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20 JAN 77

From: Commanding Officer, Carrier Airborne Early Warning Squadron  
ONE HUNDRED THIRTEEN

To: Chief of Naval Operations (OP-05D2)

Subj: Command History for Fiscal Year 1970

Ref: (a) OPNAVINST 5750.12A

Encl: (1) VAW-113 Command History Fiscal Year 1970

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

  
F. E. LUCKEN

Copy to:  
Chief of Naval Operations (OP-09B9)  
Chief of Naval Operations (OP-05A5G)  
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I. JULY 1969 - JUNE 1970 CHRONOLOGICAL EVENTS OF VAW-113

8 JUL - 15 JUL Operational Readiness Evaluation Exercise

11 AUG Departed COMUS aboard USS CONSTELLATION (CVA-64) as a unit of Attack Carrier Air Wing FOURTEEN

21 AUG Arrived Pearl Harbor, Hawaii

22 AUG - 24 AUG Operational Readiness Inspection

26 AUG Underway for Cubi Point, Republic of the Philippines.

29 AUG Crossed International Date Line

2 SEPT OPCOM Seventh Fleet

7 SEPT - 11 SEPT In port Cubi Point, Philippines.

12 SEPT - 3 OCT Deployed in Vietnam Combat Zone

8 OCT - 16 OCT In port Sasebo, Japan

16 OCT - 24 OCT Sea of Japan Operations

26 OCT - 27 OCT In port Sasebo, Japan

1 NOV - 23 NOV Deployed in Vietnam Combat Zone

25 NOV - 27 NOV In port Cubi Point, Philippines.

27 NOV - 29 NOV Enroute Hong Kong

30 NOV - 6 DEC In port Hong Kong

7 DEC - 22 DEC Tonkin Gulf Operations

23 DEC - 30 DEC In port Cubi Point, Philippines

23 DEC Surface to Air Missile Exercise

29 DEC - 30 DEC Air to Air Missile Exercise

31 DEC - 4 JAN 1970 In port Cubi Point, Philippines

5 JAN - 2 FEB Deployed Vietnam Combat Zone

2 FEB - 9 FEB In port Cubi Point, Commander Rodney V. Hansen relieved Commander John H. Shaw as Commanding Officer

12 FEB - 1 MAR	Deployed to Vietnam Combat Zone
6 MAR - 16 MAR	In port Yokosuka, Japan
26 MAR - 17 APR	Deployed to Vietnam Combat Zone
19 APR - 25 APR	In port Cubi Point, Philippines
1 MAY	Crossed International Date Line
8 MAY 1970	Arrived San Diego, California

## II. Narrative

### A. Command Organization

1. Carrier Airborne Early Warning Squadron ONE HUNDRED THIRTEEN was commissioned on April 20, 1967 at NAS North Island, San Diego, California.

Commanding Officers have been as follows:

CDR John R. ECKSTEIN	20 April 1967 - 7 February 1968
CDR William DEHART	7 February 1968 - 18 February 1969
CDR John H. SHAW	18 February 1969 - 9 February 1970
CDR Rodney V. HANSEN	9 February 1970 - Present

a. 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 NWIP 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 E2A/E2B aircraft. Secondary missions developed and extensively used in the Vietnam combat zone include Navigation Assist, Intercept Control, Search and Rescue, UHF Secure Middleman Relay, and Strike Control.

### 2. Officers

#### a. Commanding Officers

##### (1) Biography of CDR John H. SHAW, Commanding Officer

Commander John H. SHAW is a native of Florida. He was born in Jacksonville, 28 January 1929, moved to Miami in 1935, and graduated from Miami High School in 1947. He attended Presbyterian Junior College, Maxton, North Carolina, for one year, then completed his Bachelor of Science Degree at the University of Florida and was ordered to active duty as a Naval Aviation Cadet in September 1951. After one and one-half years of flight training, he received his wings and was commissioned Ensign, USNR, on 23 April 1953. He augmented into the Regular Navy in 1955.

Commander SHAW's first duty assignment in July 1953, was with Attack Squadron TWENTY-FIVE which deployed to the Mediterranean aboard USS MIDWAY. His next assignment was to Advanced Training Unit FOUR HUNDRED TWO, Kingsville, Texas, from December 1954 to December 1957. There he served as an instructor in TB's SNB's, T-28's, and S-2A's.

From Kingsville, Commander SHAW received orders to General Line School, Monterey, California, where he was under instruction from December 1957 to October 1958. He was then ordered to Naval Air Technical Training School at Glynco, Georgia, for instruction as a Combat Information Center Officer and Air Intercept Controller.

In May 1959, Commander SHAW reported aboard USS LEWINGTON where he served as Assistant Air Operations Officer, Assistant Combat Information Center Officer, Electronic Countermeasures Officer, V-6 division officer, and Q3 division officer.

Commander SHAW reported to VS-41 in April 1961 for Replacement Air Group training. In July 1961 he became the assistant maintenance officer/aircraft division officer for Anti-Submarine Squadron THIRTY-FIVE.

In July 1963, Commander SHAW received orders to the Office, Chief of Naval Operations. There he was assigned the billets of Assistant Air Traffic Control Afloat, CVA/CVS NATOPS Originator, and SPN 6/10/35 Program Monitor.

In August 1965, Commander SHAW reported to CVSG FIFTY-TWO aboard the USS WASP. To prepare for this assignment he first attended Armed Forces Staff College until February 1966. He next received training from Anti-Submarine Squadron THIRTY, and then reported to CVSG FIFTY-TWO in May 1966 where he held the billet of operations/administrative officer.

In June 1967, Commander SHAW reported to Commander U. S. Military Assistance Command, Vietnam, where he held the position of Chief, Plans and Programs Division for Assistant Chief of Staff Intelligence.

In July 1968, Commander SHAW reported to RVAW-110 for transition training in the B-2A "Hawkeye". He became the Commanding Officer of VAW-113 at change of command ceremonies 18 February 1969 at NAS North Island.

Commander SHAW is married to the former Delilah ASHMORE of Tallahassee, Florida. They have three children: Robert, Joe, and Kimberly. They currently make their home in Imperial Beach, California.

(2) Biography of CDR Rodney V. HANSEN, Commanding Officer

Commander Rodney V. HANSEN, the son of Mrs. Flora HANSEN, was born on 31 May 1927 in Crofton, Nebraska. He enlisted in the Navy on 10 February 1945 as a Seaman. In early 1945 Commander HANSEN attended Radio Material School at the Naval Research Laboratory, Washington, D. C., and was subsequently ordered to submarine duty in the Pacific Theater where he served aboard the USS CHUB (SS-329) and USS BERGALL (SS-320). He then was ordered to the Naval Base at Golcuk, Turkey, as a technical advisor to the Turkish Navy as part of the Military Aid Program. His final duty station as an enlisted man was at the Bureau of Naval Personnel, where he was assigned as a technical writer in the Naval Training Publications Center from May 1951 to May 1953. Commander HANSEN was promoted to Petty Officer Third Class in 1945, Second Class in 1947, First Class in 1948, and Chief in 1951.

Commander HANSEN was commissioned an Ensign in the Regular Navy in June 1953 and was then ordered to flight training. His first squadron assignment was with VS-26 flying the Grumman TBF Avenger and the S2F Tracker. He subsequently served in VS-27 and VS-36, based at NAS Norfolk.

From January 1959 to December 1960, Commander HANSEN attended the Naval Postgraduate School, Monterey, California. From there he was ordered to VX-1 at Key West. He served as project officer for several evaluations including the S2D, SA16B/ASW and all ECM and MAD projects. During his final year at VX-1, Commander HANSEN was assigned the billet of editorial officer. He was ordered in February 1963 to the USS RANDOLPH where he served for two years as assistant navigator. During the next two years, he was part of the RANDOLPH's air group where he was assigned the billets of administrative officer and operations officer of VS-24.

In July of 1968, Commander HANSEN was ordered to the Naval War College,

Newport, Rhode Island, He graduated from the school of Naval Command and Staff in May 1969 and from there he was ordered to RVAW-110 for replacement pilot training in the E-2A. After completion of the training, he reported To VAW-113 as executive officer in February 1969.

Commander HANSEN graduated from the Crofton Public School, Crofton, Nebraska, and attended the University of Nebraska for one year prior to entering the Navy. He received the Bachelor of Science degree from the Naval Postgraduate school and the Master of Science degree from George Washington University.

Commander HANSEN is married to the former Ann CARVER of Vancouver, Washington. They have two children, Lisa and Carl, and reside in Imperial Beach, California.

b. Executive Officers

(1) Biography of CDR Eber C. MCGONAGILL, Executive Officer

CDR Eber C. MCGONAGILL began his naval career in July 1953 when he enlisted in the Naval Aviation Cadet Program. He commenced flight training in November 1953 and was commissioned and designated a naval aviator in May 1955.

His duties have included tours as Flight Instructor in the Advanced Training Command, NAS Kingsville; Landing Signal Officer with VS-21 and VS-41; Aircraft Handling Officer in USS Kearsarge; Operations Officer With VS-25; and Operations Officer with CVSQ-59.

CDR Eber C. MCGONAGILL is married to the former Miss Harriet RUSSELL of Jackson, Mississippi. They and their three children reside in Chula Vista, California.

(2) Biography of CDR Frank E. LUCKEN, Executive Officer

Commander Frank E. LUCKEN began his Naval Career in August 1953 as a Naval Aviation Cadet. In 1955, he received his commission and was designated a Naval Aviator. From 1955 to 1959, he was assigned duty with Air Anti-Submarine Squadron TWENTY-THREE, home ported at NAS North Island, and later at NAS Los Alamitos. During this tour he made two deployments to Westpac - one on the USS BOXER (CVS-21) and the other on the USS PRINCETON (CVS-37).

After a 10 month tour attending General Line School at Monterey, California, he was ordered to the Naval Air Basic Training Command as a Flight Instructor. During this tour he became a plank owner in VT-5, the Propeller Carrier Qualification Squadron. In 1961, he was awarded the Pensacola Lions Club "Instructor of the Year" award for VT-5. He attended the CIC and Air Intercept Controllers School at NATTC Glynco, Georgia and the NTDS Operators Course in San Diego before reporting aboard the USS ENTERPRISE in 1962. During his two year tour aboard ENTERPRISE working in CIC he made two Mediterranean deployments with 6th Fleet.

He was aboard when ENTERPRISE, LONG BEACH, and BAINBRIDGE, as Nuclear Task Force ONE, completed Operation SEA ORBIT. In 1964, he was assigned as the Aircraft Maintenance Officer of Air Anti-Submarine Squadron TWENTY-SIX. After a Mediterranean Cruise and two short Caribbean Cruises with CVSG-58 aboard USS RANDOLPH (CVS-15), he participated in the decommissioning of CVSG-58.

From 1966 through June 1968, he was assigned to the U. S. Naval Post Graduate School at Monterey, where he completed his college education and was awarded a Bachelor of Science Degree in Engineering Science.

Following this tour he was assigned to Carrier Airborne Early Warning Squadron ONE HUNDRED TWELVE and became Executive Officer on 6 August 1969. Due to the de-commissioning of Carrier Airborne Early Warning Squadron ONE HUNDRED TWELVE in May 1970, he was transferred to Carrier Airborne Early Warning Squadron ONE HUNDRED THIRTEEN, and assumed the duty of Executive Officer on 14 May 1970.

### 3. Command Composition

#### a. Aircraft

<u>BUNO</u>	<u>MODEX</u>
151708	010
151719	011
151720	012
151721	013

#### b. Aircraft Photograph (next page)

#### c. Manpower Complements

(1) Officers	<u>21</u>
(2) Enlisted	<u>118</u>
(3) Personnel in flight status	<u>29</u>

B. OPERATIONS NARRATIVE

8 July - 15 July embarked in USS CONSTELLATION (CVA-64) as a unit of Attack Carrier Air wing FOURTEEN to participate in Operation Beagle (Operational Readiness Exercise). During this exercise VAW-113 took part in the following special missions:

1. Airborne Early Warning/Bogey Detection
2. Intercept Control, including LINK 4A and computer assisted runs
3. Strike Control, manual and computer assisted
4. Middleman
5. Search and Rescue/Lost aircraft procedures

The squadron received an operational ability grade of 90.83 percent and a combat capability grade of 83.67.

11 August departed San Diego for an extended WESTPAC deployment under operational control of Seventh Fleet.

21 August arrived Pearl Harbor, Hawaii to commence Operational Readiness Inspection (ORI) administered by COMFAIRHAWAII.

22,23,24 August underwent Operational Readiness Inspection. The squadron received a grade of 85.4 and an overall bogey detection rate of 80 percent.

26 August departed Pearl Harbor, Hawaii for Cubi Point, Republic of the Philippines.

2 September OPCON SEVENTH FLEET

7 September - 11 September in-port Cubi Point.

12 September - 3 October conducted operations in Gulf of Tonkin type environment.

8 October - 16 October in-port Sasebo, Japan.

16 October - 24 October conducted Sea of Japan operations

26 October - 27 October in-port Sasebo, Japan.

1 November - 23 November Tonkin Gulf Operations.

25 November - 27 November in-port Cubi Point.

27 November - 29 November enroute Hong Kong.

30 November - 6 December in-port Hong Kong.

7 December - 22 December Tonkin Gulf Operations.

23 December - 30 December in-port Cubi Point. VAW-113 controlled an air-to-air missile shoot for CVW-14.

5 January - 2 February Tonkin Gulf Operations.

2 February - 9 February in-port Cubi Point.

9 February 1970 Change of Command, CDR R. V. HANSEN relieving CDR J. H. SHAW as Commanding Officer.

12 February - 1 March Tonkin Gulf Operations.

6 March - 16 March in-port Yokosuka, Japan.

19 March - 23 March conducted training operations in the Okinawa area.

26 March - 17 April Tonkin Gulf Operations. Participated in Ringmaster I Exercise. During this last line period of the cruise, VAW-113 compiled an unprecedented record of 99.3% full system coverage for combat support hours scheduled.

19 April - 25 April in-port Cubi Point.

25 April underway for San Diego, California

8 May completed cruise to Western Pacific. Upon arrival in San Diego, the squadron commenced a post deployment leave period with a corresponding stand down.

1. Operational statistics of 1969-1970 Cruise.

a. Flight Hours (scheduled/ flown) 1752.8/1931.0

b. Carrier Landings (day/night)	295/208
c. Sorties Assigned	457
d. Sorties Flown	510
e. AEW Coverage by Hours (scheduled/flown)	1578.7/1521.9

C. Special Topics

1. Operational Statistics: These statistics reflect the period 7 July 1969 - June 1970.

a. Flight Hours Day/Night	<u>1526.4/1001.2</u>
b. Combat Support Hours Day/Night	<u>904.7/8251</u>
c. Sorties Day/Night	<u>446 / 332</u>
d. Combat Support Sorties Day/Night	<u>213 / 239</u>
e. Arrested Landing Day/Night	<u>395 / 291</u>

2. Maintenance Statistics: These statistics are composite readiness percentage for the period July 1969 - June 1970.

a. Operationally Ready	<u>52.2%</u>
b. Not Operationally Ready	<u>47.8%</u>
c. Not Operationally Ready Supply	<u>17.0%</u>
d. Not Operationally Ready Maintenance	<u>30.8%</u>
e. Not Operationally Ready Scheduled Maint	<u>5.7%</u>
f. Not Operationally Ready Unscheduled Maint	<u>25.1%</u>

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

4. Personnel.

a. Reenlistment Rates for Fiscal Year 70

1. First Term	<u>4%</u>
2. Career	<u>17%</u>
3. Over-all	<u>22%</u>

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

(1) E-4 Exam	<u>75%</u>
(2) E-5 Exam	<u>40%</u>
(3) E-6 Exam	<u>15%</u>
(4) E-7 Exam	<u>0%</u>
(5) E-8 Exam	<u>40%</u>

5. Operational Doctrine and Tactics: The primary mission of the E2A/E2B is airborne early warning. It is an integral part of the tactical data system (TDS). By use of a high speed data link, in conjunction with naval shipboard and Marine TDS units, automatic exchange of target information is accomplished. In addition to the primary mission, a major emphasis is placed upon accomplishment of strike control, navigational assistance, flight following positive identification radar advisory zone (Piraz) assistance, secure middle man operation, and search and rescue.

#### 6. AEW

a. The E2 Hawkeye is an invaluable aid to the task force because of its unique capabilities. With its far ranging radar, it can detect air targets from the surface to over 100,000 feet, and is not adversely affected by severe weather conditions. The Hawkeye's airborne tactical data system aids the operator in identifying and tracking contacts, in addition to permitting rapid exchange of data with other fleet units.

b. Strike Control: When requested, E2 controllers vector aircraft to geographic points or target positions. Under this type of control, aircraft are given continuous range and bearing information to the desired point. Within 30 seconds until a "Mark on Top" is passed by the controllers or until a "Tally-110"

is received. Radar limitations limit accurate control, however the "Mark" will be within two miles of the point. During this type of control the controller immediately informs any aircraft which is not "held" on the E2 radar scope. In such a situation, controllers may estimate the target information the word "estimate" being given where the strike aircraft is not "held" on the scope.

c. Navigation Assistance: As in strike control operations, range and bearing information is given to aircraft to assist in their navigation. However, this information is usually given only when requested.

d. Flight Following: In poor visibility conditions flight following is given to aircraft on request. The E2 controller gives vector information, and in addition provides separation from other aircraft.

e. Piraz Check In/Out: After check in with the ship's "strike" all aircraft, except Barcap, contact the E2 on strike frequency, passing event and side number(s), after acknowledgement from the E2, 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, the aircraft advise the E2 of the frequency. When the assigned mission is completed, the aircraft contact the E2 and call "Feet Wet" or returning to base. Aircraft are then cleared with the Piraz and again return to strike frequency.

f. Secure Middleman: By use of crypto secure radios and relay circuitry, the E2 can become an airborne relay station for UHF radio traffic. Due to the high altitude of the E2 station, the "Line of Sight" distance, and thus the effective range of the UHF radio, is significantly increased. Standard operating procedure in the Tonkin Gulf is for the U. S. Air Force LUZON aircraft to provide middleman services during daylight hours, and for nighttime coverage to be provided by the E2.

g. Search and Rescue: The E2 is an ideal platform from which to conduct SAR operations. With its high altitude station, complement of four UHF and 2 HF radios, its long range communication, and its excellent tactical picture, the Hawkeye is capable of coordinating the efforts of the many units which become involved in SAR situations. On many occasions the E2 is the first to discover a possible SAR, either by radio traffic or IFF "Squawk", and can begin rallying assets even before the possible SAR becomes an actual down aircraft.

6. Awards and Commendations Received

- a. VAW-113 aircrews earned a total of 51 Strike Flight Medals.
- b. VAW-113 Was awarded the CNO Safety Award for exceptional safety record in spite of arduous operating conditions.
- c. The following sustained performance awards were received;
  - (1) 3 Navy Commendations Medals
  - (2) 5 Navy Achievement Medals
  - (3) 7 Vietnamese Air Gallantry Medals
- d. VAW-113 as a unit of CVW-14 was also awarded:
  - (1) Armed Forces Expeditionary Medal for Korea