

1990

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DEPARTMENT OF THE NAVY
HELICOPTER ANTI-SUBMARINE SQUADRON TWELVE
FPO SAN FRANCISCO 96601-5712

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5750
Ser HS12/C002
01 March 1991

~~CONFIDENTIAL~~ - Unclassified upon removal of enclosure (2) and (3)

From: Commanding Officer, HS 12
To: Director of Naval History (OP-U9BH)
Subj: 1990 COMMAND HISTORY (OPNAV Report 5750-1) (U)
Ref: (a) OPNAVINST 5750.12E

Encl: (1) Summary and Narrative (U)
(2) Battle "E", THACH, and ISBELL CY 90 Submission (C)
~~(3) Torpedo Firing Reports (C)~~
~~(4) Squadron ROSTER (U)~~
~~(5) Published News Articles for 1990 (U)~~

1. (U) In accordance with reference (a), enclosures (1) thru (5) are submitted.

D. C. Simonds
D. C. SIMONDS
Acting

Classified by MULTIPLE SOURCES
Declassify on OADR

Reg# R 313 374 240

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HELICOPTER ANTI-SUBMARINE SQUADRON TWELVE
COMMAND HISTORY 1990

I. Command Composition and Organization:

HELANTISUBRON Twelve (HS-12) is permanently forward deployed as an element of Carrier Air Wing 5 (CVW-5), on board USS MIDWAY (CV-41), homeported in Yokosuka, Japan. While MIDWAY is inport, the squadron is based at NAF Atsugi, Japan. The squadron is in the administrative chain of Commander Anti-Submarine Warfare Wing, Pacific Fleet and is under the operational control of Commander Carrier Air Wing 5 and CTF 70. HS-12 (call sign Speargun) is primarily tasked with anti-submarine warfare in the carrier inner zone. Additionally, the squadron is responsible for search and rescue for CVW-5 and provides logistic support for Battle Group ALPHA. HS-12 was commanded by Commander D. R. Roulstone. The squadron flies six Sikorsky SH-3H Sea King CILOP helicopters with tail numbers NF 610 through 615.

II. Chronology of Significant Events:

* - For significant periods.

01JAN - 19FEB *Inport Yokosuka, Japan.
20FEB - 06APR *Deployed, China Sea.
22FEB - 24FEB Inport Sasebo, Japan
04MAR - 05MAR Inport Subic Bay.
06MAR - 13MAR ASW Exercises.
14MAR - 18MAR Inport Subic Bay, R.P.
26MAR - 31MAR Inport Hong Kong.
06APR - 06JUN *Inport Yokosuka, Japan
01MAY - 09MAY CSAR Det, Osan AB, ROK.
13MAY - 15MAY CSAR Det, Misawa AB.
20JUN - Fire aboard USS MIDWAY
01JUL - 02JUL Workups.
06JUL - 25JUL *REFTRA, ATA.
17JUL - Received excellent on the CNAP AME.
20JUL - 22JUL Det USS OLDENDORF (DD-972)
20JUL - 23JUL ASW Exercises.
26JUL - 04SEP *Inport Yokosuka, Japan.
21AUG - Operated with JMSDF Submarine.
05SEP - 19SEP *Deployed for workup.
10SEP - 13SEP Inport Pusan ROK.
08SEP - Contact on Soviet Foxtrot.
20SEP - 01OCT *Inport Yokosuka, Japan.
02OCT - *Began Deployment and ANNUALEX - 02G.
02OCT - 12OCT Det USS HEWITT (DD-966).
13OCT - 16OCT Inport Subic Bay, R.P.
20OCT - 22OCT Inport Singapore.
24OCT - NWTPI with zero discrepancies.
31OCT - On station Gulf of Oman; Begin turnover with INDEPENDENCE.
Battle Group.
01NOV - 04NOV Det Bahrain.
05NOV - 08NOV OPS Persian Gulf.
14NOV - Flew CNO.
16NOV - 23NOV OPS Persian Gulf.
16DEC - 19DEC Det Dhahran with SPECWARGRU ONE.
20DEC - 31DEC On station, Persian Gulf.
22DEC - 27DEC Inport Abu Dhabi, U.A.E..
27DEC - 31DEC Det Dhahran with SPECWARGRU ONE.

III. Narrative:

HS-12

1. The first six weeks of the year found HS-12 inport in Yokosuka, Japan. On the 13th to the 16th of February, HS-12 had an ISE/det aboard USS MIDWAY for fixed wing Carrier Qualification's in preparation for the upcoming deployment. On the 20th of February USS MIDWAY departed Yokosuka for the South China Sea followed by an inport period in Sasebo, Japan, from the 22nd to the 24th of February.
2. March was a busy month for the squadron in the South China Sea. On March 4th and 5th HS-12 was inport in Subic Bay, R.P., and began ASW exercises on the 6th that concluded on the 13th. From March 14th to the 18th HS-12 was again inport Subic Bay, and departed the Philippines on the 19th for a Hong Kong inport period from the 26th of March to the 31st.
3. HS-12 began its transit from Hong Kong to Yokosuka on the 1st of April and arrived on the 6th. While inport, the squadron began its turnaround inspection cycle and received a satisfactory on both the COMNAVAIRPAC NATOPS evaluation on the 10th to the 13th, and the COMFAIRWESTPAC MCI inspection on the 18th and 19th. HS-12 completed a safety survey on the 26th and 27th which was conducted by VAW-115.
4. In May HS-12 sent a two plane detachment to Osan AFB, ROK., from the 1st to the 9th for strike rescue training. During this detachment HS-12 completed numerous strike rescue exercises in conjunction with the CVW-5 Medium Attack Advanced Readiness Program (MAARP), M-60 firing exercises (five thousand rounds expended), low level navigation flights, and night vision goggle training for strike rescue aircrewmembers. From the 13th to the 15th of May a two plane detachment was sent to Misawa AFB, Japan, to again support fixed wing on scene commander training. HS-12 finished the month with the COMASWINGPAC command ADMAT inspection on the 16th to the 18th and received an outstanding on the COMNAVAIRPAC SAR evaluation on the 23rd and 24th.
5. On the 6th of June, HS-12 deployed on USS MIDWAY for a six day ISE for airwing CQ's, and participated in a dependents day cruise on the 16th with aircraft demonstrations. HS-12 was underway on the 18th for combined operations with the Japanese Maritime Self Defense Force but the exercises were curtailed by a major fire aboard USS MIDWAY on the 20th. HS-12 flew six MEDEVACS in support. Many squadron personnel contributed the fire fighting effort and aid to the injured. MIDWAY returned to port on the 22nd and remained there for the remainder of the month.
6. July was a highly productive month for the squadron. Underway for workups on the 1st and 2nd and again on the 6th for REFTRA and ATA. HS-12 received an excellent on the CNAP AME conducted on the 17th. On the 19th the squadron prosecuted an unidentified contact and commenced ASWEX-2US on the 20th with nearly round the clock ASW operations until the 23rd. The exercises provided valuable training on passive and active tactics in a multi-platform environment. Three torpedo firing exercises were conducted. From the 20th through the 22nd, HS-12 established a one helicopter det aboard the USS OLDENDORF (DD-972) to continue participation in exercises when USS MIDWAY could not. During the ATA, HS-12 completed several successful strike rescue exercises, torpedo firing exercises, a NOREX, and numerous other ASW exercises. HS-12 returned to Atsugi on the 26th.
7. August was again a busy month while HS-12 prepared for the upcoming Seventh Fleet deployment and completed NATOPS, instrument, and H2P check rides as well as aircrew SAR Jumps. On the 8th HS-12 completed a M-60 gun firing exercise, firing 1360 rounds, and on the 21st HS-12 conducted joint operations with the JMSDF submarine NADASHINO for night ASW training. HS-12 finished the month with a four day ISE detachment for CQ's aboard USS MIDWAY from the 27th to 30th.

Enclosure (1)

8. In September HS-12 deployed from the 5th to the 19th for workups in preparation for the Seventh Fleet deployment with a port call in Pusan, ROK. On the 6th two MMT torpedo firing exercises were successfully completed and on the 8th HS-12 gained 4.9 hours of contact (MAD, SONAR, Sonobouy, Visual) on a Soviet Foxtrot submarine transiting Tsushima Straits. MIDWAY made a port call in Pusan from 10-13 Sept. A machinegun firing exercise was completed on the 15th with 4000 rounds expended. HS-12 returned to Atsugi on the 19th. For the remainder of the month the squadron conducted SAR Jumps to requalify its rescue swimmers, trained pilots on missile evasion and SAR crewman on use of NVG's and TAS-6.

9. On the 2nd of October HS-12's began a major deployment with ANNUALEX-02G. The exercise provided excellent opportunities for interoperability with the JMSDF. In addition to ASW exercises, deck landing quals were completed on several JMSDF ships by squadron aircraft. HS-12 also established a one aircraft detachment on USS HEWITT (DD-966) from the 2nd to the 12th to furnish additional ASW training and accumulated 32.9 hours. Heavy weather, brought on by several typhoons, curtailed flight ops and submarine services resulting in little overall contact time. On the 13th USS MIDWAY pulled into Subic Bay, R.P., for 3 days. Departing from the Philippines, two torpedo firing exercises were successfully completed. USS MIDWAY conducted a port call in Singapore from the 20th to the 22nd and entered the Indian Ocean on the 23rd. On the 24th HS-12 completed a NWTP1 with zero discrepancies, and fired 4000 rounds in gun firing exercises on the 25th and 26th. USS MIDWAY arrived on station in the Gulf of OMAN and began its turnover with the INDEPENDENCE Battle Group Operations in support of Operations Desert Shield on 31 October.

10. The Battle Group conducted operations in the Persian Gulf from 5-8 and 16-23 November. During transits through the Straights of Hormuz, HS-12 provided counter targeting, anti-terrorist boat reconnaissance, and SSC coverage. Four of the six aircraft had their ASW gear removed and the squadron consistently flew every mission with a M-60, 1000 rounds of ammunition, an ALE-37 pod loaded with 120 rounds of CHAFF and 120 rounds of flares, four to nine AIRBOC, and gyro stabilized binoculars or a TAS-6. On the 7th, the Secretary of the Navy visited squadron spaces and on the 14th the squadron flew the Chief of Naval Operations aboard USS MIDWAY. During November the squadron flew 36 SSC missions dedicated to Maritime Intercept Force Operations and intercepted seven aircraft including four Soviet Hormones, an Iranian Bell 212, and two civilian aircraft. In preparation for hostilities, HS-12 conducted extensive strike rescue planning including consultations with CINCCENT and JRCC, Riyadh, Saudi Arabia; NAVCENT and CMEF, Bahrain; SOCCENT, King Faud, Saudi Arabia; and developed the NAVCENT strike rescue plan for the Persian Gulf and Red Sea areas. HS-12 completed the month by conducting strike rescue exercises with two forward deployed H-3's in Bahrain.

11. December found HS-12 on station in the Gulf of OMAN conducting strike rescue exercises, CHAFF exercises, and gun firing exercises. Two airwing strike rescue exercises were conducted on the 14th and 17th with emphasis on communications integration between SAR assets. Two detachments, with two aircraft each, were sent to Dhahran, Saudi Arabia on the 16th to the 19th and again on the 27th to the 31st for training with SPECWARGRU ONE Navy Seals. These operations included night overwater SAR, day and night deployment of insertion teams, day and night SAR Jumps, IR missile evasion, and overland desert navigation. The detachment's training greatly improved crew coordination, interoperability with the seals, and increased confidence of the strike rescue crews in overland, and desert flying. USS MIDWAY reentered the Persian Gulf on the 20th for a port call in Abu Dhabi, U.A.E. on the 22nd. The MIDWAY remained inport till the 27th when it resumed operations in the Persian Gulf for the remainder of the year.

Enclosure (1)



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DEPARTMENT OF THE NAVY
COMMANDER BATTLE FORCE SEVENTH FLEET
COMMANDER CARRIER STRIKE FORCE SEVENTH FLEET
COMMANDER CARRIER GROUP FIVE
FPO SAN FRANCISCO 96601 4305

LT BURNS.

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3500
Ser 002/C01
28 Jan 91

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SECOND ENDORSEMENT on CO, HS 12 ltr 3500 Ser HS12/C001 of 9 Jan 91

From: Commander, Carrier Group FIVE
To: Commander, Naval Air Force, U. S. Pacific Fleet

Subj: BATTLE "E", THACH AND ISBELL CY 90 SUBMISSION

1. Forwarded, with my strongest recommendation.
2. Helicopter Squadron TWELVE compiled an outstanding operational readiness record for 1990, with over 11,000 mishap/FOD free flight hours, with one third conducted at night and over 70 percent while embarked onboard the only forward deployed Aircraft Carrier. The best ASW ATA performance of any HS Squadron in the Western Pacific Theater. The finest, most operationally ready HS Squadron I have ever seen. They have surpassed every possible measure of operational readiness. In my opinion, the Wyverns are the Active Navy experts in Strike rescue.
3. HS 12 is unquestionably the only possible choice for the Battle "E", Thach and Isbell Awards, they have earned and deserve this recognition.


D. P. MERCH

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→ HELANTISUBRON 12

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Enclosure (2)

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DEPARTMENT OF THE NAVY
COMMANDER, CARRIER AIR WING
FPO SAN FRANCISCO 96601-4403

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File
3500
Ser Admin/ C02
15 Jan 91

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FIRST ENDORSEMENT on CO, HS 12 ltr 3500 Ser HS12/C001 of 9 Jan 91

From: Commander, Carrier Air Wing 5
To: Commander, Naval Air Force, U.S. Pacific Fleet
Via: Commander, Carrier Group 5

Subj: BATTLE 'E', THACH AND ISBELL CY 90 SUBMISSION (U)

1. (U) Forwarded, with my strongest possible recommendation for HS 12's selection as Battle 'E', Thach and Isbell award winners.
2. (C) HS 12 had a superb year across the board highlighted by superior aircraft readiness and impressive operational performance in every mission area. They are clearly the best Helicopter Squadron in the Pacific Fleet. From their aggressive pursuit of ASW during the first eight months of 1990 to their complete and typical mastery of the missions of counter targeting, MIF ops, and strike rescue, the squadron has been and continues to be the innovative leader in the air wing and helo community. They can always be counted on to get the job done professionally and safely. This was aptly demonstrated by two MEDEVACS flown in near zero/zero weather to save six shipmates severely burned in a major fire on board USS MIDWAY (CV 41). Unequaled tactically, the squadron was the architect of the Persian Gulf strike rescue plan that was fully endorsed by COMUSNAVCENT. More importantly, CVW 5 aircrews know that the 'Wyverns' can be counted on if a strike rescue is required.
3. (U) For their sustained superb performance and total professionalism in every facet of operations, HS 12 is most deserving of and eminently qualified for the Battle 'E', Thach and Isbell awards.


J. M. BURIN

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HS 12

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Enclosure (2)

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3500
Ser HS12/C001
09 January 1991

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From: Commanding Officer, HS 12
To: Commander, Naval Air Force U.S. Pacific Fleet
Via: (1) Commander, Carrier Air Wing FIVE
(2) Commander, Carrier Group FIVE

Subj: BATTLE "E", THACH AND ISBELL CY 90 SUBMISSION (U)

Ref: (a) COMASWWINGPACINST C3500.16E

1. (U) The following is submitted in accordance with reference (a):

a. (U) Combat readiness

- (1) (C) Flight hours grant: 3935
- (2) (C) Total flight hours: 3899
(C) Total night hours: 1182
- (3) (C) Days embarked: 195
- (3a) (C) Days on detachment: 46
- (4) (C) Total embarked flight hours: 2865
(C) Total embarked night hours: 944
- (5) (C) Large deck landings - day: 797
(C) Large deck landings - night: 510
- (6) (C) Small deck landings - day: 570
(C) Small deck landings - night: 196
- (7) (C) Rescues - day: 0
(C) Rescues - night: 0
- (8) (C) ASW hours:
 - Primary: 172
 - Secondary: 38
 - Tertiary: 28
 - Training: 857
- (9) (C) Total Sub contact time: 141 hours
- (10) (C) Total non-U.S. Sub contact time: 31 hours
(C) Number of contacts: 15

Classified by COMASWWINGPACINST C3500.16E
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- (11) (C) MCAR time: 45 hours
- (12) (C) Torps allocated: .16 - (unable to drop five Torps due to operational commitments)
 - (C) Torps expended - embarked: 11
 - (C) Torps expended - ashore: 0
- (12A) (C) Torp acquisitions - embarked: 10
 - (C) Torp acquisitions - ashore: 0
- (13) (C) Alpha crews designated: 60
- (14) (C) Training readiness index: 91
- (15) (C) AW exam average: (not available to HS 12)
- (16) (C) NTPI: SAT/26OCT90/Zero Admin Discrepancies/Zero Load Discrepancies.
- (17) (C) CWTPI: SAT/05FEB90/Zero Admin Discrepancies/Zero Load Discrepancies.
- (18) (C) ATA: SAT/22-24JUL90.
- (19) (C) Command inspections:
 - ADMAT: SAT/16-18MAY90
 - NATOPS: SAT/10-14APR90
 - SAR: SAT/23-25MAY90
 - AME: Overall excellent - 93%/17-18JUL90

b. (U) Weapons system readiness.

- (1) (C) FMC Rate: 54
 - (C) MC Rate: 78
- (2) (C) A799 Rate: 1.9
- (3) (C) Pre - Cruise Material inspection: SAT/17APR90.
- (4) (C) Post - Cruise Material inspection: (NONE).
- (5) (C) FOD Rate: 0

c. (U) Combat exercises

- (1) (C) NOREX: 1
 - (C) NUCASWEX: 1
 - (C) Alert Flies: 0
- (2) (C) Alpha quals: 303 (trainer not available)
- (3) (C) India quals: 177
- (4) (C) ASW-7-A quals: 22

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(5) (C) Exercise participation:

- ASWEX - 2 US/ATA; JUL90
- JMSDF SUBEX, AUG90
- ANNUALEX - 02G, OCT90
- ASWEX, MAR90

(6) (C) ASW competition wins: (Not available to HS 12)

d. (U) Aviation Safety:

(1) (U) Total mishap free hours: 11,629

(2) (U) Class A/B/C mishap: 0/0/0

(3) (U) Hazard reports submitted: 3

(4) (U) NATOPS changes submitted: 36

e. (U) Tactical development:

(1) (C) TACMAN changes: 4

(2) (C) TACAID changes: 1

(3) (C) COMTAC Pub reviews: 2
(C) Changes submitted: 0

(4) (C) TACPRO formulations: 1
(C) TACPRO changes: 2

(5) (C) TACFACTS: 4

(6) (U) Contributions to Weapons Systems Development.

(a) (C) Pursued, through diplomatic sources, avenue to gain access to Japanese diesel sub time. First dedicated period occurred in August 1990. Expect readily available sub time in future.

(b) (C) Conducted Helicopter Joint Operations Committee (HOC) meeting with JMSDF HSS-2 Sea King Squadrons and H-2/H-60 Dets deployed to Japan, held at Tateyama, Japan. Valuable ASW Planning, and Training proposals coordinated.

(c) (C) Helped develop and write the theatre Strike Rescue Plan for COMUSNAVCENT including Red Sea, Gulf of Oman, and Arabian Gulf AOR's. Plan adopted by COMUSCENTCOM.

(d) (C) Conducted allied interoperability training by performing small deck landings on JDS AMAGIRI (36 landings), HMAS Adelaide (14 landings), HMAS Success (three landings), and HMS London (four landings).

(e) (C) Driving force behind ARS-6/PRC-112 (DALs) installation in the SH-3. Identified three units for distribution

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Enclosure (2)

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and brought to surface the need for "DAL'S" in fleet units supporting Operation Desert Shield.

(f) (C) Pioneered use of NVG's by SH-3 Aircrewman on night strike rescue missions. Published TACFACT incorporating NVG's, Fireflies, and IR Chemlights.

(g) (C) Developed counter-targeting plan for Strait of Hormuz Battle Group transits. Published TACFACT and executed plan five times.

(h) (C) Hosted four Qatar Air Force pilots (three Sea King/one Mirage F-1) onboard MIDWAY and developed overland Strike Rescue exercises for northern Qatar using QEAF Sea Kings, U.S. Sea Kings, F/A-18 RESCAPS, and E-2C AMC's.

(i) (C) Conducted interoperability training with deployed SEAL squad including three "Tethered Duck" operation exercises (insertion/extraction via Zodiac boat), multiple day/night overwater SAREX'S and Tactical Development of use of flares and maneuvering against training "Stinger" missile launchers.

(j) (C) Developed M-60D machine gun training syllabus and aircrew Aerial Gunnery workbook for submission to CNO Via COMASWINGPAC.

(k) (C) Developed Threat Decision Matrix charts for Kuwait, Iraq, and Southern Iran. Briefed safe pick-up areas and recommended changes to CENTCOM SAR Spins via Joint Rescue Coordination Center (JRCC).

(l) (C) Wrote Evasion Plan of Action (EPA) for each Airwing Strike. Developed lost comm procedures, use of "Glint Tape", fireflies, chemlights, and the PRC-112 radio.

(m) (C) Conducted brief at Seventh Fleet Strike Warfare Conference on lessons learned from Operation Classic Resolve on plan to extract the President of the Republic of the Philippines during December 1989 coup attempt and for Iranian area strike rescue planning.

(n) (C) Conducted strike rescue detachments and extensive exercises in Misawa Japan, Osan Korea, and Saudi Arabia in preparation for support of Operation Desert Shield and subsequent shift of primary duties.

f. (U) Personnel readiness:

(1) (U) Officer retention: 100

(2) (U) Enlisted retention: .

- First: 90
- Second: 86
- Career: 100

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- (3) (U) Number advancement eligible: 121
- (4) (U) Number advanced: 25
- (5) (U) Percent advanced: 21

g. (C) Commanding Officer Comments: HS 12 has undergone almost a complete metamorphosis in 1990: After completing a major ASW exercise with Japan in mid October we shifted gears to prepare for missions required to support Operation Desert Shield. Aircraft were modified to support intensive SSC, counter targeting and strike rescue operations. We have flown overland missions in Oman, U.A.E., Qatar, Bahrain, and Saudi Arabia, requiring various diplomatic clearances, PPR's and flight plan/overflight approvals. COMUSNAVCENT and Commander Battle Force Arabian Gulf have relied heavily on HS 12 for the formulation and execution of theatre strike rescue policy.

Throughout 1990 HS 12 has been the leader in innovative operational readiness. From obtaining dedicated diesel sub time from our Japanese allies, forward deployed ASW Det's during ATA and ANNUALEX 3G-90, flawless CWTPI and NTPI inspections, over 1100 flight hours flown in support of Operation Desert Shield to the most capable strike rescue team in the active Navy in theatre; HS 12 has continued to respond with FMC aircraft, trained and aggressive aircrews, innovative planning, and an unblemished safety record. We are the leader or among the top in every operational measure of effectiveness. Nearly 3900 hours flown with 31 percent at night and over 70 percent during the most demanding operations while deployed on USS MIDWAY, USS HEWITT, and USS OLDENDORF. When called upon during a major fire on USS MIDWAY, HS 12 MEDEVACed six shipmates during adverse weather conditions with ceilings below 200 feet and visibility less than a mile. The difficult challenges of 1990 also included a complete inspection cycle highlighted by exceptional performance on the COMNAVAIRPAC AME and the most impressive ATA ASW extendex in two years as seen by the COMASWWINGPAC observer. HS 12 has been and continues to be the epitome of operational readiness.

D. R. ROULSTONE

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