



1995 ✓

**DEPARTMENT OF THE NAVY**  
HELICOPTER MINE COUNTERMEASURES SQUADRON FOURTEEN (HM-14)  
UNIT 60180  
FPO AE 09507-5700

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From: Commanding Officer, Helicopter Mine Countermeasures Squadron 14  
To: Director of Naval History, Aviation History Branch, Washington D.C.

Subj: SUBMISSION OF 1995 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) 1995 Command History for HELMINERON FOURTEEN (HM-14)  
(2) Narrative Summary  
(3) HM-18 Disestablishment and Integration with HM-14 Program of 04 March  
(4) HM-14 Change of Command Program of 09 Sep  
(5) Photo of HM-14 Sikorsky MH-53E Sea Dragon Helicopter

1. Per reference (a), enclosures (1) through (5) are submitted.

  
T. P. KEATING

## 1994 COMMAND HISTORY FOR HELMINERON FOURTEEN (HM-14)

HM-14 is based at Naval Air Station Norfolk, Virginia. The Squadron reports operationally to Commander, Mine Countermeasures Squadron Two (MCMRON 2) and administratively to Commander, Helicopter Tactical Wing, U.S. Atlantic Fleet (COMHELTACWINGLANT). HM-14 combines all the capabilities and responsibilities associated with an Airborne Mine Countermeasures (AMCM) squadron to include mission systems and equipment and the computer hardware and software required for conducting mine hunting/minesweeping operations. HM-14 provides a rapid response AMCM capability worldwide. The squadron is manned to operate and maintain twelve Sikorsky MH-53E Sea Dragon aircraft, numerous minesweeping and minehunting devices and related equipment, and provides expertise required for planning, executing and evaluating the effectiveness of a complete minesweeping operation. CDR K. D. Garbow was relieved by CDR T. P. Keating as the Commanding Officer on 09 September 1995. CDR J. D. Scott assumed the duties of Executive Officer.

### CHRONOLOGY OF EVENTS, 1 JANUARY - 31 DECEMBER 1995

#### January

- 3 - Awarded third consecutive Golden Anchor Award for retention excellence by Commander, Naval Air Force, U.S. Atlantic Fleet.
- 7-8 - Vanguard Football team participates in USF&G Super Bowl Flag Football Tournament.
- 13 - Safety Stand Down.
- 17-19 - Six aircraft flew onboard USS GUAM for participation in JTFEX 95-2.
- 18 - Visited by members of Canadian Armed Forces Staff College.
- 25 - Provided VOD support to USS THEODORE ROOSEVELT.
- 26 - Six aircraft returned from USS GUAM to NAS Norfolk.
- 27 - USS GUAM returned to Norfolk and HM-14 members debarked.

#### February

- 1 - HM-14 began OPEVAL of Navigation Communications System (NCS).
- 16 - HM-14 awarded the Norfolk Naval Station Captain's Cup Award for the first time in their 17 year history.
- 17 - HM-14 Officers held Dining Out.
- 21 - CO and CMC addressed the Spouses Club/Support Group to discuss integration and other current issues.
- 24 - Received overall score of Outstanding on NAVOSH inspection.

#### March

- 4 - HM-18 disestablished.
- HM-14 conducted integration ceremonies with HM-18.
- 17 - HM-14 finished preparation and transferred 4 aircraft to HC-4.

- 20 - Provided Logistics support for HC-8 and HC-2.
- 24-25 - HM-14 volunteers supported 1995 Virginia Special Olympics Spring Basketball Tournament.

#### April

- 3-7 - Command PRT.
- 4 - Provided VOD support to USS Eisenhower.
- 6 - HM-14 conducted M-16 rifle qualifications shoot.
- 26 - HM-14 completed OPEVAL of NCS system.
- 27-29 - Provided static display and flew demonstration flight in Azalea Festival Air Show.
- 20-30 - HM-14 volunteers assisted in Virginia Area Two Special Olympics 1995 Summer Games.

#### May

- 1 - Received one aircraft from HM-15 for transfer to HC-4.
- 5 - Tactics Officer deploys with HM-15 in support of Exercise with ROK.
- 12-20 - HM-14 participates in the 1995 Atlantic Fleet Rifle and Pistol Championships.
- 17 - Provided VOD support to USS SHREVEPORT.
- 20 - Conducted Paradrop with SEALS.
- 23 - Received one aircraft from HM-15 for transfer to HC-4.

#### June

- 7 - Received overall score of Outstanding on command NATOPS Evaluation.
- 9,16,30-Logistics support for U.S. Naval Academy Midshipman training.
- 10 - Provided support for Annual Clean the Bay Day.
- 29 - CO, XO and CMC conduct "Family Indoctrination Night."

#### July

- 5 - Four aircraft flew to New River MCAS, North Carolina for JTFEX 95-3.
- 6 - Three aircraft flew to USS GUAM for JTFEX 95-3.
- 6 - Began fleet evaluation of modified Main Rotor blade struts for H-53E.
- 11-12 - Four Aircraft returned from New River Detachment.
- 13 - Three aircraft returned from USS GUAM.
- 15,16 - Provided VOD support to USS ENTERPRISE.
- 15,16 - Provided VOD support to USS GEORGE WASHINGTON.

- 17 - Provided VOD support to USS PONCE.
- 28 - HM-14 hosted Sikorsky factory crew in evaluation process for H-53 Dynamic Component Bulletin (DCB) 129.
- 30 - HM-14 transferred two aircraft to HC-4.

**August**

- 2 - HM-14 provided support to COMHELTACWINGLANT Change of Command.
- 4 - Provided aircraft for static display in Halifax, Canada.
- 5 - Conducted paradrop with SEALS.
- 9 - Provided VOD support to USS ENTERPRISE.
- 14-18 - Completed Mine Readiness Certification Inspection.
- 15-18 - HURREVAC to Wright-Paterson AFB, Ohio for Hurricane Felix.
- 20 - Provided VOD support to USS ENTERPRISE.
- 21 - Transferred two aircraft to HC-4.

**September**

- 13 - First aircraft modified with on line engine wash system.
- 14 - Provided VOD support to USS JOHN F. KENNEDY.
- 17-23 - Command PRT.

**October**

- 4,5,6 - Provided VOD support to NATO Military Chiefs for international conference.
- 13 - Provided four aircraft for COMHELTACWINGLANT Flyover for Navy Birthday celebration.
- 13 - Airlifted King and Queen of Norway to USS SAIPAN.
- 21 - Provided VOD support to USS ENTERPRISE.
- 21 - HM-14 provided support for Area Two Special Olympics.
- 21 - Deployed three aircraft to Panama City for MK-103/2G detachment.

**November**

- 2 - Three aircraft returned from Panama City detachment.
- 9,13,18 - Provided VOD support to USS ENTERPRISE.
- 13 - Conducted paradrop with SEALS.
- 27 - Four aircraft departed for New River MCAS, North Carolina in support of JTFEX 96-1.
- 29 - Three aircraft departed for USS NASHVILLE in support of JTFEX 96-1.

December

- 1 - 2 aircraft conducted logistic support for VC-6, to Patuxent River NAS.
- 4-5 - Two aircraft returned from New River MCAS detachment.
- 6 - Three aircraft returned from USS NASHVILLE. Two aircraft return from New River MCAS.
- 7 - CNO Good Order and Discipline Stand Down.
- 9 - CNO Good Order and Discipline Standdown for Reserves.

## NARRATIVE OF EVENTS

### January

HM-14 was selected to conduct ground testing of a Wireless ICS. This system removes the burdensome connecting cords from the aircrewmembers operating the mine sweeping equipment streamed from the back of the aircraft. Two separate tests on the HM-14 flight line proved the system to have extremely beneficial applications to the MH-53E AMCM community and has received favorable consideration from Commander, Naval Air Systems Command.

A detachment of six MH-53E aircraft and over three hundred squadron personnel deployed onboard USS GUAM (LPH-9) for participation in Joint Task Force Exercise 95-2 (JTSEX 95-2). HM-14 was tasked with AN/AQS-14 and MK-106 operations off the North Carolina coast, in support of amphibious assault forces. There were a total of 25 sorties flown over a five day period, 9 of which were Q-14 and 11 of which were MK-106 missions, for a total of 119.6 flight hours. The deployment objectives included developing and practicing integrated tactics between air and EOD assets. HM-14 performed AMCM operations in conjunction with the Joint Service Task Force and introduced AMCM operations and their employment to other branches of the U.S. Military. While tasked with only 50% clearance (reconnaissance) during AN/AQS-14 operations, 8 of the 12 exercise mine shapes were identified by HM-14, and then confirmed by EOD Mobile Unit 6, dets 8 and 10. During MK-106 operations simulated detonation of 14 mines were confirmed by Minewarfare Command.

The squadron conducted routine training and operational flights logging 200.7 flight hours for the month.

### February

HM-14 completed a highly successful OPEVAL of the newest development in AMCM helicopter technology: the Navigation Communication System (NCS), or "Glass Cockpit" MH-53E. Six pilots and all squadron Operations Specialists underwent intensive training during the period of 01 February to 15 April, learning both the operation of mission/flight equipment, and the mechanics of total mission planning and post mission analysis (including route of flight and all calculations in the realm of minefield sweeping and hunting). In all, a total of 43.9 flight hours were utilized in completion of the project, with many times that number of hours expended in troubleshooting and operational instruction. Project completion involved personnel from Coastal Systems Station (Panama City, FL), Horizons Technology, VX-1 and the Naval Air Warfare Center.

The squadron conducted routine training and operational flights logging 210.6 flight hours for the month.

### March

HM-14 was the fulcrum of HC-4's transition from the CH-53E to MH-53E airframe. HM-14 transferred four aircraft in mid March to an HC-4 detachment in Norfolk for opportune surface lift to Sigonella. HM-14 provided extensive support for this detachment to ensure every aircraft departed in a Full Mission Capable status with every possible configuration upgrade installed. Additionally, two HM-14 Quality Assurance Representatives accompanied the aircraft to assist HC-4 during the Atlantic transit and fly off.

HM-14 underwent a tremendous change with the integration of Naval Reserve Aircraft assets and Training and Administration of Reserves personnel and Selective Reservist personnel into an Active Duty Squadron. In a ceremony on 4 March, 31 Officers, 15 Chiefs, and 188 Sailors of HM-18 joined HM-14 to bolster the squadron's manpower to 57 Officer, 41 Chiefs, and 590 Sailors.

The newly integrated HM-14 is able to deploy either an eight aircraft detachment, or two, four aircraft detachments independent of each other with associated AMCM and support equipment. Additionally, HM-14 maintains a four aircraft reserve component at home to continue Fleet Replacement Squadron training for newly reporting pilots and aircrew.

Operationally, HM-14 is a fully integrated squadron. Regular Navy, TAR and Selected Reserve Pilots, Aircrew, Maintenance and Administrative personnel work side by side with no distinction. Everyone contributes to this outstanding team.

The squadron conducted routine training and operational flights logging 268.3 flight hours for the month.

#### April

The squadron conducted routine training and operational flights logging 334.1 flight hours for the month.

#### May

HM-14 received two aircraft from HM-15 to transfer to HC-4. Immediately upon receipt, one aircraft was inducted into a scheduled depot assist sponson change, and the other was inducted into an Aircraft Service Period Adjustment (ASPA) Inspection. HM-14 expended 1805 man hours on the first aircraft and required only 8.9 flight hours to achieve Full Mission Capable status. The second aircraft failed the ASPA Inspection with HM-14 expending 2397 man hours flying it only 22.8 hours. The ASPA failure would have placed HC-4's scheduled MH-53E transition behind, however HM-14 developed a plan with the Commander, Naval Air Force U.S. Atlantic Fleet to retain this aircraft and induct it into Standard Depot Level Maintenance (SDLM) while substituting it with an aircraft which had recently completed SDLM with a strong and dependable history of reliability.

On 05 May the Tactics Officer From HM-14 deployed with HM-15 in support of their detachment to Po'hang Korea. This first hand experience provided valuable information concerning methods of C-5 load-out, operations base management and conduct of the AMCM mission in this area.

The squadron conducted routine training and operational flights logging 352.8 flight hours for the month.

#### June

On 10 June HM-14's aggressive participation in "Clean the Bay Day 1995" resulted in over 17 tons of refuse and over 50 square miles of the bay being cleaned.

The squadron conducted routine training and operational flights logging 409.6 flight hours for the month.

#### July

HM-14 deployed to Onslow Bay off the coast of North Carolina on 5 July 1995. This exercise involved a four aircraft detachment based at MCAS New River conducting AN/AQS-14 operations, while three aircraft were aboard USS PONCE (LPD-15), conducting MK-106 operations. This concept of split-site operations proved extremely successful, introducing efficiency improvements and strengthening the overall conduct of mine warfare operations. JTFEX 95-3 represented the first exercise opportunity for the fully integrated active/reserve squadron, and proved to be the most operationally successful exercise in recent history. In seven days, HM-14 hunted 605 linear miles. All mine shapes placed in the exercise area were identified and confirmed. This can be partially attributed to a new training program developed specifically to heighten Operations Specialists and Aircrew ability to identify mine shapes.

A modified set of Main Rotor Blade Struts was designed to hold the blades more securely when folded. When the struts were ready for fleet evaluation, HM-14 was selected to evaluate the new struts at sea aboard the USS Ponce. After a ten day trial period, HM-14 provided a favorable response and then passed the struts on to the Marines for further evaluation.

HM-14 exercised their rapid deployment capability by breaking down two aircraft, loading them into C-5's and sending them to Sigonella for transfer to HC-4.

The squadron conducted routine training and operational flights logging 450.5 flight hours for the month.

### August

On 14-18 August, HM-14 underwent it's annual Mine Readiness Certification inspection. Despite having to HURREVAC eight squadron aircraft to Wright-Patterson AFB, Ohio on the last day of the inspection (including aircraft which were involved in inspection missions), HM-14 received an overall grade of outstanding.

The squadron conducted routine training and operational flights logging 442.0 flight hours for the month.

### September

Commander, Naval Air Systems Command selected HM-14 to perform operational testing and evaluation of an "On-Line Engine Wash System." This system allows all three engines on the aircraft to be washed simultaneously while running at ground idle. A remarkable time savings was recognized over current off line procedures and start pump wear was reduced by eliminating the requirement to motor the engine. A conscious effort was required to manage the two configurations during the evaluation, however, it proved so effective that authorization was granted to modify the remaining squadron aircraft. The program was such a success that it is now under evaluation on H-3, H-46 and H-60 aircraft.

The squadron conducted routine training and operational flights logging 334.7 flight hours for the month.

### October

HM-14 deployed three MH-53E aircraft to CSS Panama City, FL from 21 October to 02 November 95, expending a total of 109.8 flight hours. The purpose of this detachment was to revise MK-103/2G ship to air transfer procedures, as well as to increase pilot, aircrew and maintenance personnel proficiency in the conduct of these operations. In all, 22 pilots, 25 aircrew and 23 maintenance personnel from HM-14, and two pilots, three aircrew, and 15 maintenance personnel from HM-15 participated in the detachment, conducting ship-to-air transfers from the USNS Athena II. Several representatives from AMCM Weapon Systems Training School (AWSTS) also observed mission flights and participated in procedural revision. A new Pilot Training Instruction for the MK-103/2G Streaming/Recovery Procedures was submitted as a result of this deployment.

The squadron conducted routine training and operational flights logging 446.5 flight hours for the month.

### November

Between 27 November and 06 December, HM-14 again deployed aircraft to Onslow Bay, North Carolina, conducting split site operations in support of JTFEX 96-1. Four aircraft stationed at MCAS New River, North Carolina conducted AN/AQS-14 operations in conjunction with MK-106 operations performed by three

aircraft positioned aboard the USS Nashville (LPD-12). A total of 185.8 flight hours were flown. Tasking involved the reconnaissance of a 43.2 mile long Q-Route, and the utilization of a diversionary Q-Route subsequent to the discovery of a mine danger area. Despite very heavy weather conditions (sea state bordering 4 during various MK-106 evolutions), HM-14 completed 100% of it's assigned tasking.

JTFEX 96-1 also marked the first ever tactical deployment by an HM squadron of the SEABIRD, or "Battle Space Profiler." A sophisticated barometric device, the SEABIRD is designed to take readings pertinent to successful minewarfare evolutions and is deployable by ships and helicopters. The gathered information was delivered to on-site NAVOCEANO personnel for processing and dispersal to all mine warfare units.

The squadron conducted routine training and operational flights logging 365.5 flight hours for the month.

#### December

The squadron conducted routine training and operational flights logging 226.1 flight hours for the month.