

# Commissioning

## Ceremonial Authority



F 15, US  
u  
QUAD

*Helicopter Combat Support Squadron Five*  
*and*  
*Helicopter Combat Support Squadron Three*

*1 September 1967*

SCHEDULE OF EVENTS

PARADE THE COLORS

NATIONAL ANTHEM

INVOCATION

*CHAPLAIN ROBERT H. HEATH, COMMANDER, USN*

PRESENTATION OF AWARDS

AND

REMARKS

REAR ADMIRAL CONSTANTINE A. KARABERIS, USN

*Commander Fleet Air San Diego*

COMMISSIONING OF HELICOPTER COMBAT SUPPORT SQUADRON FIVE  
COMMISSIONING OF HELICOPTER COMBAT SUPPORT SQUADRON THREE

BENEDICTION

*CHAPLAIN HEATH*

RETIRE THE COLORS

*Static Display of Aircraft*

*and*

*Refreshments Following Ceremony*

## HELICOPTER COMBAT SUPPORT SQUADRON FIVE

Helicopter Combat Support Squadron Five (HC-5) is assigned the mission of training fleet replacement pilots, aircrewmembers, and maintenance personnel for Pacific Fleet Helicopter Combat Support Squadrons. In addition, it will provide detachments for the U. S. Coast Guard Icebreakers deploying to the Arctic and Antarctic regions. The Sikorsky RH-3A minesweeping helicopters will also be attached to the squadron until their ultimate transfer to HC-7 later this year.

Providing training for units with missions as diversified, and with the variety of aircraft, as the Helicopter Combat Support Squadrons have, is a formidable assignment. HC-5 will utilize the Kaman UH-2A/B helicopter in flight training for pilots and aircrewmembers, and maintenance training for support personnel. For those personnel who will be assigned to units using other types of helicopters, HC-5 will provide, or arrange for, their required ground schools.

The primary objective of HC-5's mission is to provide trained and qualified personnel for the fleet HC squadrons. The training received at HC-5 will enable previously unqualified personnel to perform tasks in their assigned squadron without any extensive delay for training. Another advantage to a central training organization is that they will provide a basis for standardization of all units.

Commander Charles O. Borgstrom, and his new squadron, have a vital mission to accomplish in the training of personnel whose overall primary objective is the saving of lives.



COMMANDER CHARLES O. BORGSTROM, JR  
COMMANDING OFFICER OF  
HELICOPTER COMBAT SUPPORT  
SQUADRON FIVE

COMMANDER CHARLES O. BORGSTROM, JR., was born in Boston, Massachusetts on 23 June 1929, son of Mr. & Mrs. Charles O. Borgstrom, Sr., of Arlington, Massachusetts.

He entered the Navy in March, 1947, under a minority enlistment and served almost two years in the enlisted ranks before entering flight training as a Naval Aviation Cadet.

He was commissioned an Ensign and received his wings in 1950. His first duty station following flight training was with

ATU-10. In October, 1950, he was ordered to NAS Lakehurst, New Jersey for lighter-than-air training.

Commander Borgstrom's first airship squadron was Airship Squadron ONE (ZP-1), and he was there until February, 1954. Following schooling at the Aviation Ordnance School at Jacksonville, Florida, he was Test/Projects Pilot in Research and Development with the Chief of Naval Airship Training and Experimentation.

In July, 1957, he went to the General Line School at Monterey, California. Upon completing line school, he reported to Pensacola for Helicopter Training, and subsequently, was ordered to HS-6 for a two year tour of duty.

He then went to Aviation Safety School at the University of Southern California in 1960. He served with Airship Squadron THREE (ZP-3) for nine months before being transferred to Commander Fleet Air Caribbean Staff at Navy Postgraduate School. His next duty was with Air Development Squadron SIX (VX-6) in Quonset Point, Rhode Island. Commander Borgstrom had duties as the aviation safety officer and operations officer during Deep Freeze 65 and 66 in Antarctica.

Commander Borgstrom reported to Helicopter Combat Support Squadron FOUR (HC-4) early in 1967. He served as Executive Officer there prior to receiving orders as Commanding Officer of Helicopter Combat Support Squadron FIVE (HC-5).

Commander Borgstrom is married to the former Elizabeth Locke of Arlington, Massachusetts. They and their four daughters presently reside in Chula Vista, California.

## HELICOPTER COMBAT SUPPORT SQUADRON THREE

Helicopter Combat Support Squadron THREE (HC-3) is assigned the mission of vertical replenishment. To accomplish that mission, it will utilize the Boeing-Vertol UH-46 helicopters and deploy aboard fast combat supply ships as part of the mobile logistics support forces in the Pacific.

The vertical replenishment concept was first utilized in the Pacific aboard the USS Mars (AFS-1) by HC-1 Detachment ONE in 1964. The primary aim of vertical replenishment, as it is incorporated with the conventional method of alongside cargo transfers, is to reduce the underway replenishment time for combatant ships. The concept has proven effective in extending the reach of the supply ships also, by utilizing the helicopter for delivery of supplies to distant afloats.

As the fast combat supply ships now being built are launched, HC-3 will necessarily grow to meet the needs of these new ships. The future of Commander Henry L. Cassani's new squadron will undoubtedly be one of growth and ever increasing vertical replenishment records.



COMMANDER HENRY L. CASSANI  
COMMANDING OFFICER OF  
HELICOPTER COMBAT SUPPORT  
SQUADRON THREE

COMMANDER HENRY L. CASSANI was born October 6, 1930 in Braintree, Massachusetts, son of Mrs. Louis S. Cassani of Quincy, Massachusetts.

He enlisted in the United States Navy in March 1948 and served briefly as a hospitalman before re-enlisting to Pensacola, Florida, for flight training as a Naval Aviation Cadet in November 1950. Upon completion of advanced training in PB4Y-2 aircraft at Corpus Christi, Texas, he was commissioned an Ensign and designated Naval Aviator on 10 June 1951.

Commander Cassani returned to Pensacola for helicopter training at Ellyson Field and was subsequently assigned to Helicopter Utility Squadron TWO at NAS Lakehurst, New Jersey. He completed numerous deployments with HU-2 on many types of surface vessels, and during one deployment filmed all aerial scenes for Walt Disney's "Men Against the Arctic."

He then attended the General Line School at Monterey, California. Returning to the East Coast, he served at Naval Air Station Oceana, Virginia, as maintenance officer and flight officer. Following this shore tour, Commander Cassani returned to sea aboard the USS Antietam where he was assistant gunnery officer and first lieutenant. In 1961 he joined Air Anti-Submarine Squadron 22 at Quonset Point, Rhode Island, deploying in USS Lake Champlain and participating in the Cuban blockade. Continuing in the ASW Field, he joined Commander Carrier Anti-Submarine Air Group 50 in 1963 as Operations Officer. He returned to Monterey to attend the Naval Postgraduate School and received his Bachelor of Science Degree in 1967.

Commander Cassani has been attached to HC-1 since June 1967 and assumes command of newly commissioned HC-3 on 1 September 1967 as the squadron's first Commanding Officer.

Commander Cassani is married to the former Florence Radford of Pensacola, Florida. They have seven children and reside in Chula Vista, California.

Helicopter Combat Support Squadron ONE (HC-1), a pioneer in the field of helicopter rescue, provides vital services for U.S. Naval Forces in the Pacific. Squadron detachments are deployed on every ship that has facilities for operating with a helicopter and carry out such missions as Search and Rescue, Personnel and Cargo Transfers, Aerial Delivery, Aerial Photography, Medical Evacuation, Mine Reconnaissance, and Mine Sweeping, and numerous miscellaneous functions within the capabilities of the various types of helicopters assigned. These detachments are comprised of numerous pilots, aircrewmembers and support personnel. Their primary mission is the rescue of personnel in distress, whether it be a downed pilot at sea, overboard, or the crew of a ship breaking up on a reef. The development of the tactical replenishment concept of resupplying ships by sweeping by helicopters has expanded the Squadron's mission.

HC-1, the Navy's largest helicopter squadron, is comprised of over 1,000 personnel and 24 officers. It was established as Helicopter Utility Squadron ONE (HU-1) at NAS Lakehurst, New Jersey, and was commissioned on April 1, 1948. The same month, it received its first aircraft - a Bell HO4S. The development of helicopter rescue techniques began to pay off when a downed pilot was saved from a shipwreck in July 1948.

Korea was the setting in which HU-1 distinguished itself. The Presidential Unit Citation was awarded HU-1 for "Extraordinary Heroism in action against enemy forces in Korea from 3 July 1950 to 27 July 1953." The helicopters of HU-1 were a definite morale factor, for the fighter pilots knew that the whirlybirds would come to rescue them, in peaceful or hostile locations, with or without air support. As a direct result of their actions in the Korean War, members of HU-1 were awarded one Congressional Medal of Honor, three Navy Crosses, five Silver Stars, one Legion of Merit Medal, thirty-eight Distinguished Flying Crosses, six Navy Corps Medals, two Bronze Stars, one hundred sixty Air Medals, thirty-one Commendation Ribbons, and three Purple Hearts. On 1 October of 1951 when HU-1 moved from Miramar to its present home at Ream Field.

During its history, HU-1 saw the coming and going of the HO3S, HTL, HUL, HO4S, and H-34 as aircraft assigned to accomplish its mission. The Kaman UH-2A/B has been the primary aircraft utilized since January 7, 1963 when the first one was received. It is now being made to give way to the twin-engine UH-2C. The Boeing-Vertol UH-46, first received in July of 1964, has made its place in the replenishment of ships at sea from the decks of supply ships. The development of minesweeping by helicopter has added the Sikorsky RH-3A to the Squadron's inventory, while the older Sikorsky CH-19E is still utilized aboard ice-breakers in the Antarctic.

July 1, 1965 was the date when HU-1 was renamed to more accurately describe the mission of the squadron. Helicopter Combat Support Squadron ONE (HC-1) still has the primary mission of air-sea rescue.

The same month that the name was changed, a detachment aboard an aircraft carrier accomplished the one-thousandth rescue. The increased tempo of operations in Southeast Asia and the hard facts of war have, once again, prepared a setting in which HC-1 personnel have distinguished themselves in acts of heroism reminiscent of Korea in rescuing downed pilots in enemy territory. To date, the squadron's rescue record stands at over 1200; a figure indicative of the skilled and dedicated personnel of HC-1 and the importance of their mission.