Navy Achievement Medal	23
d. Good Conduct Medal	18
i. Southwest Asia Service Medal	38
k. Letters of Commendation	30
l. Letters of Achievement/Appreciation	373
i. Meritorious Captain's Mast	42

9. Additional Squadron Remarks. See cover letter.