



DEPARTMENT OF THE NAVY
HELICOPTER MINE COUNTERMEASURES SQUADRON 15
9020 OCEAN DRIVE
CORPUS CHRISTI, TX 78419-5000

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From: Commanding Officer, Helicopter Mine Countermeasures Squadron Fifteen
To: Director, Naval History and Archives, 1242 10th Street SE, Washington Navy Yard,
Washington DC 20374-5059

Subj: HM-15 CALENDAR YEAR 2001 COMMAND HISTORY REPORT

Ref: (a) OPNAVINST. 5750.12G

Encl: (1) HM-15 Calendar Year 2001 Command History Report
(2) 3.5 inch magnetic floppy disk

1. Per reference (a), enclosures (1) and (2) are provided.


P. W. MENAH



HELMINERON FIFTEEN

1. Command Composition and Organization

HELMINERON 15 (55201)

MISSION:

TO BE READY TO DEPLOY WORLDWIDE ON 72 HOUR NOTICE AND CONDUCT MINE HUNTING AND SWEEPING OPERATIONS FROM THE SEA OR SHORE.

VISION:

TO BE THE PREMIER AIRBORNE MINE COUNTERMEASURES (AMCM) SQUADRON IN THE U.S. NAVY, EQUIPPED WITH THE BEST RESOURCES AND QUALITY OF LIFE AVAILABLE.

TO BE A MUCH LEANER, MOBILE, READINESS DRIVEN, FULLY INTEGRATED FORCE; FOCUSED ON THE CORE BUSINESS OF CONDUCTING WORLDWIDE AMCM.

TO BE THE RECOGNIZED SQUADRON OF CHOICE OPERATING AT THE CUTTING EDGE OF MINE COUNTERMEASURES TECHNOLOGY.

COMMANDING OFFICER:

CDR P. W. MENAH

EXECUTIVE OFFICER:

CDR S. J. RICHEY

AIRCRAFT ASSIGNED:

TYPE	SIDE NUMBER	SERIAL NUMBER
MH-53E	00	164861
MH-53E	01	164792
MH-53E	03	164770
MH-53E	04	164768
MH-53E	05	164766
MH-53E	06	164764
MH-53E	07	162507
MH-53E	11	162513
MH-53E	12	162508
MH-53E	13	162510

2. Chronology

GOMEX 1- 01/ 08JAN01 – 11JAN01
WESTPAC USS INCHON TASK GROUP 01/20APR01 – 01SEP01
INCHON TASK GROUP-01 / 20APR01 - 01SEP01
WESTERN PACIFIC EX-01 / Singapore OPAREA / 13 JUN 01 – 20 JUN 01
ROKN SLOCEX-01 / Korea OPAREA / 10JUL01 – 12JUL01
JMD EOD/MINE EX-01/ Japan OPAREA / 18JUL01-21JUL01
PORT ARANSAS MK-105 OPERATIONS/ 23OCT01

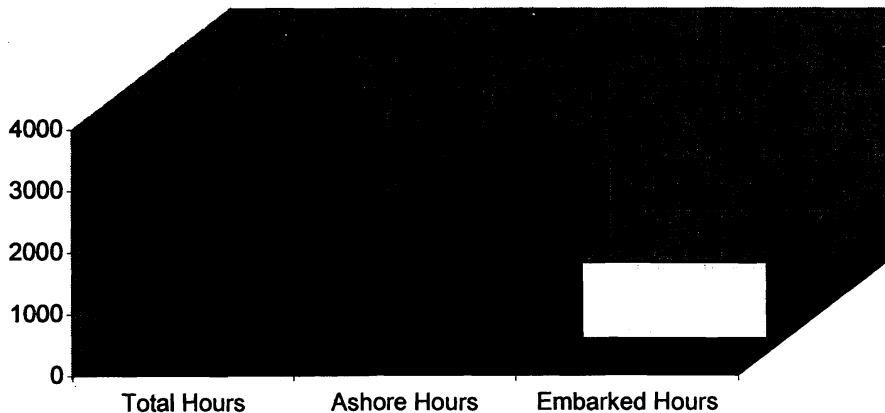
3. Narrative

1. **GOMEX 1-01 (08 JAN 01 – 11 JAN 01):** Conducted integrated mine countermeasures operations in the Corpus Christi OPAREA, exercised C4I equipment, and accomplished multi-level unit training. The squadron flew 17 tow hours and covered 130.3 linear miles. One hundred percent of training requirements were attained.
2. **KERNAL BLITZ-01 / MIREM-16 (24 MAR 01 – 29 MAR 01):** Conducted embarked operations aboard USS Tarawa in the Southern California OPAREA. The detachment flew 42.3 tow hours and towed 364 nautical miles. In addition, the AMCM efforts of HM-15 were responsible for successfully locating 16 of 20 mine shapes. The tactical clearance for the exercise was 80% with 100% coverage completed.
3. **WESTPAC USS INCHON TASK GROUP 01 (20 APR 01 – 01 SEP 01):** HM-15 embarked seven aircraft aboard USS Inchon (MCS-12) for this highly successful deployment. The squadron flew a total of 1011.4 flight hours, 324.3 tow hours, 5,900 miles towed, and 388 sorties with an overall mission completion rate of 92%. In addition, squadron aircraft lifted 51,195 pounds of cargo, 11,000 pounds of mail, and 264 passengers. During the deployment the squadron qualified 11 AHACs, 2 HACs, 2 FCP's, 15 1st Crewmen, 16 2nd Crewman, 4 Utility Crewman, and 11 Q-14 Controllers.
4. **WP MCMEX-01 (13 JUN 01 – 20 JUN 01):** Conducted while deployed on USS Inchon (MCS-12) in the Singapore OPAREA. The Inchon MCM Task Group joined units from 14 other countries in the first Western Pacific MCM exercise, hosted by Singapore. Specific exercise objectives were to conduct integrated AMCM (AN/AQS-14A and MK-106) operations in a realistic mine countermeasures scenario, and to strengthen our military ties with Western Pacific allies. HM-15 enjoyed a 98% mission completion rate during this exercise. Furthermore, the squadron towed a total of 100 hours and 876.2 nautical miles with a minefield coverage rate of 92%.
5. **ROKN SLOCEX-01 (10 JUL 01 – 12 JUL 01):** Conducted while deployed on USS Inchon (MCS-12) in the Chinhae/Pusan, ROK OPAREA. HM-15 conducted AMCM bottom mapping and EOD environmental data collection in the vicinity of Chinhae, ROK, in order to reduce MCM timelines required to execute MCM contingency operations defined within CFC OPLAN 5027-98. Specific exercise objectives were to update NAVOCEANO Route Survey Databases, conduct AMCM bottom mapping/EOD environmental dives, validate Change Detection Operations and demonstrate US/ROK interoperability. During this exercise, AN/AQS-14A operations attained 100% coverage (63% mission completion rate) of assigned Q-routes, with sufficient EOD environmental samples collected to define bottom conditions.
6. **JMD EOD MINEX-01 (18 JUL 01 – 21 JUL 01):** Conducted while deployed on USS Inchon (MCS-12) in the Japan OPAREA. The Inchon MCM Task Group and the JMSDF COMMINFORCE conducted a combined mine countermeasures exercise in a simulated mine threat area seeded with exercise mine shapes in the vicinity of Mitsu Wan, Japan, in order to promote bi-lateral cooperation, training, and to enhance MCM interoperability. Specific objectives were to demonstrate US-JMSDF MCM Triad capability, reinforce US-JMSDF interoperability, exercise combined tactics, and to promote combined staff operations. During this exercise, AN/AQS-14A operations attained 100% coverage and 90% clearance of assigned areas. MK-106 operations were also successfully conducted. An aircrew exchange between HM-15 and HM-111 also

proved to be a valuable experience for both squadrons. The squadron towed a total of 17.6 hours and 81.6 nautical miles with an overall mission completion rate of 81%.

7. **PORT ARANSAS MK-105 OPERATION (23 OCT 01):** With innovative thinking, the HM-15 Mine-Countermeasures Department derived the idea of conducting operations out of the Port Aransas Coast Guard Station. This allowed for easy access to the operational fields in the Gulf of Mexico and provides a channel with enough water depth to transport the MK-105. This operation allows pilots and aircrew to increase MK-105 tow operations and saves in funding for travel to Norfolk, VA.

Operational Achievements



a. Flight Hours

- (1) Total Flight Hours: 3274.3
- (2) Total Hours Flown Ashore / Percent of Total Hours: 2020.1 / 61.69%
 - (a) Day (Hours/Percent): 1737.6 / 86.01%
 - (b) Night (Hours/Percent): 282.5 / 13.98%
 - (c) Primary Missions (Hours/Percent): 386.9 / 19.15%
- (3) Total Sorties Ashore: 822
 - (a) Day: 676
 - (b) Night: 146
- (4) Total Embarked Hours / Percent of Total Hours: 1254.2 / 38.30%

(a) Day (Hours / Percent of Total Hours / Percent of Embarked Hours):

1210.2 / 36.96% / 96.49%

(b) Night (Hours / Percent of Total Hours / Percent of Embarked Hours):

44.0 / 1.34% / 3.5%

(c) Total Primary Mission (hours / percent of total hours / percent of embarked hours):

462.6 / 14.12% / 36.88%

(5) Total Sorties Embarked: 535

(a) Day: 494

(b) Night: 41

(6) Utilization Rate Per Month for CY01:

Jan	49.8	Jul	56.9
Feb	57.5	Aug	56.6
Mar	48.5	Sep	36.6
Apr	30.7	Oct	34.7
May	54.6	Nov	38.3
Jun	48.3	Dec	48.2

Average for Year: 46.7%

b. Shipboard Landings: 1481

(1) Multi-Spot Ship Landings: 1475

(a) Day: 1350

(b) Night: 125

(2) Single-Spot Ship Landings: 6

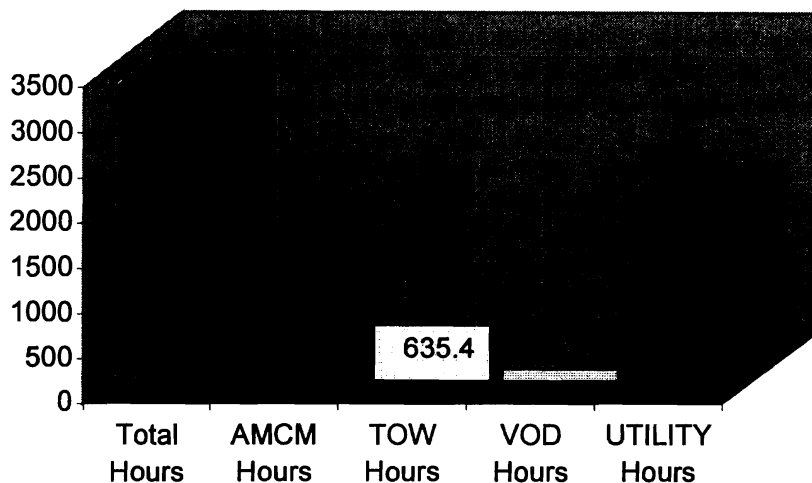
(a) Day: 6

(b) Night: 0

c. Ordnance Expenditure:

<u>Item</u>	<u>Qty</u>
9 MM	10,000
50 cal	20,000
MK25 MLM	50
MK58 MLM	75
MK 46 Flares	20
RR 129 Chaff	25

AMCM Achievements



a. Utility Hours / Percent of Total Hours: 2(1) AMCM (time / percent of total hours): 849.5 / 25.94%

(1) AMCM Time Ashore / Percent of Total AMCM Time: 386.9 / 45.54%

(2) AMCM Time Embarked / Percent of Total AMCM Time: 462.6 / 54.45%

b. Tow (time / percent AMCM time): 635.4 / 74.79%

(1) Time Ashore / Percent of Total Tow Time: 267.1 / 42.03%

(2) Time Embarked / Percent of Total Tow Time: 368.3 / 57.96%

c. VOD Hours / Percent of Total Hours: 142.1 / 4.33%

(1) Hours Ashore / Percent of Total VOD Hours: 32.7 / 23.02%

(2) Hours Embarked / Percent of Total VOD Hours: 109.4 / 76.98%

(3) Number of Passengers / Pounds Cargo / Pounds Mail / Pounds Outsized Cargo
 433 / 198,045 / 23,250 / 0

Weapon System Readiness

a. Aircraft Material Readiness

(1) Full Mission Capable (FMC) Rate: 57.5%

JAN	39.0	JUL	80.3
FEB	47.4	AUG	79.9
MAR	48.3	SEP	72.1
APR	68.3	OCT	47.8
MAY	70.4	NOV	24.7
JUN	54.6	DEC	57.5

(2) Mission Capable (MC) Rate: 66.8%

JAN	50.9	JUL	84.7
FEB	53.6	AUG	82.2
MAR	59.6	SEP	77.5
APR	72.4	OCT	59.2
MAY	73.8	NOV	39.1
JUN	81.4	DEC	66.8

(3) Non-Mission Capable Maintenance (NMCM) Rate: 21%
Non-Mission Capable Supply (NMCS) Rate: 12.3 %

JAN	24.0 / 25.1	JUL	11.1 / 4.2
FEB	28.1 / 18.3	AUG	10.1 / 7.8
MAR	25.0 / 15.4	SEP	14.4 / 8.1
APR	20.1 / 7.4	OCT	25.6 / 15.2
MAY	14.3 / 11.9	NOV	44.6 / 16.2
JUN	13.2 / 5.5	DEC	21.0 / 12.3

b. Cannibalization Rate per 100 Flight Hours: 6.4%

JAN	21.2	JUL	1.6
FEB	9.8	AUG	1.0
MAR	3.2	SEP	2.3
APR	8.9	OCT	3.8
MAY	5.0	NOV	7.6
JUN	3.3	DEC	8.5

c. Squadron "I" Level A799 Rate per 100 Removals for Cause: 1.6%

JAN	3.0	JUL	0.9
FEB	2.4	AUG	1.5
MAR	1.1	SEP	2.2
APR	2.1	OCT	1.6
MAY	0.7	NOV	1.0
JUN	1.3	DEC	1.5

d. Aircraft Material Readiness Reporting (SCIR) Accuracy: 100%

e. Total Number of FOD Occurrences: 1

f. Average Number and Type of Aircraft in Inventory During Award Year: 9 MH-53E

Personnel Readiness

a. Retention Rate (Gross Percentage): 67.8%

Period	Eligible	Not Eligible	#Re-Enlisted	Gross%
(1) First Term	127	26	87	56.9
(2) Second Term 40	4	27	61.4	
(3) Third/Subsequent	102	7	84	77.1

b. Advancement:

MAR 01 Exam (cycle171)

Rate	Eligible	Advanced	PNA
E-4	43	13	29
E-5	99	33	62
E-6	57	7	45

SEP 01 Exam (cycle 172) and CPO selection

Rate	Eligible	Advanced	PNA
E-4	49	34	14
E-5	128	37	83
E-6	64	4	59
E7 (Frocked)	63	9	53

General Contributions to the AMCM Community:

Operations

The Operations Department was responsible for scheduling and maintaining pilot and aircrew Training Readiness (TRED) currency at the optimum T-1 level for nearly the entire year. The Operations Department worked aggressively to achieve the highest T- levels.

The Tactics and Communications divisions worked closely with technical representatives of the Naval Air Warfare Center (NAWC) to integrate the use of C4I into operational scenarios and real world exercises in the Pacific Theatre OPAREA.

Intelligence

While deployed in support of WESTPAC 01, HM-15 intelligence identified and reported (via information intelligence reports (IIR)) on 225 merchant vessels including one contact of interest and two foreign naval warships. Additionally, the intelligence team provided force protection briefs to the squadron for seven port visits. Intelligence also provided support to Coast Guard Air Station Corpus Christi with merchant identification in the Corpus Christi, TX area.

AIS/COMMS

The Communications and Automated Information Systems Division built computer systems utilizing used parts in order to alleviate hardware shortages as a result of funding constraints placed on the command. The "home built" systems supported more than five hundred personnel at home and on various detachments and deployments. Furthermore, the Information Systems and Communications divisions ensured "world wide connectivity" by successfully coordinating message traffic, circuits crypto, and the transportation of unclassified and classified messages throughout the command. Communications has also worked in unison with Tactics to provide support for the Command Control Communication Computers and Intelligence system (C4I), bringing system effectiveness from 0% to 62% in two months.

Maintenance Contribution:

The HM-15 Aircraft Maintenance Department made many significant advances in CY01. While complying with AFC 507 to upgrade the High Frequency Radios from the AN-ARC 174 to the AN-ARC-220, HM-15 maintainers in conjunction with Depot Field Team representatives discovered an incorrect length on the new antenna. The discrepancy resulted in repeated BITE test failures. Correction of this deficiency paved the way for the successful operation of the C4I Data Link Program, which enabled "real time" analysis of all mine like objects.

The squadron worked in conjunction with NADEP Cherry Point Engineers in order to detect, isolate, and eliminate Main Rotor Head Damper failures. As a result of this cooperative effort a "Lead the Fleet Program" has been established for possible Fleet Wide implementation.

In CY01, HM-15 successfully completed a comprehensive COMNAVAIRLANT Aviation Maintenance Management Team Assist and a post cruise CHTWL TQR. All programs were rated "online" and the squadron's programs were cited as "an example for others squadrons to follow".

In March the squadron embarked 4 MH-53's onboard USS TARAWA for Kernel Blitz 01/MIREM 16. This detachment provided HM-15 with the opportunity to integrate with embarked Marines and to operate within an Amphibious Task Force. The exercise resulted in an outstanding 97% aircraft, and AQS-14A system Full Mission Capable (FMC) rate, 100% Aircraft Mission Capable (MC) rate and 100% pilot/aircrew qualification training readiness.

In April the squadron embarked 7 MH-53E aircraft onboard the USS INCHON (MCS-12) for WESTPAC 01. HM-15 completed the highly successful WESTPAC deployment on 01 SEP. The deployment included 3 international joint exercises, which resulted in a record 96.8% MC rate and 90.3% FMC rate.

HM-15 "leads the fleet" in identifying and troubleshooting T64-GE-419 engine torque split discrepancies. Working closely with NADEP Cherry Point, CNAL, and NAVAIR, the squadron standardized inspection and repair procedures to eliminate discrepancies.

Maintenance Innovative Management Accomplishments:

The squadron has been instrumental in many areas of process improvement. All of the issues have had a direct impact on the H-53E community and on the Navy/Marine Corps ability to meet operational commitments.

- Proposed an ILSMT action chit to initiate an AFC that changed the size of the hydraulic pressure and return lines in order to physically prevent the lines from being interchanged. This action eliminated the possibility of improperly rigging hydraulic lines.

- Proposed an ISLMT action chit to initiate the Caution Advisory Panel as an O-Level repairable without AFC incorporations. This proposed action increased the interchangeability between the MH-CH aircraft allowing increased asset availability to all units.
- As a part of Power Plants Change 100, Revision A Part 2, Conversion to T64-GE-419 Engines, our maintenance department continues to lead the fleet in liaison with NAVAIR and NADEP engineers. The work of HM-15 established further testing of the fuel control units, specifically the 3D cam. This action produced extensive progress toward eliminating in-flight engine torque splits.
- HM-15 Technicians remain committed to continual process improvement and the elimination of defects. To this end, HM-15 generated 46 technical publication defect reports, 4 QDR, 4 HMR and 3 EI reports.
- During a review of Airframe Changes 514 (Aerial Refueling Probe Bleed Air Selector Valve modification) technicians identified incorrect references and procedural shortfalls which made this technical directive impractical. Further research by technicians resulted in revision to the original TD under AFC -514 AMENDMENT 1.

Mine Countermeasures Department:

HM-15's MCM Department flawlessly melds the requirements of the OPNAV 4790.2H and the PMS requirements that surface craft MCM squadrons employ to accomplish our unique mission. Our exceptional performance in all aspects of the maintenance effort produces the consistently high Full Mission Capable rates that are the foundation of HM-15's success in every mission the Blackhawks undertake.

EXERCISES: HM-15 has continually maintained over 98% Fully Mission Capable (FMC) rates on all AMCM gear. The MCM Department sustained 99% FMC MCM systems for seven major Fleet integrated exercises. During KERNAL BLITZ 01, the MCM department achieved a Full Mission Capable AMCM equipment rate of 97%, which significantly contributed to the squadron achieving an exceptional 92% mission completion rate, and allowing for the safe deployment of a U.S. Marine Corps landing force.

During MCMEX-01, the largest international mine countermeasures exercise ever conducted, the MCM department of HM-15 supported over 100 flight hours with 100% full mission capable airborne mine countermeasures weapon systems. HM-15 was a key player in the enhanced MCM Triad operations with 14 Far East allied nations (the most foreign countries assembled for an exercise). The squadron participated in an officer and enlisted personnel exchange with the Japanese Maritime Self Defense Force in order to foster growth in technological and AMCM tactical understanding.

Personnel from work center 74C performed emergency reclamation on a Q-14A towed body after it was lost in congested international waters during MCMEX-01. Their expertise and quick action rendered the device repairable. This action saved \$1.4 million in replacement costs.

During INCHONTASKGRU 01, the AMCM Dept maintained 98% AMCM system availability for 394 AMCM missions which directly contributed to 5900 miles towed and a 92% mission completion rate. The squadron successfully launched and recovered 22 MK-105 Minesweeping sled events, enabling a 100% sortie completion rate. TAC SUPPORT maintained a 98% RHIB availability rate on 6 Rigid Hull Inflatable Boats. These efforts resulted in meeting 100% of the force protection requirements of USS INCHON (MCS-12) during 358 hours of RHIB security patrols at 3 foreign port visits.

The MCM department established procedures for launching the MK-105 minesweeping sled from a local U.S. Coast Guard station. Due to insightful and creative thinking, procedures were developed for local MK-105 operations previously thought not possible. HM-15 now has the ability to conduct MK-105 mine countermeasures sled operations in the Corpus Christi Operations Area. This enables HM-15 to train pilots and aircrews quarterly vice semi-annually to maintain squadron readiness at an unprecedented level. The

squadron's use of the local facility reduces the requirement for a biannual detachment to the Panama City, Florida Operations Area at an estimated annual saving of nearly \$600,000.

MCM MAINTENANCE: Work Centers 16A and 16B safely performed 7,409 maintenance actions, documenting a total of 16,503 man-hours.

The MCM department implemented an intensive Rigid Hull Inflatable Boat (RHIB) training program which prepared three RHIB Crews for the INCHONTASKGRU-01 Western Pacific Deployment. During MCMEX-01, we flawlessly coordinated three RHIB crews with seven MH-53E Helicopter Aircrews during 22 MK-105 sled cap and drop events after a 13 month absence of MK-105 operations.

Our superior expertise in small craft systems brought forth an extraordinary repair turnaround time of three hours thus ensuring a 98% RHIB availability rate. This directly contributed to 100% force protection of USS INCHON (MCS-12) using RHIB security patrols at three foreign ports.

Work Center 16C and 16D safely performed 367 maintenance actions, documenting 14,200 man-hours and achieving a 90.8% availability rate on 31 pieces of Civil Engineering Support Equipment and a 95% RHIB availability rate. Additionally, work center 16C logged over 500 accident free Crane Operating Hours. Work center 16D logged 1170 accident free hours of small craft operations.

• **MCM TRAINING RECEIVED:** 16A/B personnel received 1,144 training hours from FASOTRAGRULANT on numerous AMCM Systems. 16C/D personnel received classroom instruction and hands on training from Cummins and Conrad for 6 new 24ft RHIB mods

• **MCM AWARDS:**

- CINCLANTFLT Retention Honor Roll 2nd and 3rd Qtr's FY-01
- 2nd consecutive William M. Emshwiller Award for leadership to AE1 [REDACTED]
- 11 - Navy and Marine Corps Commendation Medals.
- 1 - Sailor of the Year

• **MCM MONEY SAVED:** The MCM department commercially licensed 16C personnel and the squadron tractor/trailer rig transported 202 tons of equipment and supplies during the INCHONTASGRU 01 offload. This saved \$18,000 in tractor/trailer contract costs.

16C fabricated and repaired several AMCM support gear parts that are no longer manufactured at a cost savings over \$5000 dollars. 16D Performed-bearing replacement on a RHIB "out-drive" which saved \$1500.00 in commercial repair contract costs. Additionally, MCM identified and repaired loose motor mounts during an acceptance inspection that saved the command \$100,000 in contractual costs.

16C division furthered their capacity to service squadron vehicles, avoiding costly commercial repairs. An air conditioning replenishment and recapture capability has been added to prevent costly R-12 replenishment and condenser repair. A high-speed lathe provides our department with the ability to turn brake disks and many other metal items necessary for vehicle maintenance.

16C also instituted a POV inspection program to provide squadron personnel with cost-free safety and PMS inspections of POV's. The inspections are available year round, but are most often used prior to holiday leave periods. This program has been extremely successful in preventing sailors from taking an unsafe vehicle on the road at the risk of injury. While there is no real measure of effectiveness for this program, it is important to emphasize that an injury prevented or a life saved is absolutely essential to mission accomplishment.

• **MCM CARGO MOVED:** The MCM department safely loaded, transported, and delivered a total of over 1.6 million pounds of squadron equipment during CY 01. The department moved 380 tons of equipment and

cargo in support of 4 detachments and 1 major deployment. Cargo pack-up and delivery was accomplished on an average of 2 days ahead of schedule.

Exercises included Kernal Blitz 01 on board USS TARAWA (LHA-1), two detachments onboard USS INCHON (MCS-12), MK-105 sled minesweeping training evolution on board USS INCHON (MCS-12), and INCHONTASKGRU-01 Western Pacific deployment.

Initiated joint effort between three departments from different commands to update and validate over 6,000 Mine Countermeasures Support Repair and Replenishment Load List line items in support of the WESTPAC 01 deployment.

• **MCM QUALIFICATONS ACHIEVED CY01:**

- 4 Collateral Duty Inspectors
- 3 Tire and Wheel Technicians
- 3 Hydraulic Contamination Technicians
- 4 Launch Recovery Officer (Initial)
- 6 Launch Recovery Officer (MCS)
- 2 Launch Director
- 10 Mobile Winch Drum Operator
- 5 Sled Captain
- 5 Safety Observer
- 3 Boat Troubleshooter
- 2 Small Boat Officer
- 12 Boat Coxswains
- 17 Boat Engineers
- 17 Bow Hook/ Stern Hook
- 3 Class II Swimmers
- 2 Crane Electricians
- 2 Crane Electrician Inspectors
- 2 Crane Directors
- 13 Elevator Operator
- 2 LSE

• **AMCM ILSMT:** The MCM department submitted 21 ILSMT Action Chits. All 21 submissions were approved. Further, MCM participated in three 24ft. RHIB NAVAIR Publication reviews where over 294 discrepancies were identified and corrected.

• **MCM MILESTONES:** The HM-15 AMCM department initiated changes to OPNAV 4790.2H for Support Equipment licensing procedures to allow Construction Men attached to HM squadrons to license squadron personnel. This change will be HM community specific since HM squadrons are the only aviation commands with SEA BEE personnel.

The Department achieved an "Outstanding" rating for all major inspections by external inspection teams, including the COMHELTACWINGLANT TQR inspection, which was completed with no discrepancies. Several of the programs inspected in the TQR have been recently created due to the unique needs of the HM community requiring two full maintenance departments and all associated programs. HM-15's sled captain program was declared a "model program" by CHTWL TQR inspectors and is being used as the model for CHTWL's sled captain program.

In addition, the HM-15 AMCM department safely conducted two separate MK-105 Sled exercises at Port Aransas, Texas. This marked the first time in Squadron history that MK-105 sled operations were conducted in the Coastal Bend area.

Training:

The Training Department of HM-15 has been a driving force in the maintenance of aircrewman proficiency through the use of ASRM trainers for the MK-103, AN/AQS-14, MK-104, AN/ALQ-141, and AN-37U mission systems and the Q-14A console trainer.

HM-15 is a model for training and readiness to be emulated by other operational squadrons in the fleet. Extensive interaction between the Training and Operations Departments ensured that the ASRAM configuration and training precedes flight scheduling. In this way, aircrewmembers are properly familiarized with mission equipment and procedures prior to climbing into the aircraft. Over the past year, over 171.5 hours of training were logged in the ASRAM, training 139 students.

The Training and RESFIRST Departments maintain the Computer Based Training facility. This facility is comprised of three computers which squadron pilots and aircrewmembers can utilize in order to study aircraft systems and mission procedures.

The ASRM and the Computer Based Training facility ensure thorough knowledge of both the aircraft and the numerous mine countermeasures systems employed by HM-15. Absolute standardization of operating procedures maximizes pre-deployment preparation and ensures superlative results during exercises.

10. Additional Squadron Remarks

a. Squadron Awards

Navy "E" Award
Retention Excellence Award

b. Individual Awards

Meritorious Service Medals:	1
Navy/Marine Corp Commendation Medals:	21
Navy/Marine Corp Achievement Medals:	79
Military Outstanding Voluntary Service Medals:	1
Letters of Commendation (flag/outside COC):	164

c. Additional Squadron Remarks: None