



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

5750
Ser 00/029
01FEB95

From: Commanding Officer, Helicopter Combat Support Squadron FOUR
To: Commanding Officer, U.S. Naval Air Station, Sigonella
Via: Public Affairs Officer, U.S. Naval Air Station, Sigonella

Subj: 1994 COMMAND HISTORY

Ref: (a) NASSIGINST 5750.12E

Encl: (1) Mission Statement
(2) Command Organization
(3) Chronology of Events
(4) Milestones
(5) CDR Thomas D. Barns Biography and Photo
(6) Supporting Documents

1. Per reference (a), enclosures (1) through (6) are forwarded.

A handwritten signature in black ink, appearing to read "M. C. Lucarelli".

M. C. LUCARELLI
Acting

Could not read floppy disk with
supporting documents.



DEPARTMENT OF THE NAVY
HELICOPTER COMBAT SUPPORT SQUADRON FOUR (HC-4)
PO BOX 12
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1650

05 20/94

From: Commanding Officer, Helicopter Combat Support Squadron FOUR
To: Commander Naval Air Force, U.S. Atlantic Fleet
Via: Commander, Fleet Air Mediterranean

Subj: SUBMISSION OF 94 BATTLE EFFICIENCY AND ACHIEVEMENT AWARDS

Ref: (a) OPNAVINST 3590.11E
(b) COMNAVAIRLANTINST 1650.3D
(c) COMFAIRCOM 201142Z DEC 94

Encl: (1) Helicopter Combat Support Squadron FOUR Battle "E" and Wright
Barks Award CY-94 Statistics

1. Per references (a), (b) and (c), enclosure (1) is forwarded.
2. Always a leader, pace setter and ground breaker for other squadrons to follow, the "BLACK STALLIONS" of 1994 continued to provide immediate and fast paced fleet support for United States, Nato and Allied Forces throughout the Mediterranean, Atlantic, Red Sea and Arabian Gulf. With the rapidly changing geo-political situation in the former Yugoslavia, as well as in the Arabian Gulf, HC-4 supported contingency operations of the highest national interest while providing critical heavy lift logistics support to units in the Mediterranean and Arabian Gulf during this challenging year. The outstanding officers and men and women who upheld the "Black Stallion" reputation for professionalism and dedication were critical participants in numerous military operations and exercises. These included Operations Southern Watch, Provide Promise, Restore Hope, Vigilant Warrior; D-Day, Anzio, and Israel Presidential tasking; and exercises Dynamic Guard and Neon Arrow.
3. The backbone of HC-4's motto, "Black Stallions by Trade, Professionals by Definition," can be summed up by simply reviewing the logistics summary for calendar year 1994; 1,693,280 pounds of mail, 3,635,800 pounds of cargo, 231,000 pounds of external cargo, and passenger service to over 10,659 military members, VIPs, MEDEVACS and Special Forces personnel. These statistics, which were achieved working in 14 foreign countries, harsh environments and under demanding work schedules are a tribute to the dedication, talent and motivation of the men and women of HC-4.
4. In February, HC-4 engaged in unprecedented and hazardous aerial flight operations in support of EUCCOM's Execution Order 1-001. Tasked to recover two crash-damaged Turkish UH-60 helicopters belonging to the Turkish Gendarma Forces, HC-4 continued to be the "Can Do" heavy lift squadron within the European Theater. This mission, possibly the most demanding mission in "Black Stallion" history, required direct flight from Sigonella, Sicily to Hakkari, Turkey utilizing in-flight refueling during transit. The crash damaged aircraft were located in extremely rugged mountains in eight feet of snow just miles from the Iran/Iraq border, a region noted for continual hostilities and tension. With total disregard for the presence of the Kurdish terrorist group "PKK," the aircraft were lifted from altitudes of 10,400 feet, and safely delivered to the Turkish Army Base 17 miles away.
5. In April, HC-4 Det ONE began its third year of operations in support of Naval Central Command in Bahrain. This detachment continues to be the logistics workhorse within the Arabian Gulf. During 1994, Det One flew over 1,019.6 mishap free flight hours, operated in six countries and provided logistics support to three Carrier Battle Groups, four Marine Amphibious Readiness Groups as well as numerous units which requested HC-4 support. Sustaining a mission completion rate of over 100% the "Black Stallions" of

Subj: SUBMISSION OF CY 94 BATTLE EFFICIENCY AND MERITORIOUS SERVICE AWARDS

HC-4 Det ONE moved over 1,281,000 pounds of cargo, 701,400 pounds of mail and provided service to more than 4,540 passengers, which included numerous VIP's such as the Crown Prince of Kuwait and his family, the Ambassadors of Kuwait and Saudi Arabia and several Flag and General ranking officers of the United States and Allied Forces. Despite severe maintenance challenges, Det ONE set records in September by lifting over 181,000 pounds of cargo, 100,600 pounds of mail and providing passenger service to over 722 personnel.

6. In May, HC-4 was the recipient of COMNAVAIRLANT's nomination for the 1993 Association of Naval Aviation Award for outstanding achievement in helicopter aviation. HC-4 was lauded as the epitome of a versatile, talented and highly motivated organization. "The squadron operates in one of the most demanding environments; forward deployed in support of a myriad multi-faceted, combat ready customers. Every unit deployed to the Mediterranean theater has achieved some benefit from their hard work. They have, without a question, positively influenced the course of events in that part of the world."

7. June completed our 11th year of Class A mishap free flight operations. Additionally during that month, we provided simultaneous detachments to England and Anzio, Italy in commemoration of the Allied Landing at Normandy and the Italian Campaign. HC-4 enjoyed the participation with allied forces in the reenactment of these historical events, supporting Presidential tasking and providing the finest possible logistical support to the USS George Washington Carrier Battle Group. HC-4 was the cornerstone of both these successful events, earning the utmost in praise and recognition.

8. Throughout the year, HC-4 maintained Detachment Two forward deployed for 50 of 52 weeks. Servicing afloat units in the Adriatic in support of Operation Provide Promise, Det TWO supported three Carrier Battle Groups and three Marine Amphibious Readiness Groups as well as NATO and Allied Forces. The detachment provided continuous all weather heavy lift capability for the entire Adriatic region whenever and wherever requested. This forward deployed detachment continued to be the mainstay of logistics support for afloat units within the Adriatic.

9. Again, in October, Det TWO had the opportunity to show the versatility which can be expected of the "Black Stallions" of HC-4. Selected by CINCUSNAVEUR to be the Mission Commander for a joint, four aircraft detachment during the Presidential signing of the Israel/Jordan Peace Accord, HC-4 achieved some historical milestones. HC-4 was the first Naval helicopter to have legally transited the River Jordan to and from Aqaba. Another flight during the detachment was the first to have filed a flight plan from Jordan which was accepted by the Israeli's. Additionally, HC-4 was honored to be the first filed and cleared military flight in recent history from Israel through Jordan and Saudi Arabia to Bahrain.

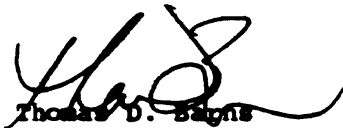
10. While maintaining our highest OP tempo ever, our administrative and maintenance management programs were still second to none, as evidenced by the laurels cited from COMFAIRMED during their Command Inspection. Additionally, COMNAVAIRLANT NATOPS evaluator cited our NATOPS programs as "the top CH-53E squadron anywhere, Navy or Marine." Our strong emphasis on our number one asset, our people, was evidenced by receipt of the CINCUSNAVEUR Golden Anchor Award for 1994.

11. This year the "Black Stallions" of HC-4 forged the quality standard for rotary wing aircraft maintenance excellence, operational readiness and H-53E community technical innovations. The major contributor to HC-4's ability to get the job done quickly, efficiently and most importantly - safely, is the superbly motivated people assigned to and serving at HC-4. Utilizing the powerful process evaluation and improvement capabilities of Total Quality

Subj: SUBMISSION OF CY 94 BATTLE EFFICIENCY AND ABLEIGH BAKER BURNS

Leadership (TOL) programs, combined with an in-depth aircraft production data base and a full spectrum of brilliant and motivated technical talent, HC-4 has charted a course to guarantee the continued operational successes enjoyed by the "Black Stallions".

12. It would take pages to give our squadron full justice. Our goals have been simple: to safely accomplish every mission, take care of our sailors and their families and continue the excellent rapport we have with our host nation. In every category we were a success. We have shown and will continue to demonstrate that an aggressive "Can Do" attitude coupled with outstanding maintenance efforts and personnel programs will result in an ability to perform any job in any environment. No other command operates in as diverse environments or conditions, thrives on short faced tasking or can show the successes as the men and women of this command. It is my heartfelt and sincere opinion that HC-4 has distinguished itself as the leader in Helicopter Combat Support and we are most deserving of the 1994 Battle Efficiency Award.



Thomas D. Burns

**Helicopter Combat Support Squadron FOUR Battle "F" and
Arleigh Burke Award CY-94 Statistics**

1. Achievements in Combat Readiness:

a. Flight Hours:

- (1) Total Hours: 2850.7
- (2) Total Day Hours/Percent of Total: 2583.5/91
- (3) Total Night Hours/Percent of Total: 267.2/9
- (4) Deployed/Embarked Hours/Percent of Total: 2042.3/75
- (5) Deployed/Embarked Day Hours/Percent of Total Deployed/Embarked:
1868.9/92
- (6) Deployed/Embarked Night Hours/Percent of Total Deployed/Embarked:
172.3/8
- (7) Utilization Rate per Month/Average for Year:

JAN	32.9
FEB	23.9
MAR	33.0
APR	37.5
MAY	31.8
JUN	33.3
JUL	17.9
AUG	33.8
SEP	36.1
OCT	29.2
NOV	13.0
DEC	25.6
CY94	29.4

b. Mission Accomplishments:

- (1) Number of Passengers/Tons of Internal Cargo/Pounds of Mail
 - Passengers: 10,659
 - Cargo: 1,817.9
 - Mail: 1,693,200
- (2) Tons of VERTREP Cargo: 115.6
- (3) SAR: Missions: 0
Rescues: 0
- (4) Others:
 - (a) MEDEVAC's: 27
 - (b) Humanitarian Missions: 0

(c) Unusual Cargo Lifts:

(1) Externally lifted two crash-damaged Turkish UH-60 helicopters from snow covered mountains in eastern Turkey. The all-weather, heavy lift capability of the CH-53E was pushed to its limit. Operating at an elevation of 9,600 ft MSL, both ground and aircrews endured severe cold and white-out conditions while lifting the two helicopters weighing 13,000 and 11,000 lbs respectively.

(2) Externally lifted a total of six F-101 (F-14) engines, in their cans, in support of the USS Saratoga and USS George Washington.

(3) Externally lifted two T-56 (E-2/C-2) engines on their stands to the USS Saratoga.

(4) Externally lifted an F406 (AV-8) engine, cased, to the USS Eisenhower.

(5) Supported HMX-1 for President Clinton's visits at the D-Day Anniversary in France and Middle East Peace Summit in Israel and Jordan.

(d) Firsts:

(1) Recovered two crash-damaged Turkish UH-60 helicopters from a mountainous region in eastern Turkey. The mission set a record for "lift at altitude" by lifting the 13,000 lb and 11,000 lb helicopters from altitudes of 6,300 and 9,600 ft.

(2) In October, HC-4 had the first Naval helicopter to transit the River Jordan to and from Aqaba, Jordan to Tel Aviv, Israel.

(3) First filed and cleared military flight in recent history from Israel through Jordan and Saudi Arabia to Bahrain.

(e) Records:

(1) Longest continuous Navy CH-53E detachment in the Arabian Gulf in support of COMUSNAVCENT AOR: 997 days.

(2) In September, Detachment ONE in Bahrain set an all-time monthly detachment record for Pax/Mail/Cargo moved.

(f) Noteworthy VIP's:

(1) U.S. Ambassador to Saudi Arabia, The Honorable Mr. Mavich

(2) U.S. Ambassador to Kuwait, The Honorable Mr Crocker

(3) Crown Prince of Kuwait

c. Deck Landings:

(1) Total Deck Landings: 746

(2) Day Deck Landings/Percentage of Total: 678/91

(3) Night Deck Landings/Percentage of Total: 68/9

(4) Day Landings Ashore: 3406

(5) Night Landings Ashore: 795

d. OPTAR Management by Quarter and Calendar Year:

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

First QTR CY94:	834/742/89	(at grant CPH)
	742/742/100	(at actual CPH)
Second QTR CY94:	876/779/89	(at grant CPH)
	779/779/100	(at actual CPH)
Third QTR CY94:	830/739/89	(at grant CPH)
	739/739/100	(at actual CPH)
Fourth QTR CY94:	647/612/95	(at grant CPH)
	672/636/95	(at actual CPH)

Note: Differences in flight hour grants are attributed to differences in the numbers used to compute cost per flight hour. The FY-94 OPTAR grant from CHAL was funded at \$467.00 cost per hour in 1994; actual average HC-4 cost per flight hour was \$525.00.

(2) Dollars Granted/Dollars Spent/Percent Utilization:

First QTR CY94:	389,500/389,500/100	
Second QTR CY94:	408,900/408,900/100	(Includes \$19,400 augment).
Third QTR CY94:	387,800/387,800/100	(Includes \$15,600 augment).
Fourth QTR CY94:	302,300/286,012/95	(Includes \$56,300 augment).

e. Flight Crew Readiness:

(1) Average Number of Aircraft/Pilots/Aircrew on board: 8/36/35

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

- (a) HAC: 21
- (b) H2P: 9
- (c) PQM: 5
- (d) Crew Chief: 18
- (e) Second Crewman: 9
- (f) Aircrew Trainee: 8

(3) Number of Designations Granted:

- (a) HAC: 12
- (b) H2P: 8
- (c) Crew Chief: 14
- (d) Second Crewman: 10

(4) Plane Captains Trained: 42

(5) Ordnance Expended:

<u>NALC</u>	<u>BOMEN</u>	<u>EXPENDED</u>	<u>ALLOCATED</u>	<u>NUMBER</u> <u>QUAL 'B</u>
A071	5.56	1000	2000	0
A400	.38 CAL	2938	5000	36
A576	.50 CAL	1000	1000	2
L554	Mk 25 SMOKE	7	21	8
L580	Mk 58 SMOKE	4	20	8
LW60	Mk 46 FLARE	40	100	0
NW20	CHAFF	20	50	6

f. Deployments/Detachments:

(1) Locations/Dates:

(a) Detachments:

<u>LOCATION</u>	<u>DATES</u>	<u>No. of</u> <u>CH-53E's</u>	<u>PURPOSE</u>
Antalya, TU	27 JUN - 09 JUL	2	USS George Washington Logistics Support
Bahrain (Det ONE)	01 JAN - 31 DEC	2	COMUSNAVCENT Logistics support for Operation SOUTHERN WATCH
Bari, IT	04 - 19 JAN	2	Adriatic Task Force/ PROVIDE PROMISE
	02 - 28 FEB	2	
	09 - 31 MAR	2	
	01 - 15 APR	2	
	26 - 29 APR	2	
	24 - 31 MAY	3	SHARP GUARD
	01 - 13 JUN	2	Adriatic Task Force/ PROVIDE PROMISE
	16 - 30 JUN	2	
	11 - 31 JUL	2	
	01 - 04 AUG	2	
	02 - 14 OCT	2	
	28 NOV - 20 DEC	2	
	30 DEC - PRESENT	2	
Hakkari, TU	07 FEB - 19 MAR	1	Turkish Helo Recovery
Hurghada, EG	08 - 16 DEC	2	USS George Washington Support
Izmir, TU	08 - 13 JUL	2	6TH Fleet Support
	10 SEP - 16 OCT	2	DYNAMIC GUARD
Jeddah, SA	11 - 12 OCT	1	USS George Washington Support

<u>LOCATION</u>	<u>DATES</u>	<u>No. of CH-53E's</u>	<u>PURPOSE</u>
Lee On Solent, UK	27 MAY - 14 JUN	2	D-Day Anniversary
Naples, IT	07 - 15 APR	2	USS Saratoga Support
Palma de Mallorca	02 - 09 MAY	2	USS Saratoga Support
	01 - 13 JUN	2	
Rhodos, GR	17 - 21 AUG	2	USS George Washington Support
Rome, IT	01 - 08 MAR	2	6TH Fleet Support Anzio Anniversary
	24 - 31 MAY	2	
Rota, SP	22 JAN - 03 FEB	2	USS America/Saratoga Logistics Support USS Saratoga/George Washington Turnover
	11 - 14 JUN	2	
Souda, GR	22 - 31 AUG	2	George Washington Support
	29 - 30 SEP	2	
Tel Aviv, IS	24 OCT - 03 NOV	2	Presidential Support

(b) Embarkations:

USS George Washington	10 - 11 JUL	2	Logistics Support
	03 - 05 AUG	2	
	10 - 19 AUG	2	
	03 - 08 NOV	2	
USS Eisenhower	20 - 28 DEC	2	Logistics Support

(2) Exercises:

<u>CONTINGENCY OPERATION</u>	<u>LOCATION</u>	<u>DATES</u>
SOUTHERN WATCH/ VIGILANT WARRIOR	Bahrain	01 JAN - 31 DEC
PROVIDE PROMISE	Italy	04 JAN - 31 DEC
<u>EXERCISE</u>	<u>LOCATION</u>	<u>DATES</u>
DYNAMIC GUARD	Turkey	26 SEP - 16 OCT
<u>OTHER</u>	<u>LOCATION</u>	<u>DATES</u>
D-DAY ANNIVERSARY	France/UK	07 MAY - 14 JUN
PRESIDENTIAL TASKING	Israel/Jordan	24 OCT - 03 NOV

(3) Days Embarked/Detached

(a) Calendar Days Embarked: 31

(b) Detachment Days Embarked: 31

(c) Calendar Days Deployed: 365

(d) Detachment Days Deployed: 733

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	49.9	43.8
FEB	53.3	42.5
MAR	60.1	42.2
APR	60.5	49.7
MAY	62.5	52.9
JUN	65.9	49.4
JUL	70.0	57.6
AUG	66.3	53.5
SEP	54.1	49.6
OCT	65.2	52.0
NOV	43.1	22.8
DEC	57.5	44.0
CY94	59.0	46.7

b. Percent Non-Mission Capable Maintenance: (NMCM)

JAN	34.0
FEB	30.2
MAR	15.4
APR	20.6
MAY	27.0
JUN	21.8
JUL	21.3
AUG	15.9
SEP	23.4
OCT	19.8
NOV	43.7
DEC	35.1
CY94	25.7

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

JAN	32.9
FEB	23.9
MAR	33.0
APR	37.5
MAY	31.8
JUN	33.3
JUL	17.9
AUG	33.8
SEP	36.1
OCT	29.2
NOV	18.0
DEC	25.6
CY94	29.4

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

	<u>Q-LEVEL</u>	<u>I-LEVEL</u>
JAN	1.3	3
FEB	1.1	2
MAR	1.1	3
APR	0.9	2
MAY	1.0	2
JUN	2.0	3
JUL	1.7	3
AUG	1.6	4
SEP	2.1	4
OCT	1.1	5
NOV	1.2	0
DEC	1.6	3

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

JAN	15.2
FEB	13.1
MAR	15.0
APR	8.8
MAY	10.7
JUN	7.5
JUL	16.1
AUG	6.7
SEP	7.3
OCT	19.4
NOV	9.9
DEC	12.1
CY94	11.8

3. Achievements in Aviation Safety:

a. Alpha F/FR/AG Mishaps: 0

b. Bravo F/FR/AG Mishaps: 0

c. Charlie F/FR/AG Mishaps: 0

d. Aviation Fatalities: 0

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: 0.036

f. Number of TFOA's: 0

g. Number of HAZREP's Submitted: 8

h. Number of NATOPS Changes Submitted: 33

i. Number of Safety Articles Submitted/Published: 2/2

j. Number of "Pro's of the Week" Submitted: 9

k. Number of Safety Standdowns Conducted: 5

l. Number of Years Consecutive Mishap-Free: 11

- m. Special Awards: (a) Golden Anchor Award, Medium Category
 (b) Gold Award Winner, National Safety Belt Honor Roll.
 (c) 1993 Bronze Hammer Nominee (Notified of nomination FEB 94)

n. Safety Posture:

- (1) Received second consecutive OUTSTANDING for annual NAVOSH Inspection.
 (2) Funded and sent Squadron Safety Petty Officer to every in-theater OSHA, HAZMAT, and Safety Formal Training Segment Course.
 (3) Implemented use of the CD ROM based HAZMAT User's List, and made standardized workcenter HAZMAT listings for both homeguard and detachment operations.
 (4) Conduct frequent unannounced drills to enhance emergency response capability. Topics include: Fire alarms, Bomb Threats, SITREP/OPREP, Emergency Destruction, Fuel Spills, CACO Duties, Auto Accidents and Security Violations.

4. Achievements in Command Inspections:

- a. ISIC Command Inspection, September: Satisfactory.
 b. NTPI/DMSI: N/A.
 c. Squadron Corrosion Inspection:
 (1) COMPAIRMED AMCI/OMPA: Satisfactory
 d. NATOPS Evaluation, January: OUTSTANDING
 e. Other:
 (1) COMNAVIAIRLANT PIT/PAT Inspection: Satisfactory
 (2) NAVOSH: July 94, OUTSTANDING
 (3) SAR: N/A
 (4) HAZMAT: Mar 94, grade - OUTSTANDING, "One of the Best Hazardous material/waste programs in the Mediterranean Theater."

5. Achievements in Personnel Readiness:

a. Retention:

<u>TERM ELIGIBLE</u>	<u>NUMBER ELIGIBLE</u>	<u>NUMBER INELIGIBLE</u>	<u>NUMBER REENLISTED</u>	<u>GROSS PCT</u>	<u>NET PCT</u>
FIRST	28	6	11	32	39
SECOND	1	0	0	0	0
CAREER	18	2	18	100	100

HC-4 continues to support the Navy's current rightsizing initiatives. Our policy is to build on previous successes and institute programs and policies for improvement. Training and education, quality of life, and career

counseling opportunities have provided winning recognition for superior accomplishment of our mission.

Explanation concerning individuals who were ineligible for reenlistment:
Of the 56 personnel who were at the point to request to reenlist in FY 94, eight were ineligible.

- One was discharged with an OTH.
- Three were administratively separated.
- One was discharged due to ENCORE disapproval.
- Two careerists reached high year tenure.
- One was discharged for medical reasons.

b. Advancement:

	E-4	E-5	E-6	E-7	E-8	E-9
TIR ELIGIBLE	94	66	58	31	12	4
NOT RECOMMENDED	0	0	0	0	0	0
PARTICIPATED	93	66	58	31	12	0
ADVANCED	14	5	3	4	1	0
PNA'd/SELBD ELIG	78	61	55	27	N/A	N/A
FAILED	1	0	0	0	N/A	N/A
% of TIR Eligible Passed	99%	100%	100%	100%	N/A	N/A
% of TIR Eligible Advanced	15%	8%	5%	13%	8%	0%

(1) HC-4 has implemented a vigorous rate training program for all squadron personnel to improve advancement potential and maintain operational readiness. Review of advancement exam profile sheets and results of the Professional Development Boards often identify training deficiencies that enable the supervisors to tailor the training programs to individual needs.

(2) Weekly training is conducted to include General Military Training topics and Professional Rate Training. These dedicated training sessions are monitored at division level behind "closed doors" ensuring uninterrupted lectures and "hands on" seminars by resident experts. Other weekly training topics include safety, career information/advancement programs and Maintenance Training Improvement Programs (MTIP).

(3) As an adjunct to Professional and General Military Training, HC-4 schedules bi-monthly two-hour "All Hands" seminars conducted by experts within/outside the command to address First Aid/CPR, defensive driving, CBR, Operation Security, terrorism, and various other general topics.

(4) Every quarter a mandatory "All Hands" safety standdown is conducted in compliance with CNO directives. Driving safety, electrical safety, maintenance safety, personnel safety, holiday/recreational safety and FOD prevention is a partial list of the many topics that are discussed by safety experts.

6. Contributions to Tactical Development Improvement:

a. Directly responsible for improving the readiness posture of the CH-53E community through our innovative approach to aircraft track and balance. Our AVAPS maintenance instruction was presented to the CH-53E community at Sikorsky Aircraft during the AVAPS Conference in March of this year. Our approach to CH-53E track and balance was immediately recognized by all present as superior to the current system. Our indisputable success while using these improved procedures, coupled with the professional manner in which our representatives presented the material, led to immediate incorporation of our procedures into the NAVAIR 01-1A-24 U.S. Navy Aviation Vibration Analysis Manual.

b. Our Engine Low Power Recovery Maintenance Instruction was presented to the CH-53E community during the ILSMT conference at NADEP Pensacola, FL, in February. The 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 revision.

c. Requested and obtained advanced copies of the Phase Inspection MRC's which incorporated the new 150 hour phase interval. Received permission to immediately use the new deck and begin "de-bugging" it. This foresight on the part of HC-4 not only increased our readiness, but entitled us to become the first CH-53E squadron to advance all our aircraft to the 150 hour phase interval, and the first squadron to report deficiencies in the phase deck.

7. Contributions to Weapons System Development:

Submissions for publication changes:

- a. QDR: 3
- b. EI: 17
- c. HMR: 18
- d. TPDR: 43

8. Additional Squadron Remarks: The following excerpts signify the outstanding support provided by HC-4:

a. CINCUSNAVEUR 181840Z MAR 94: Congratulations to the "Black Stallions" team of HC-4 on the successful completion of the recovery of two Turkish UH-60 helicopters. I was very impressed with your aggressiveness as you quickly placed a recovery assessment team on site in the rugged mountains of Eastern Turkey to scope and plan recovery operation. Despite all the obstacles to mission completion--unacceptable fuel, maintenance problems, and numerous days of poor weather--your tenacious aircrew and maintenance team remained dedicated to the safe lift of the downed helicopters. Your superb team safely recovered the helos and in so doing continued the outstanding reputation of HC-4. Their efforts helped our allies in the Southern Region and will do much to cement that friendship. Please pass on my personal thanks for a tough job done extremely well to the recovery det. All the best.
ADMIRAL MIKE BOORDA, CINCUSNAVEUR

b. HQ USEUCOM 16 MAR 94: The attached letters from Major General Huber and Lieutenant General Betir, Chief of Operations, Turkish General Staff, are a strong tribute to the professionalism and competence of those American service members who participated in the recent recovery of two Turkish helicopters. Efforts such as these go along way toward maintenance of good relations between the United States and an important regional ally.

Please pass an emphatic Bravo Zulu to the units and personnel involved. Best wishes, CHARLES G. BOYD, GENERAL, USAF DEPUTY COMMANDER IN CHIEF.

c. CINCUSNAVEUR 221700Z DEC 94: It is with great pleasure that I announce the FY94 CINCUSNAVEUR Golden Anchor Award Winners. Maximum Category: HELICOPTER COMBAT SUPPORT SQUADRON FOUR. ADMIRAL LEIGHTON SMITH, CINCUSNAVEUR

d. COMUSNAVCENT 250727Z JUN 94: ...I would like to extend a hearty "Well Done" to HELSUPPROM FOUR on your achievement of eleven years of mishap-free operations!...We deeply appreciate the outstanding job you do on a daily basis. The Black Stallions not only deliver thousands of PAI and tons of mail and cargo each year, but also - and more importantly - do it safely. Bravo Zulu. VICE ADMIRAL KATZ, COMUSNAVCENT

e. COMSIXTHFLT 160934Z AUG 94: BZ and many thanks to...HC-4 for your continuing outstanding flexibility and support for crucial logistic tasking. When the tough jobs arise anywhere in the med, the SIXTHFLT can rely on your strong professional effort. Thanks and well done. VICE ADMIRAL PRUEHER, COMSIXTHFLT.

f. COMSIXTHFLT 031601Z DEC 94: Congratulations on an extremely successful media embark that is now showing on every national and international media network... Well done. VICE ADMIRAL PRUEHER, COMSIXTHFLT.

g. COMPAIRMED 160901Z JUN 94: Congratulations to the men and women of the HC-4 Black Stallions on achieving 11 years mishap free operations...You have provided an outstanding example for all to emulate. REAR ADMIRAL SWEENEY SENDS

h. COMIKEBATGRU 141250Z DEC 94: Well done to the personnel of HELICOPTER SUPPORT SQUADRON FOUR. Displaying a willingness to go the extra mile, your efforts were directly responsible for the timely return of CVW-3 Dahrahn Det personnel prior to our Suez transit. The superior support provided to COMIKEBATGRU is indicative of the caliber of people behind it. Bravo Zulu. REAR ADMIRAL MURPHY, COMIKEBATGRU

i. USEUCOM 07 APR 94: I wish to add my praise and commend you and your group for a job exceptionally "Well Done." Your fine work made a difference in many ways, and we are all truly grateful. Sincerely, REAR ADMIRAL J. A. LAIR, USN, DIR OF OPERATIONS.

j. COMIKEBATGRU 141250Z DEC 94: Well done to the personnel of Helicopter Support Squadron FOUR... The superior support provided to COMIKEBATGRU is indicative of the caliber of people behind it. Bravo Zulu. REAR ADMIRAL MURPHY.

k. COMIKEBATGRU 171230Z DEC 94: CAPT Cummings, I would like to take this opportunity to personally thank you, your staff, and the crews of...HC-4 Det 1 for the superb logistic support provided to the IKE and ANZIO while assigned to the CENTCOM AOR. REAR ADMIRAL DAN MURPHY.

l. CHIEF, OPERATIONS, TGS 02 MAR 94: You will recall the incident in Hakkari province of SE Turkey on 02 FEB 94 which resulted in an emergency landing of two Turkish Army helicopters.

American assistance in response to our request recovering the helicopters was a perfect example of true professionalism and dedicated work on your side. This certainly contributed to already excellent state of relations between our two countries.

We do appreciate your immediate sincere concern and efforts in prompting this assistance. Please pass along our thanks also to those in your staff who contributed to this achievement. Sincerely, RASIM BETIR, LTGEN

m. HQ JUSMMAT ANKARA, TURKEY 04 MAR 94: I want to take this opportunity to add my thanks to those of LTGEN Betir for the superb job accomplished by the soldiers, sailors, and airmen from EUCCOM during the Turkish UH-60 recovery operation. Assets from the EUCCOM AOR were quickly assembled and positioned to assist the Turkish Land Forces recover two valuable pieces of equipment, and additionally, provided other assistance as the opportunities were presented.

I know that during the recovery teams' stay in Turkey, they endured austere living conditions, as well as this winter's most severe weather. Their efforts and hard work have assisted in strengthening the relations between the Military Services of the United States and Turkey. Very Respectfully, PHILIP W. NUBER, MAJOR GENERAL, USAF.

n. COMPHIBRON EIGHT 250622Z JAN 94: The support given JTG 93-2 ARG by HC-4 has been outstanding. This deployment has been associated with a myriad of schedule changes, emergent taskings and port visit changes. With each one, the flexibility and can do attitude of the Black Stallions to meet our VOD needs with little or no notice enabled us to meet all our commitments. No request was turned down, nor an overhead missed.

As we prepare for our transit home, I extend my personal thanks and appreciation for a job well done. COMMODORE MYSLIVY SENDS.

o. USS SARATOGA 071232Z MAR 94: USS SARATOGA wishes to extend a hearty well done to the hard charging professionals of HC-4 for your outstanding and rapid assistance returning nearly 150 personnel to SUPER SARA following our emergency sortie from Trieste, Italy. My officers and men spoke highly of your "can do spirit" and superb effort on their behalf. You are a total quality team in action! BRAVO ZULU. CO USS SARATOGA SENDS.

p. COMFIVEATAP 300800Z MAR 94: On behalf of the UNPROFOR/DENY FLIGHT/PROVIDE PROMISE Liaison visit to USS SARATOGA 28/29, thank you for your support and assistance. Your H-53 support was totally outstanding and professional. Please pass a well done to your flight crews. CAPT H. PETREA, USN, JTF PROVIDE PROMISE DJFACC SENDS.

q. CTF ONE FIVE THREE 140901Z OCT 94: On 11 October, with minimal advance notice, you flew from Bahrain to Jeddah, Saudi Arabia to provide critical airlift services to the George Washington...The success of your mission was instrumental in accelerating the arrival of critical CENTCOM combat air assets ISO Operation Vigilant Warrior...COMMODORE SENDS.

r. CTF SIX ONE 060835Z MAY 94: The superb professionalism and extraordinary persistence of the crew of Black Stallion 537 in delivering rabies vaccine to USS Spartanburg County is greatly appreciated. Their successful mission to a ship without a TACAN or Air Search Radar almost 200 miles from NAS Sigonella demonstrated extraordinary airmanship and operational expertise. Bravo Zulu to all at HC-4...who made this no-notice mission a success. COMMODORE RIES SENDS, CTF SIX ONE