

U.S. Department
of Transportation

United States
Coast Guard



Commanding Officer Box 190033
U.S. Coast Guard Kodiak, AK 99619
Air Station Kodiak (907) 487-5836

16240
MAR 31 1997

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From: Commanding Officer, Coast Guard Air Station Kodiak
To: Commander, Coast Guard Pacific Area (Poc)
Via: Commander, Seventeenth Coast Guard District (moc)

Subj: AVDET 03-97 DEPLOYMENT REPORT, USCGC JARVIS (WHEC 725)

1. Executive Summary: AVDET 03-97 deployed aboard USCGC JARVIS from 8 February to 3 March 1997 for an ALPAT deployment in the North Pacific, Bering Sea and the Eastern Aleutian Island area. The AVDET flew a total of 24.6 PFHRS during 24 DDAS.

2. USCGC JARVIS and AVDET Personnel:

a.	CAPT R. Rzemieniewski	Commanding Officer
	CDR M. Ashley	Executive Officer
	LCDR M. Porvaznik	Engineering Officer
	LT J. Story	Operations Officer
b.	LCDR W. Winz	Senior Aviator
	LT T. Kaye	Junior Aviator
	AM1 J. Barrera	Plane Captain
	AD1 T. Brunney	Aircrewman
	AT2 M. Vossler	Aircrewman
	AM2 D. Stubbins	Aircrewman

3. Aircraft Assigned: HH-65A CGNR 6523

4. PFHR/Flight Summary:

a. Employment Category Data:

<u>Employment Category</u>	<u>Flt Hrs</u>	<u>Sorties</u>	<u>Missions</u>
SAR (3)	0.3	1	1
ELT-Fish Domestic (7)	16.7	17	12
Test (37)	4.6	18	2
Pilot Training (39)	1.3	2	3
Aircrew Training (40)	0.5	0	1
Surface Training (41)	1.2	0	4
	====	===	===
Totals	24.6	38	23

b. Days Not Flown:

<u>Reason</u>	<u>No. of Days</u>	<u>% of DDAS</u>
Ship Operations	8	33
Weather	1	4
Maintenance	4	17
	===	===
Totals	13	54%

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c. Vessels sighted by helicopter:

<u>Nationality</u>	<u>Number Sightings</u>
U.S.	61
Foreign	0
Radar Contacts	30
	===
Total	91

d. Logistics:

Cargo	2385 pounds
Personnel Transported	7
Ship's Observers	3
Passengers, Other	0
	===
Total	10

5. Narrative:

a. ALPAT Aviation Detachment (AVDET) 03-97 initially formed up to meet a 28 January embarkation date aboard JARVIS. JARVIS experienced a propulsion casualty requiring an emergency drydock in Seattle while en route from Honolulu, delaying her arrival at Kodiak to 7 February. Due to the short nature of her patrol and primary duty as SAR standby for the Bering Sea Opilio Crab season, neither a D17 in brief nor a North Pacific Regional Fisheries Training session were conducted. The HSK was loaded aboard JARVIS, and all aviation spaces and equipment were inspected and found in good condition. On the morning of 8 February, JARVIS departed Kodiak. Due to an engine indicator malfunction on start-up, CGNR 6523's departure from Kodiak was delayed and the helo rendezvoused with JARVIS late that afternoon.

b. From 8-9 February, JARVIS transited the Gulf of Alaska through Unimak Pass to the Bering Sea. During this period, the Commanding Officer met with the AVDET and Department Heads to discuss the cutter's mission and aviation safety concerns. LT Kaye took advantage of this period to provide an Air Station Kodiak ALPAT cutter in brief. The AVDET met with CIC personnel to discuss flight evolutions and safety concerns. To expedite transit to assigned patrol area, no flight or boarding operations were conducted en route.

c. On 10 February, CGNR 6523 conducted a day training flight to ready the ship/helo team for SAR standby duties. The sortie



Section F. Flight Clearance Authority for Coast Guard Aircraft, Continued

F.3.c. Major Malfunctions and Actual or Suspected Structural Damage

If major malfunctions or structural damage is found or suspected and further flight is required, the commanding officer or his/her representative will brief Commandant (G-OCA) and (G-SEA) on the extent of the damage and recommended action.

Commandant (G-OCA), with technical concurrence from Commandant (G-SEA), will be the clearance authority for further flights of aircraft with actual or suspected structural damage.

F.4. Clearance for Aircraft Operating in the Washington, DC Area

F.4.a. Washington National Airport

Only the Long-Range Command and Control (C2) Aircraft (Coast Guard 01) operates from Washington National Airport without prior approval of Commandant (G-OCA).

F.4.b. Other Area Airports

Commandant (G-OCA) should be notified in advance of other Coast Guard aircraft planning to operate within the Washington, DC area, including Andrews Air Force Base and Washington Dulles International Airport.

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included a brief patrol, approaches to the water, ELVA, DLQ's, hoists, and hot refueling.

d. During preflight inspection on 12 February, a crack was discovered on a leading edge strip of the black main rotor blade. Two replacement rotor blades and track and balance gear were flown to Saint Paul by C-130. CGNR 6523 received fly-off authority from AR&SC and Air Station Kodiak to meet the C-130. The AVDET conducted repairs and numerous track and balance maintenance flights on 13-14 February. Hangar space was rented from the TDX Corporation in Saint Paul. Although the TDX hangar is poorly heated and maintained, it provides the only acceptable working and storage area for aircraft on the island. Repairs were completed and CGNR 6523 recovered aboard JARVIS on the evening of 14 February. Further details concerning this maintenance are contained in paragraph 6.a.(3) of this report.

*Whoa!
When did
AR&SC gain
this authority?*

e. From 15-19 February, JARVIS remained in the vicinity of the Pribilof crab fleet. CGNR 6523 and Kodiak ALPAT C-130's conducted several sorties to locate the greatest concentrations of vessels, enabling JARVIS to position herself for optimum response. Additionally, helicopter sorties were used to identify targets of interest for Federal fisheries boardings, which would not interfere with SAR duties. Among the targets sighted was the Pacific Cod longliner F/V BLUE NORTH, which was subsequently boarded and cited for several logging, permit, and reporting violations. JARVIS regularly incorporated day/night hoist and DLQ training opportunities into CGNR 6523's patrol flight planning.

f. At 0500 on 20 February, JARVIS overheard a radio report that the F/V BOTANY BAY was taking on water 85 nautical miles southeast of Saint Paul. JARVIS diverted to assist. At 0517, F/V BOTANY BAY reported that flooding was under control, but requested a pump as backup. A decision was made to delay launch of CGNR 6523 until JARVIS arrival on scene at 0645. Due to vessel configuration, sea state, and heavy freezing spray, small boat pump transfer was deemed too hazardous. Helicopter launch parameters were easily met, but visibility varied from 200 yards to 1 mile in ice fog. Launch was delayed until first light. At 0950, CGNR 6523 launched from a position within 800 yards of the F/V BOTANY BAY. The P-1 pump was delivered via direct delivery with a trail line. CGNR 6523 recovered aboard JARVIS, and remained running on deck until the pump was successfully started. After dewatering, F/V BOTANY BAY completed repairs to a weather deck hatch and resumed crabbing.

g. On 21 February, JARVIS headed south and arrived at Dutch Harbor on the morning of 22 February for fuel. JARVIS departed

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that afternoon and assumed CTU 45.5.7 to conduct Federal fisheries boardings in the vicinity of Slime Bank. On 24 February, CGNR 6523 conducted a patrol en route Dutch Harbor to pick up a replacement right forward float bag.

h. On 26 February, CGNR 6523 completed 4 logistical sorties into Cold Bay, transporting 1 passenger and 125lbs. of cargo to a waiting C-130, and delivering 5 passengers and 1300lbs. of mail and cargo to JARVIS.

i. On 27 February, JARVIS relieved CGC MELLON of CTU 45.5.8 and resumed SAR standby duties. While returning from a patrol into Saint Paul, CGNR 6523 suffered an intermittent #2 engine Ng indicator malfunction. Replacement parts were air dropped by C-130 on 28 February, and the aircraft was repaired and flown that afternoon.

j. On 1 March, JARVIS was relieved by MELLON and departed the Bering Sea via Unimak Pass en route Kodiak. On 3 March, CGNR 6523 disembarked in Chiniak Bay. JARVIS moored at Kodiak in the afternoon, and the HSK was off-loaded.

6. Equipment Performance:

a. Aircraft equipment - CGNR 6523 was available for operations 83% of the deployment period. Noteworthy aircraft discrepancies encountered during the deployment include:

(1) On 8 February, during engine start prior to embarking, the #1 engine Ng indicator failed. The wiring leading to the Ng sensor was found to have greater than normal resistance. The #1 engine wiring harness was replaced and the aircraft was returned to service.

(2) On 11 February, the secondary hydraulic brake accumulator was found to bleed pressure excessively in the static state. The system was serviced regularly until a replacement accumulator was received from Air Station Kodiak and installed on 15 February.

(3) On 12 February during preflight inspection, a $\frac{1}{2}$ inch spanwise crack was discovered on the third stainless steel leading edge strip (from inboard) of the black main rotor blade. The crack extended to the edge of the strip, exceeding allowable limits. A maintenance ferry flight to Saint Paul was approved with concurrence of AR&SC. Two RFI rotor blades and track and balance equipment were delivered to Saint Paul by C-130. The first RFI blade was installed on the evening of 12 February.

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Despite numerous attempts on 13 February, the rotor head could not be laterally balanced without exceeding balance weight installation limits. On 14 February, the second RFI blade was installed in the black position, the rotor head was successfully balanced, and the aircraft was returned to service.

(4) On 15 February, the right forward float bag cover worked loose during flight, tearing out the grommet fasteners on the aft edge of the float bag cover. The cover was temporarily repaired until a replacement float bag was delivered and installed on 24 February. A similar malfunction began to develop with the left forward float bag, but was discovered early enough to prevent damage to the cover. Apparently, cold temperatures and even small amounts of freezing precipitation on the velcro fasteners which attach the lower portion of the float bag covers can have a detrimental impact on their adhesive ability. Deployed aircrews should pay particular attention to the condition of these velcro fasteners, especially during winter deployments.

(5) On 15 February, the #1 generator failed to crossover on engine start. Reset of the generator was successful. The #1 generator DC voltage was adjusted at the generator control unit. There were no further occurrences of this malfunction.

(6) On 17 February, the copilot's ICS reception became intermittent. The copilot's audio control box was replaced.

(7) On 26 February, the #2 engine Ng indicator became intermittent, displaying accurate information only 95% of the time. All system electrical connections were inspected. Insulation debris and oil were cleaned from the pins of a connector to the signal data converter. The symptoms reoccurred 1.2 flight hours into the following day's sortie. A replacement Ng sensor was airdropped by C-130 on 28 February, installed, and the aircraft was returned to service.

b. Vessel equipment - all shipboard aviation support equipment worked well without exception.

7. Comments/Recommendations:

a. JARVIS and AVDET 03-97 greatly benefited from the assignment of a U.S. Navy aerographer. AG1 Haynes worked tirelessly to collect all available data and prepare in-depth briefs for each ship/helo evolution. In particular, AG1 Haynes displayed an impressive amount of knowledge in the area of Alaska weather patterns. My AVDET found his weather forecasts highly accurate, reliable, and very useful.

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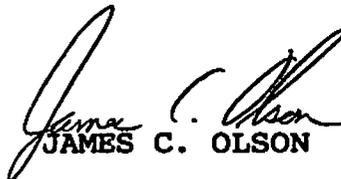
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b. During the first traverse of the deployment, the blue main rotor blade slipped approximately three inches from its stowed position in the blade crutch as the helicopter crossed the raised hangar combing. Further slippage was prevented by a crewmember tending the blade sock as the plane was traversed. This method proved effective and was repeatedly used to prevent further slipping incidents from occurring during the remainder of the patrol. All blade crutches were inspected before each installation and were found to be in good order. Air Station Kodiak and AR&SC are continuing to investigate solutions to this recurring problem.

c. Although fuel is available from Loran Station Saint Paul with minimal advance notice, it should not be used for routine purposes. Loran Station Saint Paul is not staffed to provide routine fueling service. At times, their efforts in supporting transient aircraft detracted from primary mission tasking. The fuel cart was deployed at Saint Paul by the State of Alaska's Fish and Game Division and its use has been extended to the Coast Guard for emergency support. This information will be forwarded to all ALPAT cutters.

d. JARVIS' support of my AVDET was exceptional in all areas. My AVDET reported that they were fully integrated as a department, included in all tactical planning, and consulted in all aviation matters. JARVIS' aggressive approach to both day and night training, especially early in the patrol, prepared their ship/helo team for SAR response in the demanding conditions of the Bering Sea. We look forward to joining the JARVIS team again in the future.


JAMES C. OLSON

Copy: COMDT (G-OCA), (G-SEA), (G-WKS)
PACAREA (Po)
AR&SC
ATC Mobile (Ship/Helo Branch)
CGC JARVIS (WHEC 725)
CGAS New Orleans (H65 Prime Unit)
LORSTA ST PAUL