

1990



DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING SQUADRON 112
FPO SAN FRANCISCO 96601-6400

IN REPLY REFER TO:

5750
Ser/C-003
15 Nov 1991

DECLASSIFIED

~~CONFIDENTIAL~~ - Unclassified upon removal of Enclosure (1)

From: Commanding Officer, Carrier Airborne Early Warning Squadron 112
To: Director of Naval History (OP-09BH)

Subj: COMMAND HISTORY FOR CALENDER YEAR 1990 (U)

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Report on Command History for Calendar Year 1990

1. (U) Enclosure (1) is submitted per reference (a) for the calendar year 1990.

DB Summerall
D. B. SUMMERALL

R 236-568-378

Logged



Classified by: OPNAVINST C5513.2A
Declassify on: OADR

Carrier Airborne Early Warning Squadron 112
Command History for Calendar Year 1990

1. (U) Command Organization.

a. (U) Primary mission of the Grumman E-2C Hawkeye is to provide all weather, day and night, carrier based airborne early warning and command and control to fleet units.

(1) (U) Secondary missions are:
Air Intercept Control
Search and Rescue Coordination
Strike Control
Surface Surveillance
Communications Support/Relay

b. (U) Carrier Airborne Early Warning Squadron 112 Commanding Officer during 1990 was:

CDR G. W. DUNDAS, [REDACTED] 1310,006818-30

(01 Jan 90 to 12 Jan 90)

CDR C. V. VOSS, [REDACTED] 1320,006873-60

(12 Jan 90 to 31 Dec 90)

c. (U) Immediate seniors in command are:

Administrative: Commander Fighter Airborne Early Warning Wing, U. S. Pacific Fleet

Operational: Commander, Carrier Air Wing Nine

d. (U) Homeport: NAS Miramar, San Diego, CA.

e. (U) Summary of aircraft onboard.

1 January 1990

163538

163850

163849

Transfers/Receipts

163848 received in 1st quarter

161228 received in 1st quarter

163027 received in 1st quarter

161228 transferred 2nd quarter

163027 transferred 2nd quarter

163539 received in 2nd quarter

31 December 1990

163538

163850

163849

163848

163539

Classified by: OPNAVINST C5513.2A

Declassify on: OADR

Enclosure (1)

2. (C) Summary of Operations.

a. (C) 1990 Chronology.

January

1-31 Based Ashore NAS Miramar
12 Change of Command
1-31 FCLP for February Deployment

February

1-11 Based Ashore NAS Miramar
5 CNO Project
1- 6 FCLP for February Deployment
7- 9 CQ aboard USS Constellation (CV-64)
12-28 Deployed aboard USS Constellation (CV-64)
12-28 Detachment at NAS Miramar

March

1-31 Deployed aboard USS Constellation (CV-64)
1-31 Detachment at NAS Miramar
8 Safety Stand Down
15 CNO Project
28-31 FFARP at Yuma, AZ TACTS Range

April

1- 7 Deployed aboard USS Constellation (CV-64)
1-10 Detachment at NAS Key West, FL, for FFARP
11-30 Based Ashore NAS Miramar
12-24 FFARP at Yuma, AZ TACTS Range

May

1-31 Based Ashore NAS Miramar
5-11 Detachment at Holloman AFB, NM for Operation Roving
Sands 1990 (Joint Service Exercise)
21-22 Fighter Derby
1-31 FCLP for June REFTRA

June

1-30 Based Ashore NAS Miramar
6 Safety Stand Down
13-16 REFTRA Detachment aboard USS Nimitz (CVN-68)
14-16 CQ aboard USS Nimitz (CVN-68)
19 LINKEX

July

1-31 Based Ashore NAS Miramar
10-19 SFARP Support to NAS Fallon
16-19 CNO Project - Trident Missile Shoot

24-26 FAST
31 LINKEX with USS Puller

August

1-11 Based Ashore NAS Miramar
2 LINKEX with USS Horne
12-31 Deployed to Howard AFB, Panama, JTF-4 Counter Narcotics
Operations

September

1-14 Deployed to Howard AFB, Panama, JTF-4 Counter Narcotics
Operations
15-30 Based Ashore NAS Miramar

October

1-19 Detached to NAS Fallon, NV, Airwing Weapons Exercise
20-31 Based Ashore NAS Miramar
23-31 FCLP for November ATA
25-26 Gladiator 1990 Exercise

November

1-11 Based Ashore NAS Miramar
1-7 FCLP for ATA
8 Safety Stand Down
12-30 Embarked aboard USS Nimitz (CVN-68) for Advance Training
Assessment (ATA)
8-16 CQ aboard USS Nimitz (CVN-68)
19 Missile Exercise
19-20 EWTPI

December

1-13 Embarked aboard USS Nimitz (CVN-68) for ATA
4 Safety Stand Down
14-31 Based Ashore NAS Miramar

3. (C) Narrative of Events.

a. (C) VAW-112 began 1990 with a heavy Fleet Carrier Landing Period (FCLP) in January and early February in preparation for a two-month deployment aboard USS Constellation (CV-64). The first FCLP's were done with the new E-2C Plus aircraft which had been acquired in the last half of 1989. Aircrew were becoming fairly proficient with the new flight characteristics and weapons system improvements when concerns over the E-2C Plus's readiness for carrier operations led to the decision to make the deployment with older E-2C aircraft acquired from other squadrons. Thus the remainder of the FCLP periods required the pilots to re-transition to the characteristics and limits of the older aircraft. In the midst of this work up for deployment, VAW-112 observed a change of command ceremony. On January 12, 1990, CDR G. W.

Dundas was relieved by CDR C. V. Voss as Commanding Officer, VAW-112.

The deployment aboard USS Constellation (CV-64) lasted from February 12th until April 7th. VAW-112 had the honor of escorting USS Constellation around the southern tip of South America from San Diego to Norfolk, VA. Unique opportunities for training and professional development were realized as VAW-112 worked not only with squadrons from other airwings from the east and west coasts but also with air force and navy units representing other countries, including Chile, Argentina and Brazil. The officers and men of VAW-112 enjoyed three exquisite port visits on the deployment: Valparaiso, Chile; Rio de Janeiro, Brazil; and St. Thomas, U.S. Virgin Islands. While the greater part of VAW-112 went on the USS Constellation deployment, a fair-sized detachment was left behind at NAS Miramar. The detachment performed local training missions until the beginning of Fleet Fighter ACM Readiness Program (FFARP) on March 28th.

FFARP provided VAW-112 aircrew with unmatched training opportunities with emphasis on E-2 control and assistance to fighters in a wide variety of bogey scenarios. Aircrew improved and polished their air control skills while building strong working relationships with their air wing fighter squadrons VF-24 and VF-211. The first four days of FFARP were held at the Yuma, Arizona TACTS range with the squadron's detachment launching sorties from NAS Miramar. On April 1st, the detachment moved to NAS Key West, FL to continue the training while the Yuma TACTS range was down for maintenance. The detachment at Key West was met on April 8 by the remainder of VAW-112 flying off the USS Constellation. On April 11, the entire squadron returned to NAS Miramar to finish FFARP back at the Yuma TACTS range.

The months of May, June and July were spent in preparation for the August-September deployment to Howard AFB, Panama. A VAW-112 detachment was sent to Holloman AFB in New Mexico for Operation Roving Sands 1990 from May 5 to May 11. The detachment was afforded the unique opportunity to train with elements from the Army, Air Force and Marines at this successful joint service exercise. Operation Roving Sands provided exercise situations most similar to the interservice operating conditions of Operation Desert Shield/Desert Storm. VAW-112 aircrew had yet another chance to show their skills as they participated in the 1990 Fighter Derby on May 21-22. Pilots kept busy in May and early June by performing FCLP's in the E-2C Plus aircraft for the June REFTRA period aboard USS Nimitz (CVN-68). July found VAW-112 supporting SFARP at NAS FALLON along with Link-11 exercises with different ships and a CNO Project involving a Trident Missile Shoot.

The intense planning from May through July paid big dividends as the deployment to Howard AFB in Panama started smoothly. The deployment from August 12th to September 14th was in support of a JTF-4 Project involving counter narcotics efforts. VAW-112 was the first squadron to arrive in Panama and initiate the surveillance flights. The squadron achieved great success at locating and identifying illegal flights to and from North and South America. The joint operation included various naval aircraft, surface units, Air Force and Navy ground facilities, US Customs officials and aircraft and air national guard units and aircraft. The deployment offered valuable joint operational experience.

After returning from Panama, VAW-112 soon entered her work-up schedule, beginning with a three week detachment to NAS Fallon, Nevada for an airwing weapons exercise. All nine squadrons in CVW-9 worked together for the first time in over a year in preparation for the next Western Pacific/Indian Ocean/Arabian Gulf deployment. Overland strike scenarios formed the basis for planning and flights at this NAS Fallon detachment. All squadrons were given the opportunity to practice older tactics and experiment with new ideas. Extensive briefs and debriefs greatly enhanced and reinforced the learning process.

The remaining two months of 1990 were filled with excitement and some confusion as ship's schedules fluctuated daily in the build-up for Operation Desert Shield. VAW-112 loaded aboard USS Nimitz on November 12 prepared to go on cruise. Although ready to go if called, VAW-112 and CVW-9 with Battle Group Bravo remained in the Southern California operating area for the scheduled work-up, Advanced Training Assessment (ATA). Multiple complex training exercises heavily tasked the aircrew while the maintenance troops were pressed to provide a steady supply of full mission capable aircraft to meet the demanding schedule. VAW-112 and CVW-9 finished their ATA on 13 December after achieving the best possible reviews from the officials and umpires. The Golden Hawks of VAW-112 celebrated Christmas of 1990 at NAS Miramar with the uncertainty of Operation Desert Shield and their upcoming Western Pacific deployment just around the corner.

Several squadron members submitted inputs to the MILCAP program during 1990. Five people were awarded a cash award for their ideas, with the total amount of command-awarded money at \$450.00. The inputs include improvements to safety goggles, cockpit and CIC compartment door covers, door latches, cockpit side window covers, the main landing gear seal support, the Navy Recycling Program, the engine bleed-air check valve, and a freon bottle storage rack.

VAW-112 continued to promote safety at every evolution during 1990. The squadron flew 2,222.2 accident-free hours (1650 day, 572.2 night, 530.4 embarked). VAW-112 conducted four all-hands safety stand downs throughout 1990: in March, June, November and December. Most lectures were presented by out-of-squadron professionals on pertinent safety topics. Examples of topics covered include hazardous material safety, mishap investigations and reporting, heat stress, recreational safety and home safety.

VAW-112 had an outstanding year retaining qualified, high-achieving individuals from the enlisted ranks. For the year, the command reenlisted 20 members of 33 eligible (61%). Ceremonies were conducted in the ship's ready room, the squadron's hangar ready room, and in an airborne E-2C. All hands were present to congratulate the individual. Additionally, VAW-112 saw the advancement of several personnel during the year: 2 to the ranks of E-7 through E-9 and 16 members to E-4, E-5 and E-6.

VAW-112 ended 1990 with confidence after completing most of the turn-around training plan and airwing/battle group work-ups in preparation for the early 1991 Western Pacific/Indian Ocean/Arabian Gulf de-

ployment.