

CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED THIRTEEN
FLEET POST OFFICE
SAN FRANCISCO 96601

FF12/VAW-113
ADMIN:JEC:at
5000
Ser: [REDACTED]

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24 FEB 1969

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[REDACTED] (Unclassified upon removal of enclosure (1))

From: Commanding Officer, Carrier Airborne Early Warning Squadron
ONE HUNDRED THIRTEEN
To : Chief of Naval Operations (OP-05D2)
Subj: Command History for Calendar Year 1968 (OPNAV REPORT 5750-1);
submission of
Ref : (a) OPNAVINST 5750.12A
Encl: (1) VAW-113 Command History - 1968

1. In compliance with reference (a), enclosure (1) is hereby submitted.

W. Dehart
W. DEHART

Copy to:
Director of Naval History (OP-09B9)
CCAEEW-11
Files

Reg 868541

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*Group-4
Downgraded at 3-year intervals
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1968 CHRONOLOGICAL EVENTS OF VAW-113

1 JAN - 7 FEB Completion of post deployment leave and preparation for Change of Command.

7 FEB Commander W. DEHART relieved Commander J. R. ECKSTEIN as Commanding Officer.

18 MAR - 23 MAR Deployed to NAAS Fallon, Nevada for Air Wing refresher operations.

1 APR Conducted Carrier Airborne Early Warning Wing ELEVEN AAW Exercise 1-68.

23 APR - 1 MAY Operational Readiness Evaluation (Exercise Beagle Leash).

28 MAY Departed CONUS aboard USS CONSTELLATION (CVA-64) as a unit of Attack Carrier Air Wing FOURTEEN (CVW-14) enroute to Pearl Harbor, Hawaii.

4 JUN Arrived Pearl Harbor, Hawaii.

5 JUN - 7 JUN Commenced Operational Readiness Inspection and returned inport Pearl Harbor, Hawaii.

8 JUN Underway for Yokosuka, Japan.

10 JUN Crossed International Date Line.

14 JUN OPCON SEVENTH FLEET.

16 JUN - 19 JUN Inport Yokosuka, Japan.

20 JUN Underway for Cubi Point, Philippines.

24 JUN - 25 JUN Inport Cubi Point, Philippines.

28 JUN - 22 JUL Deployed in Vietnam Combat Zone.

24 JUL - 31 JUL Inport Cubi Point, Philippines.

3 AUG - 27 AUG Deployed in Vietnam Combat Zone.

29 AUG - 31 AUG Inport Cubi Point, Philippines.

1 SEP Underway for Hong Kong.

4 SEP - 10 SEP Inport Hong Kong.

12 SEP - 9 OCT Deployed in Vietnam Combat Zone.
14 OCT - 24 OCT Inport Yokosuka, Japan.
29 OCT - 28 NOV Deployed in Vietnam Combat Zone.
30 NOV - 7 DEC Inport Cubi Point, Philippines.
10 DEC - 21 DEC Deployed in Vietnam Combat Zone.
23 DEC - 27 DEC Inport Cubi Point, Philippines.
30 DEC 68 - 7 JAN 69 Deployed in Vietnam Combat Zone.

II. NARRATIVE

A. Command Organization

1. Type Squadron.

a. Carrier Airborne Early Warning Squadron ONE HUNDRED THIRTEEN was commissioned on 20 April 1967 at NAS North Island, San Diego, California, Commander John R. ECKSTEIN 508563/1310, USN, Commanding. Commander William DEHART 585788/1310 relieved Commander ECKSTEIN at Change of Command ceremonies on 7 February 1968 at NAS North Island.

b. Carrier Airborne Early Warning Squadron ONE HUNDRED THIRTEEN (VAW-113) is a carrier based squadron charged with the primary mission of Airborne Early Warning (AEW) in the sense of Article 312 of NWP 32 (c) and as defined in Chapter 2 of NWIP 10-3(A), to the extent implied by radar, radio, and data link capabilities of the E-2A Aircraft. Secondary missions developed and extensively utilized in the Vietnam combat zone include Strike Control/Navigation Assist, Intercept Control, Search and Rescue, Middleman, and Tanker Rendezvous.

2. Officers.

a. Commanding Officer

(1) BIOGRAPHY OF COMMANDER WILLIAM DEHART, COMMANDING OFFICER:

Commander William DEHART is a native of Colorado Springs, Colorado. He began his naval career in August 1942 as an Apprentice Seaman after graduating from Cheyenne Mountain High School. He received instruction in radio, air gunnery, and aircrew training before becoming an aircrew combat instructor in the PB4Y-1 "Liberator".

In November 1944 he entered flight training at Murray State Teachers College, Murray, Kentucky and completed Pre-Flight, Primary, Basic, and Advanced Naval Flight Training. He received his wings in March 1947 and was designated an Aviation Pilot. His first duties were as a utility pilot and tower operator at NAAS Whiting Field, Milton, Florida. In October 1947 he was transferred to VPHL-2 in Agana, Guam, as an Aviation Pilot First Class and flew the PB4Y-2 "Privateer". After serving two years as a patrol plane pilot and navigator, he was transferred to the Basic Training Command where he served as a flight instructor at NAAS Corry Field from November 1949 to November 1951. In November 1951 he was promoted to a Chief Petty Officer and transferred to FASRON 6 in Jacksonville, Florida, where he served as an instrument flight instructor and utility pilot.

Commander DEHART was selected for Officer Candidate School, Newport, Rhode Island, and received his commission as Ensign, USN, in August 1954. His first sea tour after being commissioned was with Fighter Squadron 43 based at NAS Jacksonville. During this tour he flew the F9F-8 "Cougar" and received four Battle Efficiency Awards for excellence in air to air gunnery. In June 1956 he was transferred to Carrier Air Group Four STAFF and served as Air Group Landing Signal Officer until his transfer to the Basic Training Command in July 1958. During this tour he served as an L. S. O. for BTG-5 at Saufley and VT-4 at Sherman Field. In July 1961 he was transferred to Line School at Monterey, California, and upon completion of this course of instruction was transferred to the USS SALISBURY SOUND. During his tour

aboard this seaplane tender he served first as the V-1 Division Officer and later as the Air Officer.

Commander DEHART was ordered to VAW-11 in August 1964, and deployed to WESTPAC in the USS MIDWAY as Officer-in-Charge of VAW-11 Detachment Alfa. On April 1967 when VAW-11 split into seven squadrons, Commander DEHART became the Training Officer of RVAW-110.

Commander DEHART is married to the former Roberta Mae BARNEY of Colorado Springs, Colorado. They have three children: Jeanette who is married and resides in Baltimore, Maryland, Ronald who is serving in Vietnam with the Air Force, and Kieth who lives at home in Coronado.

Commander DEHART has been awarded six Strike/Flight Air Medals, the Navy Unit Commendation with Star, the Good Conduct Medal with two stars, the World War II Victory Medal, the American Defense Medal, the Asiatic Occupation Medal, the Korean Victory Medal, the Expeditionary Medal, and the Vietnam Campaign Medal.

b. Executive Officer

(2) BIOGRAPHY OF LIEUTENANT COMMANDER FORREST RAY MILLER,
EXECUTIVE OFFICER:

Lieutenant Commander Forrest Ray MILLER, a native of Lexington, Missouri, graduated from Lexington High School in 1951. He attended Central Missouri State College, receiving his B. S. degree in 1955. He began his naval career that year, graduated from Officer Candidate School, Newport, Rhode Island and received his commission in November 1955.

His first duty station was VW-12 Barbers Point, Hawaii, where he flew in the WV-2 Super Constellation patrolling the seaward extension of the DEW (Distant Early Warning) Line. In the summer of 1957, he was centerfielder on the Barbers Point baseball team that eventually won the All-Navy Baseball Championship.

In September 1959 LCDR MILLER was transferred to the NATTC (Naval Air Technical Training Center) in Glynco, Georgia, to serve as AEW instructor, ATDS project officer, and as Radar Intercept Operator. In March 1963 LCDR MILLER was transferred to the Naval Security Group Activity, Taipei, Formosa, as an intelligence analyst attached to the U. S. Taiwan Defense Command Staff. For his service he received a letter of commendation from the Commander of the U. S. Taiwan Defense Command.

In May 1965 LCDR MILLER reported to the Bureau of Naval Personnel, Washington D. C. as a Lieutenant Aviation Assignment Officer where he served until he reported to VAW-113 as Executive Officer.

LCDR MILLER is married to the former Patricia Jane KELLY of Lexington, Missouri. They have two daughters, Christine and Robin, who reside with them at 917 3rd Street, Coronado, California.

3. Command Composition

a. Aircraft

<u>BUNO</u>	<u>OLD MODEX</u>	<u>NEW MODEX</u>
151710	730	010
150537	731	011
151721	732	012
151720	733	013

NOTE: Aircraft MODEX changed from old to new on 6 October 1968.

b. Photograph of E-2A MODEX 730 (Next Page)

c. Manpower Complement on 31 December 1968

(1) Officers 24
(2) Enlisted 105
(3) Personnel in Flight Status 29

B. OPERATIONS NARRATIVE.

18 March - 23 March 1968 deployed a detachment of two E2A aircraft to NAAS Fallon, Nevada as part of the CVW-14 weapons deployment. The E2A provided coordination, early warning, and SAR assistance during simulated ALPHA strikes, and controlled and evaluated night armed reconnaissance tactics utilizing A6, A7, and F4 aircraft.

1 April 1968 VAW-113 was designated OCE for COMCARAEWWING ELEVEN AAW Exercise 1-68. The squadron was responsible for the organization, briefing, conduct, and debrief of the exercise.

23 April - 1 May 1968 embarked in USS CONSTELLATION (CVA-64) as a unit of Attack Carrier Air Wing FOURTEEN to participate in operation BEAGLE LEASH. During the exercise VAW-113 took part in the following special missions:

1. Missile ship low flyer detection exercise (24 April).
2. Air Power demonstration (25 April).
3. Engaged range determination (26 April).
4. E2A/F4B SSM detection capability (26 April).
5. AAW vulnerability period AAWEX (27 April).
6. Amphibious Force AAWEX support (28 April).
7. AAW vulnerability period AAWEX (29 April).
8. Major AAWEX period (30 April).
9. Nuclear Operational Readiness Exercise (1 May).

The squadron received an Operational Ability Grade of 92 and a Combat Ability Grade of 88.

28 May 1968 departed San Diego for an extended WESTPAC deployment under the operational control of SEVENTH Fleet.

4 June 1968 arrived Pearl Harbor, Hawaii to commence Operational Readiness Inspection (ORI) administered by COMFAIRHAWAII.

5, 6, 7 June 1968 underwent Operational Readiness Inspection. The E2A provided navigation and communication assistance to strike aircraft in addition to the primary mission of AEW. The squadron received a grade of 88.84 and achieved an overall bogey detection rate of 68% exceeding that of any E2A squadron to date.

28 June 1968 arrived on "Yankee Station".

22 July 1968 completed first line period on "Yankee Station". Performed Airborne Early Warning and Strike Control missions primarily.

3 August 1968 returned to "Yankee Station" after inport period at Subic Bay, Republic of the Philippines. Continued combat operations.

27 August 1968 completed a twenty five day line period. This period was marked by increased assistance to air wing strike aircraft in the form of close strike control and flight following during extensive night operations and periods of reduced visibility.

12 September 1968 returned to "Yankee Station" after a sixteen day absence during which three days were spent at Subic Bay and seven days in Hong Kong. Continued combat operations.

9 October 1968 completed a twenty eight day line period. Over 55% of the flying this line period was at night. The Air Wing experimented with various methods of loading, cycling, and coordinating aircraft over land in a confined operating area. As a result, the night interdiction program became more effective and the E2A role as the overall coordination and control agency became more vital,

especially in the area of Lucrative Target (LUCTAR) prosecution. Also during this line period the KG-23 was installed in the E2A and secure Link 11 data link became the normal mode of operation on "Yankee Station".

29 October 1968 returned to "Yankee Station" after ten days inport Yokosuka, Japan.

28 November 1968 completed a thirty one day line period which, as in September, consisted of night flying in support of the interdiction program. However, subsequent to 1 November 1968 and due to the bombing halt over North Vietnam the E2A's mission in the Gulf of Tonkin became almost exclusively that of Airborne Early Warning.

10 December 1968 returned to "Yankee Station" after eight days inport at Subic Bay, Philippines.

21 December 1968 completed a twelve day line period. This line period was devoted exclusively to Airborne Early Warning and increased participation of the E2A in data link operations.

30 December 1968 returned to "Yankee Station" to commence the final line period of the 1968-1969 cruise. The line period is scheduled to be completed on 7 January 1969.

C. Special Topics

1. Operational Statistics: These statistics reflect the period 1 January to 31 December 1968.

- a. Flight Hours Day/Night 1971
- b. Combat Support Hours Day/Night 1277
- c. Sorties Day/Night 771

d. Combat Support Sorties Day/Night 351

e. Arrested Landings Day/Night 686

2. Maintenance Statistics: These statistics are composite readiness percentages for the period 1 January to 30 December 1968.

a. Operationally Ready 46.6%
b. Not Operationally Ready 53.4%
c. Not Operationally Ready Supply 20.7%
d. Not Operationally Ready Maintenance 32.7%
e. Not Operationally Ready Scheduled Maintenance 9.3%
f. Not Operationally Ready Unscheduled Maintenance 23.4%

3. Maintenance problem areas are thoroughly discussed in the documentary Annexes.

4. Personnel.

a. Reenlistment rates for 1968

(1) First Term 18%
(2) Career 67%
(3) Over-All 23%

b. Advancement rates are shown as percentages of personnel who passed the advancement in rate exam and were rated based on the number taking each exam.

(1) E-4 Exam 73%
(2) E-5 Exam 71%
(3) E-6 Exam 22%
(4) E-7 Exam 60%
(5) E-8 Exam 0%

5. Operational Doctrine and Tactics: The primary mission of the E2A is Airborne Early Warning. However, in the Gulf of Tonkin, major emphasis has been placed on performing the secondary missions of strike control, Navigation assistance, flight following and Positive Identification Radar Advisory Zone (PIRAZ) assist.

While E2A controllers adhere rigidly to the procedures and tactics promulgated, there are a number of procedures which strike aircraft may employ to increase the effectiveness of the E2A.

a. Briefing. While elements of a launch are able to brief together, E2A crews normally are only able to brief with the elements for one launch, although normally being involved with three or more cycles. Even though E2A controllers are aware of the tracks flown by strike aircraft for the entire period that an E2A may be airborne, they do not have the benefit of knowing any individual or specific requests for services which vary from the established norm. Pilots who fly during the second or later cycles of an E2A launch contact the VAW-113 SDO if they have special control requests.

b. Check In/Out. After check in with CONSTELLATION "Strike" all aircraft, except BARCAP, contact the E2A on strike frequency, passing event and side number(s). After acknowledgement from the E2A, aircraft are automatically cleared with the PIRAZ ship and switch to the pre-briefed operational frequency. If this frequency is other than one normally monitored by the E2A (strike, attack, PIRAZ, BARCAP) aircraft advise the E2A of the frequency. When the assigned mission is completed, aircraft or the section leader, as applicable, contact the E2A and advise the E2A controller that the element is "feet wet" or returning to base. Aircraft are then cleared with the PIRAZ and again return to the strike frequency.

c. Flight Following. The E2A monitors the tracks of all aircraft overland. In order for the E2A to accomplish this end, all aircraft, whether day or night, must have an operable IFF Transponder. Traffic separation is also maintained by

the E2A, especially at night. In an attempt to limit "chatter" on the radios, pilots pass operating altitudes to the E2A thus decreasing the number of traffic separation calls necessary. When aircraft are prosecuting a target, this information is also passed to the E2A, along with side numbers, so that other aircraft in the area may be advised. Friendly aircraft positions, other than CVW-14 aircraft, regardless of altitude are passed to strike pilots.

d. Strike Control. When requested, E2A controllers vector strike aircraft to geographic points or LUCTAR positions. Under this type of control, aircraft are given continuous ranges and bearings to the point (target). Within 20 miles, ranges and bearings are given approximately every 30 seconds until a "mark on top" is passed by the controller or until a tally - ho is received. Radar limitations do not allow accurate control closer than one mile to a given point. During this type of control the controller immediately informs any aircraft which is not "held" on the E2A radar scope. In such a situation, controllers may only estimate the requested information - the word "estimate" being given in each case where the strike aircraft is not "held" on the radar scope.

e. LUCTARS. When passing LUCTAR information, pilots contact the E2A, informing the controller of a position to be marked. Pilots then allow 30 seconds to one minute before "marking" the position for the controller. This is necessary to identify the aircraft concerned and to ensure accurate positioning of a "mark" on the LUCTAR. The E2A relays all significant LUCTAR information to CONSTELLATION Strike Operations.

f. Join-ups. When requested, the E2A provides control for section join-ups, tanking, etc. Distinction between requests for position information of a wingman and a request for rendezvous is made, as the latter case involves close control of the aircraft.

g. The primary means of friendly aircraft identification, by the E2A, is through use of Mode II IFF PI codes. Since these codes correspond to the aircraft side number it is advantageous for aircraft to use their tactical call plus side number vice tactical call and one, two and three etc.

6. Awards and Commendations received.

a. VAW-113 aircrews earned a total of sixty-nine Strike/Flight Air Medals.

b. The following sustained performance awards were recommended:

- (1) One Bronze Star
- (2) Two Navy Commendation Medals
- (3) Seven Navy Achievement Medals
- (4) Three CINCPACFLT Letters of Commendation

c. COMNAVAIRPAC Quarterly Aviation Safety Award (next page).