NAVAL HELICOPTER HISTORICAL SOCIETY NEWSLETTER

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PURPOSE:

The Naval Helicopter Historical Society was organized to "Gather, Preserve and Display the Legacy of Naval Helicopter Aviation" to include past and present helicopter operations in the Navy, Marine Corps and Coast Guard.

Organizational Charter:

The Naval Helicopter Historical Society is a non-profit 501 (C) (3) corporation.

PLANK OWNERS

Plank Owners number **209** Rotary Wing enthusiasts and include the following.

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Edward Kubicki; Terry C. Lackey; B.C. Lamberth; William R. Lang; Thomas C. Lawson,III; John P. Leach; Walter B. Lester; Dan Libertino; (in memory of) Lewis Patrick Liles*; Leland K. Littleton; Bill Lloyd; James L. Lovejoy; Kenneth W. Lowe; In memory of George H. Lyter,Jr.*; Gary L. Maaske; Jim MacArthur; Donald R. Manuel; Douglas D. (David) Maresh; Ken Marion; Michael J. Marriott; William H. Marten,III; Kenneth A. Maxwell; David J. McCracken; Steven W. McDermaid; Harrison R. McDonald; Joe McKeller; Anne M. McLinden; Hugh F. McLinden,Jr.; James A. McLinden; Willie McNeil; Roger P. McTighe; Steve Millikin; Alfred E. Monahan; J. Maxwell Moore; Paul Moore; Bill "Red Dog" Moss; Eugene H. Moyer; Roger Murray; Harold Nachlin; Phillip W. Nicholas; Eric Oxendorf; Wade M. Page; Anne H. Parthemer; Lloyd L. Parthemer; Gene Pellerin; H. Vernon Pepper; William S. Personius; Carl M. Petersen,II; Duane Phillips; Tom Pocklington; W.D."Bud" Pocklington; Matthew John Pohl; Phil Poisson; David L. Punzelt; Joseph M. Purtell; William F. Quarg*; 'Jig Dog' Ramage; Calvin B. Ranoa; P.M. "Mike" Reber; Robert L. Redman; M.L."Bud" Reynolds; Roger Rich; John E. Ries; Robert Ritzman; Douglas R. Roulstone; Matthias J."Matt" Russ, II; Bernard L. Samuels; Robert E. Schock; Ken A. Schroeder Jr.; Edward John Sheldon; John H. Shidle; Theodore G. (Ted) Sholl; Joe Skrzypek; Charles B. Smiley; George E. Smith; Maribeth "Smitty" Smith; John E. Soto; Walter M."Smokey" Staight*; Walter E. Stephens; LaRon (Ron) Stoker; Elizabeth A. Stuyvesant; Frank M. Suzan; David A. Swan; William E. Terry; John W. Thornton; Thomas N. Tibbatts; Steven J. Tomaszeski; Alan K. Uke; Mark T. Vanderberg; Ginny J. Vermilya; Robert S. Vermilya*; Todd R. Vorenkamp; James Ray Walker; J.S."Scotty" Walker; James D. Waring; Michael V. White*; Howard M. Whitfield; Paul F. Whitten, Sr.; John A. Willett; Eddie F. Williamson; Robert W."Bob" Womble* and Harry J. Zinser

The following new Plank Owners were added since the last issue of NHHS Newsletter.

Terry M. Badger; Ginny J. Vermilya; Edward E. Dahill III; Kristy A. Don; William C. (Bill) Dixon; Everett P. Bateman; Dave Bean; Alan K. Uke; (in memory of) Lewis Patrick Liles*; Calvin B. Ranoa; Susan H. Cagle; and Leland K. Littleton.

* * * * * *

Plank Owner Certificates are still available for a one-time donation of $100, or more, until the USS Midway arrives in San Diego.

***SIGNAL "CHARLEY"**

We are all in 'Starboard Delta' waiting to be cleared aboard 'after the turn'. The following shipmates have received a 'green deck' and now waiting in a safe haven for the rest of the flight:

Lloyd L. Duncan; Alvin F. Emig; George H. Lyter, Jr.; Robert Alan Shields; Walter M. "Smokey" Staight; Robert S. "Bob" Vermilya; Michael V. White; Robert W. "Bob" Womble; Dick Bruning; Bob Schock; Bill Quarg; John St. Marie; Len De Vries;

From the desk of Chaplain NHHS:

Since our last newsletter we are sad to report the following shipmates were given signal "Charlie" and are no longer with us:

Richard A. Bruning died December 22, 2001. Later in the month of April he will be given full military honors at a ceremony at Fort Rosecrans. The actual date is unknown at this time.

Robert E. Schock died December 23, 2001. His family held a private family service followed by a Remembrance Gathering.

William F. Quarg died January 24, 2002. His memorial service was held January 29, 2002 at NAS North Island Chapel.

Timely notification of the death of a fellow shipmate has always been a high priority within the Navy; accordingly, we at NHHS have no higher priority. Following the recent deaths of the men listed above it has become obvious that we need a good system to pass the word to former shipmates, friends and any and all who are interested. In the past we have relied on email as our primary means of passing this timely information along to all interested persons. An informal survey shows that less than 40% of the NHHS membership actively uses email. We will continue to expand our database

as we go forward, but those not using email are of equal importance to reach.

Our goal is to establish a database of email addresses and telephone numbers of as many people who are interested in this information. As with any group the members are the best source to expand the existing list. So if you are aware of any person who may be remotely interested please pass their name and telephone number along and someone will contact them and get the needed information. For anyone interested in having his or her name on this important database please call or email at:

Telephone: Lloyd L. Parthemer at 619-479-6887 or email NHHS at nhhs@cox.net.

Additionally NHHS has been called upon to assist with service arrangements following the death of a member of our community. On a limited basis we are prepared to step in and help a surviving family member as needed, but we offer this assistance only when asked to do so.

In closing, if you know someone who is not on our list and think they would like to be notified, please contact NHHS with their name and number for us to take for action. We rely on our own membership to expand this list so please pitch in and offer a name if you can.

Thank you for your time dear friends,
Kron Littleton

Recipient of Mark Starr Pioneer Award:

CDR Stewart R. Graham, USCG (Ret.)
(Biography compiled by B. "Tom". Beard)

Commander Steward R. Graham, USCG (Ret.) served with the U.S. Coast Guard for 24 years. Born 25 September 1917, Brooklyn NY. He presently lives with his wife, Mae, RR# 1, Route 302, Box 617, Naples, ME 04055, phone (207) 693-6475.

Graham enlisted in the U.S. Coast Guard in 1937, promoted to Motor Machinist Mate 2nd Class before being ordered, in December 1940, to CGAS Charleston for the Coast Guard pre-flight training evaluation program for enlisted pilots. He was one of ten out of twenty accepted for further training at Pensacola in Class 163-E. He received Navy Wings in September 1941.

The Aviation Pilot was ordered to Floyd Bennett Field flying JRF and J4F Grumman amphibians and the PH-2/3 Hall Flying Boats on ASW patrols and SAR. He received his commission as Ensign, USCG, in 1942. He witnessed the flight of Sikorsky's VS-300 the same year and requested orders for rotary wing training.

In 1943 he was promoted to Lt(jg) and assigned duty as assistant operations officer.

On 20 October 1943, Graham soloed the YR-4 helicopter after three and a half hours instruction from LCDR Frank A. Erickson, USCG at the Sikorsky Factory. He was designated Coast Guard helicopter pilot number ***TWO***.

On 16 January 1944, Graham became the first helicopter pilot to fly an anti-submarine patrol from a ship, the British freighter, *Daghestan*, while on the high seas. He was flying a British helicopter with a British detachment. The *Daghestan* was in a convoy in the North Atlantic sailing from New York to England evaluating the possibility of using helicopters for anti-submarine patrols from shipboard. With Graham's recommendation from these experiments and later developmental work, the U.S. Navy now has its own helicopter ASW force.

The entire year 1944 Graham spent as instructor for the Coast Guard's helicopter school at Floyd Bennett Field, flight demonstration pilot, and testing helicopters devising SAR devices and helicopter rescue methods. The helicopter school closed February 1945.

On 3 April 1945 he gave a special demonstration of the helicopter at the U.S. Capital building for members of congress. Graham flew Congressmen Johnson, Barkman, Cordon, Casey, Rooge, Fisher, Wickersham, Canfield, Bonner, Ellsworth, Chathams, and Stockman.

In the summer of 1945, Graham was the acceptance test pilot for the new HOS-1 at Nash-Kelvinator factory in Detroit. FAA instrument training in fixed winged aircraft followed this duty.

In February 1946 he began testing helicopter-borne dipping sonar for the Navy Research Laboratory. Graham was attached to Navy Development Detachment VX-1. He conducted test in Long Island Sound and Key West and eventually proved the helicopter as a serious weapon for ASE.

In July 1946 he returned to the Coast Guard working with Erickson at Elizabeth City. He worked developing helicopters for SAR. The team of Erickson and Graham created and developed most of the equipment used on modern helicopters such as the hydraulic hoist and rescue basket. It was in Elizabeth City where Graham started taking on SAR cases the fixed winged aircraft were unable to accomplish. Regional newspapers remarking on phenomenal success of helicopters in the first humanitarian services, dubbed them *"hovering angels."*

On 31 October 1946 Graham carried out the first helicopter U.S. Postal System airmail service from isolated North Carolina outer banks villages.

Graham did the first night medivac by helicopter on 5 December 1947. He did this by flying along the shoreline using phosphorescence from crashing waves for visual reference. Helicopters, at the time, were not instrumented or equipped for night flying.

From 31 July to 8 August 1948, he gave helicopter (HO3S) demonstration flights for the opening ceremonies of the Idlewild Airport—now JFK.

Graham flew the first helicopter trans-continental flight from 24 March to 3 April 1949. The un-escorted 3,900-mile trip departed Elizabeth City and ended in Port Angeles, WA in 56.6 hours flight in ten and one-half days.

Graham was recalled by the Navy in January 1951 to resume testing newer model helicopters and advanced helicopter sonar equipment developed by the Naval Research Laboratory. Following his evaluation and testing, he created tactics and procedures for helicopter ASE, and then instructed Navy pilots. The Navy established the first helicopter ASW squadron at Key West from his work.

The Navy held him from returning to the Coast Guard and ordered him instead to Patuxent River as head of the Rotary Wing Section with the Tactical Test Division. The Navy wanted to keep him further, but on 1 September 1953 Graham was ordered back to the Coast Guard as operations officer at CGAS St. Petersburg, FL, flying fixed-wing aircraft and helicopters.

Here Graham, on 19 January 1955, flew the first night hoist rescue by helicopter, retrieving three survivors from a vessel breaking up on a reef.

His helicopter career wound down beginning 1 August 1955 when he was assigned as Executive Officer CG Air Detachment, Argentia, Newfoundland. An assignment as executive officer CGAS Salem followed in August 1957. However, from 27 June to 6 July 1959, Graham provided the helicopter escort for Queen of England during the dedication of the St. Lawrence Seaway. He attended Her Majesty's Yacht *Britannia* through the seaway from Buffalo to Chicago. A year later in July 1960 he moved to Boston as Assistant to the Chief of SAR for the First CGD Boston.

Graham retired two months later from active Coast Guard duty on 30 September 1960 after 24 years service.

During his career Graham received the Distinguished Flying Cross, Two Air Medals, and a commission as, *A-Knight-of-the-Order-of-Leopold,* from the Belgium government for the part he played in the rescue of eighteen survivors from a Belgian airliner that crashed in Newfoundland.

Following is a partial list of Graham's passengers in helicopters:
Igor Sikorsky
James Viner, Sikorsky helicopter test pilot
Charles Morris, Sikorsky's chief test pilot
Larry Bell, President, Bell Aircraft Corporation
Frank Piasecki, President, Piasecki Helicopter Company
Leroy Grumman, Grumman Aircraft Corporation
Grover Loening, Aviation pioneer
John T. Daniels, first aircraft accident victim (Daniels suffered three fractured ribs on Kill Devil Hill, Kitty Hawk a few minutes after the Wright Brothers completed their third flight. A gust of wind picked up the airplane Daniels was

trying to hold down. It rose thirty feet then fell back onto the hill. He crashed with the plane.)
Henry Morganthau, Secretary of the Treasury
Dr. H.C. Hayes, Inventor of the underwater sound detection system
General Frank E. Lowe, USA, Executive, Truman Senate Committee
General Frank Gregory, USAAF, helicopter pioneer and first U.S. Military helicopter pilot,
Admiral Alan Shepard, USN, Astronaut

USS MIDWAY MUSEUM UPDATE

"I HAVE SOME 'GOOD NEWS' AND SOME… 'HOPE'"

When will the USS MIDWAY arrive in Sunny Sandy Eggo, California? The answer is 200X! The arrival of the USS MIDWAY has been compared to Pandora's Box. Each time that we think we have accomplished the mission another major problem arises. If you remember the myth, after Pandora opened the box, all the evils of the world got out, and the only thing left in the box was "hope." We are hoping that the ship arrives this year, but realistically we really hope it will be here by 2003.

So now you ask, "What happened this time?" Well, the same thing that happened many times as the settlers moved West, we have been slowed up by Indians. Not the ones from Asia who wear turbans, but the ones who used to shoot arrows from bare backed horses and now operate casinos.

Before you can have a ship tied up to a pier to serve as a museum, you have to have a pier. Although Congressional Legislation has marked the "Navy Pier" for the San Diego Aircraft Carrier Museum (USS MIDWAY), included in the multi-faceted bureaucratic procedures is the Gov'mint making the pier available as excess property before donating it to the SDACM. During this "procedure" several Indian tribes have laid claim to the Navy Pier as their ancestral land. How can this be? How can the Indians claim a pier?

Question: When is a pier not a pier?
Answer: When the pier is not a pier!

Explanation: What appears to be a four-acre pier is actually four acres of land, commonly known as a mole, covered by asphalt, with pilings around the edges to which ships can be tied! And yes, a claim has been made for the return of this land to its "original owners!"

The bureaucratic procedure takes six months to run its course. It began 26 February and ends this coming September. Like the "hope" at the bottom of Pandora's box, we hope to take possession of the pier sometime after that. Then the "Navy" will go forth again with the donation procedure, and hopefully we will get the ship in 2003, or at least by 200X.

In the words of Shakespeare's "Tempest" "A prize too easily won is not really appreciated," (or words to that effect). After tens years plus in this endeavor, when the MIDWAY finally gets here, I hope it doesn't sink with all of the "appreciation" that will be heaped upon it!

Now, the good news. The Restoration Hanger is working six days a week. We have three aircraft in the hanger, (including a SH-2F), and eight on the tarmac, including a VH-34 used by President Eisenhower as "Marine One." We have a completed E-2C, almost ready to go F-14A, an A-7 ready for paint, a futureUH-1B at Gillespie Field, and an incoming SH-3X, not yet acquired. Of course we have other aircraft spread out around the known universe, which will arrive on our property when more money becomes available.

Let us all hope for the best,
Walt Lester
Director, NHHS and SDACM

A PERSPECTIVE ON US NAVY ROTARY WING AVIATION - 1977 – 1999

by
Capt Michael Fuqua, USN (RET)

This account of U.S. Navy Rotary Wing Anti-Submarine Warfare and search and rescue capabilities and evolution from 1977 to present is produced as part of an ongoing historical project of the Naval Helicopter Historical Society. These recollections are from my perspective having served in various Helicopter Anti-Submarine Squadrons over the course of two decades in positions of increasing responsibility. My entire experience in the operational arm of the Navy was in the Pacific Fleet, so this account is slanted to that perspective. Atlantic Fleet experiences may

have been different. This is only a part of the story.

When I entered the fleet in 1977 there were four "helo communities" in Navy rotary wing aviation. They were:

HS which is short for Helicopter Anti-submarine. These squadrons consisted of 8 SH-3D Sea Kings and deployed aboard aircraft carriers in full squadrons. Their primary missions were antisubmarine warfare (ASW), search and rescue (SAR), surface search and contact (SSC), combat SAR, utility, and like all helicopters, whatever else that is required.

HSL, which means Helicopter Anti-submarine (Light), is also called LAMPS for Light Airborne Multi-Purpose System. These squadrons consisted of several SH-2F Sea Sprites and deployed aboard various surface combatants in one and two aircraft detachments. Their primary missions were ASW, SAR, SSC, and utility.

HC which means Helicopter Combat Support. There were a few variations of these types of squadrons. Some flew the CH-46D Sea Knights and deployed aboard auxiliary supply ships in detachments. Their primary missions were Vertical Replenishment (VERTREP) and SAR. Some flew the SH-3A and conducted SAR missions in detachments in various locales both ashore and afloat.

HM which means Helicopter Mine Warfare. These squadrons consisted of several MH-53D Sea Stallions which deployed in both detachments and as entire squadrons to various locales around the world to conduct mine clearance operations. They sometimes deployed on ships as a squadron. Their primary mission was mine warfare.

I was assigned to HS-8, which was based at OLF Imperial Beach, Ca. It was a small field located about 6 miles down the beach from a major air station, NAS North Island. On the West Coast, all Navy helicopters, with the exception of some reserves at NAS Alameda, had been assigned to "IB" for many years. Unfortunately, during my first tour in HS-8 the decision was made to close IB to basing and move all West Coast helo squadrons to North Island. While undoubtedly prudent from a cost and alignment perspective, it was a sad event and the end of an era. Alternatively, on the East Coast, the helicopter community was split onto two bases. The HC, HSL and HM community resided at NAS Norfolk in Virginia; the HS community resided at NAS Jacksonville in Florida.

There were several exceptions to the geographical locations of the majority of squadrons, which are worth noting. HC-16 flew the UH-1N and SH-3A and was located at NAS Pensacola, Florida. It served as a SAR unit for the training command and supported the training Carrier, the Lexington. HSL-36 was located at NAS Mayport, Florida. HSL-37 was located at NAS Barbers Point, HI. There were permanent detachments supporting specific tasking in various parts of the world. An example of this was an HC-1 det in Atsugi, Japan supporting Seventh Fleet. There were also several detachments of helos, mostly UH-1Ns and SH-3As, located at various NAS's around the world providing SAR and utility support. There was also an entire structure of helicopter squadrons in the Reserve force structure performing similar mission.

HS-8 was assigned to an Air Wing that deployed aboard the Aircraft Carrier Kitty Hawk (CV-63). To the best of my knowledge, carriers had undergone somewhat of a metamorphosis in the early 70s. Prior to that time and during much of the Vietnam War there had been attack carriers (CVA) and ASW carriers (CVS). When the number of carriers in the fleet were reduced, the decision was made to transition to one designation (CV) which would include all the capabilities of the previous two types. In our airwing we had 2 F-14 fighter squadrons, 2 A-7 light attack squadrons, 1 A-6 attack squadron, 1 E-2C air control/recon squadron, 1 EA-6B electronic warfare squadron, 1 S-3A fixed wing ASW squadron (and this was when the S-3 first deployed), and an HS squadron. This was a new concept for deploying air assets and there were significant growing pains in developing warfare capabilities to maximize the use of assets. With so many disparate types of aircraft, it was a challenge for the ship and Battle Group Commander to efficiently manage their assets.

Other HS squadrons were similarly assigned to Air Wings based aboard aircraft carriers. There was a lot of shuffling of squadrons during the early days of the CV concept so that another

challenge was building Air Wing cohesiveness that is required to fight as a team. The SH-3D that the HS community flew was a workhorse of the fleet. It had been in use since the early sixties and had undergone a few revisions. It is a large aircraft at approximately 20,000 pounds maximum gross weight with a lot of cabin room. It was an all-weather aircraft with 2 pilots and 2 aircrewmen, one of whom was designated as a wet swimmer for SAR missions. It had very limited communication/navigation capability with a UHF radio, 1 HF radio, a TACAN, and VOR capability. It had an antiquated automatic navigator that was based on the Doppler input and rarely worked. It had no radar. When deployed the aircraft routinely embarked on 4.5 to 5 hour missions. It had a max speed of 135 knots and its range was limited by its navigational capability. The H-3 at that time had several systems that enabled warfare capabilities:

Dipping Sonar — the dipping sonar was an active/passive system with 400 feet of cable. It was very rudimentary and best ranges in the active mode were normally no more than 2000 yards.

Magnetic Anomaly Detector (MAD) — this device looked like a large bullet and trailed approximately 200 feet below and behind the aircraft when deployed. It sensed magnetic disturbances in the earth (such as a submarine) and provided a notification when on top such a disturbance.

Sonobuoys — each aircraft carried approximately 12 buoys in the rear and were hand deployed by the aircrewmen. They could then be monitored from the crewmen's station.

Acoustic Link — the aircraft had capability to link acoustic information from the Sonobuoys or the sonar to the Tactical Support Center on the CV. This was a line of sight capability.

Torpedoes — the Sea King had the capacity to carry two MK-46 torpedoes.

HS squadrons routinely performed four missions: *First* and foremost was plane guard for the CV. Whenever the Air Wing was flying, there was a SH-3D in plane guard position. From that position they tended to be, in addition to a SAR asset, the local eyes and ears of the ship.

Second was ASW. During this time the current theory of layered defense of the high value unit (HVU), the CV, was being developed. During countless training exercises and several real world engagements, the HS community participated in the development of this concept. It is an essentially simplistic theory that provides for several rings of protection for the HVU. One or more submarines normally populate the outer ring, which may be hundreds of miles from the HVU. The second ring at normally 100-200 miles is a land-based P-3 aircraft and surface combatants. The next ring at 50-150 miles is the carrier based S-3, the LAMPS aircraft and surface combatants, and lastly in the "inner zone" from the HVU out to as far as 100 miles was the SH-3D.

ASW is referred to by those who practice it as an art because it requires a lot of choreography, is very difficult, and is very taxing. Coordination among assets is paramount and therefore to be successful requires an intense level of training. One distinction that the SH-3D had was that it had the only true active sensor with real-time capability to track a submarine. All others relied on passive sensors or their active sensors were of little value.

Consequently, the Sea King was generally used as a pouncer that would be directed to the location of a probable submarine with the task to track it actively and kill it with torpedoes. It also was very valuable in the role of directing attacks from other assets with torpedoes because of its real time track capability.

The *third* mission was SAR. SAR was a byproduct of the planeguard mission. The squadron also had the requirement to have a crew in some sort of alert posture for immediate response to SAR situations 24 hours a day. An adjunct mission of SAR was Combat SAR (CSAR). The HS squadrons were given the mission of CSAR in the event that the Battle Group was involved in hostilities. But the reality was that there was very little capability resident in the HS squadrons to perform CSAR. The CSAR mission was generally recognized as a failure during the Vietnam War, despite the lives saved, and had not progressed very far in the interim. The aircraft were big and slow,

poorly weaponized, and lacking in any stealth or night, low level capability. There was little attention given to command and control and if required to perform this mission, there is little doubt that the rescue vehicle would be very vulnerable in a hostile situation.

Fourth was SSC. But this mission was a daylight only mission since the aircraft didn't have radar or FLIR. It was a very inefficient platform from which to perform this mission and therefore was not called upon very often to fulfill the role of a reconnaissance aircraft.

During my first tour in HS-8, I participated in two Western Pacific deployments and several work-up periods off the coast of Southern California. This was fairly typical of a first 3-year tour in a squadron for a pilot. There was no consideration given to time in or away from homeport as there is today.

My deployments on that first tour were prior to the Iranian hostage crises, so it was before the US Navy started deploying routinely to the Indian Ocean, North Arabian Sea and Persian Gulf. During this time the Cold War was in full throes and our definite number one priority was preparing to fight the Soviet Navy.

We participated in numerous ASW exercises with US boats simulating the enemy. There were always plenty of US submarines to exercise with and many good opportunities to do impromptu training with targets of opportunity located in submarine operating areas off the West Coast of the US. Our ASW expertise improved considerably during this time but equipment limitations were always in the forefront of frustrations.

I departed HS-8 in 1979 and transferred to HS-10, the Fleet Replacement Squadron in San Diego as a flight instructor. The most significant thing that happened during this period was that we started receiving a new version of the H-3 designated the SH-3H. It had several improvements over the D, chief among them being a new and improved Tactical Navigation capability. However, this system was still based on doppler input and was not state of the art. While an improvement, there was still a severe navigational deficiency in the HS community.

I departed from the community and had tours as a student at the Naval Postgraduate School in Monterey, CA; an Assistant Air Officer assigned to ships company on the USS Tripoli (LPH 10); an assignment officer (detailer) in Washington, DC; and as aide to the Director of Plans, Policy and Operations in Washington, DC.

During the mid-80s, the Maritime Strategy was unveiled by the US Navy, which placed ASW as its number one warfighting priority. However, although ASW was being given a prominent warfighting position, funding priority for various programs didn't change appreciably. I was eager to return to the fleet and discover what kind of prominence that ASW was enjoying as a result of its position in the Maritime Strategy.

I returned to the fleet in 1986, again to HS-8. By this time all the aircraft had been transitioned to SH-3H's and the squadrons were now assigned only 6 aircraft. During the time I was away from the fleet another significant change began to occur. The LAMPS community began its transition to the SH-60B, a vast improvement over the SH-2F. The SH-60B was a state of the art aircraft with powerful T700 engines, Radar, MAD, Electronic Surveillance capability and a link system (HawkLink) that allowed real time linking of information to the surface combatant to which the aircraft was assigned. This transformed the helo into a true weapons extension of the ship.

By the time I returned to HS-8, the Navy had extended its reach into the Indian Ocean and North Arabian Sea. During my tour I made two deployments to the North Arabian Sea in support of operation Earnest Will which was the support of Kuwaiti tanker shipping through the Straits of Hormuz. As we transitioned to that mission, ASW capability in the Pacific Navy started to decline. The Soviet Union was obviously on the wane and their capabilities were becoming irrelevant. ASW training and capability began to atrophy during this time. Opportunities to train were becoming fewer and fewer and replaced by other, real world priorities. The CSAR mission remained but continued to be largely impotent. The H-3 continued as a better target than a rescue vehicle. However tactics had evolved to the point that Air Wing participation had increased and CSAR was given a greater priority in Air Wing tactics. During this time the Naval Strike and Warfare Center at

NAS Fallon, Nevada came into existence and the CSAR mission further evolved with improved tactics and training.

I left HS-8 in 1991 and reported again to HS-10, this time as the Executive Officer. I was fortunate to be there when the first new SH-60F Seahawk arrived to begin replacing our aging H-3 fleet. This aircraft was a dramatic improvement to the H-3. It is a derivative of the SH-60B with a different weapons and sensors package. It is a much more powerful, survivable and state of the art machine than the Seaking. It is faster, has longer range, and more reliable systems with 80% parts commonality with the SH-60B. It has a vastly improved dipping sonar system that has a 1500-foot cable and capability to detect submarines at ranges up to 10,000 yards (depending upon water conditions). It has a gravity-based sonobouy dispensing system that is much more accurate than the H-3 version. Most importantly, the SH-60F has greatly improved navigation and communications capabilities. It has a GPS system that ensures accurate navigation as well as improved doppler and automatic approach equipment that results in greater reliability and stability in both forward flight and in an overwater doppler hover.

During the time I was at HS-10, Desert Storm occurred. The war caused ASW to all but disappear from Pacific Fleet ASW squadrons. As squadrons deployed for the first time aboard aircraft carriers into the Persian Gulf, an area that had previously never been entered by carriers, ASW equipment was stripped out of the aircraft and the ASW mission was ignored. Since there was no ASW threat in the Gulf, it was determined that the squadron helos were more valuable conducting other missions.

The SH-60F had the capability to conduct the CSAR mission, but because of its mission/ sensor package it was not suited for the mission. However, in a similar manner to the H-3, it was expected that if called upon the SH-60F would respond.

During this time another helo, the HH-60H, was being developed and was due to enter the fleet in about 1993. This aircraft was much closer to the U. S. Army Blackhawk in design and was going to be the Navy's answer to the CSAR problem. It had state of the art equipment including night vision goggle capabilities, self-defense systems, and improved communications. The Navy decided to procure enough of these aircraft to populate the Navy's two Reserve CSAR squadrons and provide 2 aircraft for each active duty squadrons.

In 1992, I returned to the fleet, this time to HS-4 as Executive Officer. I would subsequently assume command of the squadron. During my time in HS-4, ASW continued to fade as a warfare requirement. The P-3 force began to be cut drastically, the S-3 force was cut in both numbers and capability to the point that ASW equipment was finally removed in the late 90s, and the Submarine force began to take large decrements in both numbers and ASW capability. ASW helos were called upon increasingly to perform other missions. Training opportunities were few and far between. I started my tour with 8 SH-60Fs and by the time I left the squadron, the number of aircraft assigned to an HS squadron was 6.

Pacific Fleet carriers were dedicated almost exclusively to enforcing Operation Southern Watch, a program to enforce the southern no-fly zone in Iraq. In doing this they spent the vast majority of deployments in the Persian Gulf where there is no ASW threat.

The good news during this time for HS squadrons was emergence of a very capable CSAR force. With the addition of the HH-60H and increased training, the HS squadrons turned more strongly than ever before to being a credible force which would be called upon to rescue downed aircrew in a hostile environment. However, the training requirements of this mission were heavy. An unintended consequence of the emergence of the combat SAR mission was that ASW was relegated to a very secondary status. As the hostile blue water submarine threat continued to recede, so did ASW requirements.

After command of HS-4, I assumed command of HS-10, the Fleet Replacement Squadron. During my tour at HS-10, the decision was made to reduce the number of Fleet Replacement Squadrons from 2 (one on each coast) to 1. HS-10 was chosen to remain in commission as the single site for HS pilot and aircrew training.

I then transferred to the staff of the CNO in Washington, DC where I was the Aircraft

Carrier Helicopter Requirements Officer. While there I participated in drafting a Helicopter Master Plan for the Navy that will neck down the various types of helicopters to two, the SH-60R which is a replacement for the SH-60B and F and the MH-60S which is a replacement for the HH-60H and the CH-46. Additionally, new missions emerged for these aircraft to take advantage of the advanced technology each brings to the fleet. For example, the mine warfare mission is intended at this writing to be subsumed onto the new aircraft in some manner and will require dramatic increases in training requirements and still unknown deployment methodologies.

I returned to San Diego as the Commander, Helicopter Anti-Submarine Warfare Wing, U.S. Pacific Fleet. My primary duties were in the areas of maintenance, training, and administration of the Pacific Fleet HS squadrons located both at NAS North Island and NAF Atsugi, Japan. During my tenure, ASW became a mission that, while still primary for HS squadrons, was not given close to the attention required to make it viable. Training opportunities were few, attention and priority from decision-makers was lacking, and the equipment was not evolving to keep up with technology.

At the same time, CSAR emerged as a major requirement. It received ever-increasing priority to the point that the active forces aggressively engaged in a campaign to transfer some Reserve assets to the active forces. This campaign continued throughout my tenure as Wing Commander. They also took on a new and expanded role in the area of joint operations. The HS squadrons routinely worked with USAF, USA and SOF assets to maximize their capability.

During this time, a new concept of squadron force structure began to emerge. These new squadrons will take advantage of the arrival of the new aircraft in the fleet, recognize that the onerous training requirements for these new aircraft and missions will require different squadron alignments, and moved the squadron command structures to sea. These new squadrons will be more efficient, more cohesive, and will move rotary wing aviation to an even greater position of prominence within Naval Aviation. Over my career in the Navy, the helo community has evolved greatly. The aircraft and equipment have improved tremendously, the missions and tactics have changed and taken on new importance, and the professionalism of the officers and sailors engaged in making the community work on a daily basis is better than ever. It was a great time to be a helo pilot in the Navy, but the future looks brighter than ever.

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