

Ice recon.

(c) RACON removal. RACON removal of the North Slope was conducted using a single helo since CGNR 1420 was waiting parts - the ship was positioned as close to shore as water depth would allow, normally 10-15 miles. The eight North Slope RACONS were removed with four single helicopter flights. The remaining three West Coast RACONS were removed later in this Phase using dual helicopters.

(d) Logistics.

(e) Recreational.

(f) SAR (STATEN ISLAND Case #02-74)

(5) PHASE IV (19-25 September). PHASE IV operations were in direct support of the Naval Research Project, Fairway Rock. Various type flights were conducted to and from Fairway Rock, Cape Wales and Nome.

c. Maintenance.

(1) Prior to leaving Mobile CGNR 1362 went through its first intermediate inspection and CGNR 1420 went through a major inspection. No major difficulties were encountered.

(2) During PHASE II CGNR 1362 went through a major inspection. During PHASE III CGNR 1420 went through its seventh intermediate inspection. A problem with loose primary servo brackets delayed CGNR 1420's check completion until parts were received from ATC Mobile. Very few maintenance problems were encountered during the cruise.

(3) To ensure security of the helicopters and associated equipment, the hangar was locked when detachment personnel were not present. This did not cause any restrictions on the ship or the detachment's operations.

d. Training.

(1) The detachment participated in the shipboard training on a regular basis.

(2) All ship's departments were trained in helicopter orientation.

(3) Lectures were given by detachment personnel on helicopter emergency procedures, fire fighting and survival equipment.

(4) A slide presentation was conducted for University of Connecticut, State of Alaska, and USARL personnel on helicopter survival equipment and its uses.

(5) A series of Search and Rescue Lectures were conducted by the pilots for the ship's OOD's and operations personnel.