



Back Row (Left to Right) LT. P. Ibsen, LT. J.W. Young, AE1 J.L. Reid, AD1 D.P. Turley, AT1 W.L. Vaughn, AD2 T.D. Ruwan, AM1 E.S. Gerhard, LT. F.K. Cole, and LCDR. K.P. Hsu.
 Front Row (Left to Right) ASM3 M.O. Hyde, AE3 C.J. Helner, AD3 M.L. Gleue, AT3 S.J. Colacchio, AM3 D.P. Morehouse, and HM3 R.D. Jones.

only one helo. Upon completion of the logistics mission in the Carey Islands, a scientific support flight was conducted for a Danish ornithologist in the Carey Islands.

In cooperation with CTF SIX, eleven Danish and Greenlandic nationals and some cargo were airlifted from SOUTHWIND to Kanak and on return flights, nine Greenlanders from Kanak were brought to the ship for further transport to Thule.

Both helos were used to transport the necessary batteries, electronic equipment and installation personnel from SOUTHWIND to Cruncher Island, situated at the entrance to Sondrestrom Fjord, to erect the radio and radar beacons. Four sorties were flown in Sondrestrom in support of RADM CHASE's administrative inspection of the various facilities in the area.

Ice recon flights were conducted in coordination with SOUTHWIND's escort of the Norwegian tanker, RUBI BINTI, into Kulusuk. While at anchor in Kulusuk, the AVDET conducted numerous flight training sessions to qualify ship's personnel in ship/helo operations in preparation for SOUTHWIND's winter icebreaking efforts on the Great Lakes. A total of two HCO's, two

LSO's and three section flight deck tie-down and fire fighting teams were qualified for both day and night ship/helo operations. The successful qualification of the trainees was partly due to their enthusiastic response to the operation.



SOUTHWIND - 9 leaves for ice-recon.