

CARRIER AIRBORNE EARLY WARNING SQUADRON 113
FPO SAN FRANCISCO 96601

1971
"A"

FF12/VAW-113
ADMIN:HJL:jet
5750
Ser 02

Reg. No. 868532

10 APR 1972

[REDACTED] Unclassified upon removal of enclosure (1)

From: Commanding Officer, Carrier Airborne Early Warning Squadron
ONE HUNDRED THIRTEEN (VAW-113)

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

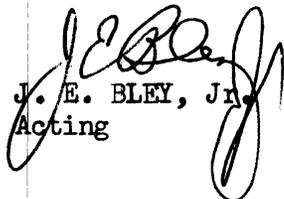
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Subj: Command History for calendar year 1971

Ref: (a) OPNAVINST 5750.12B

Encl: (1) VAW-113 Command History Calendar Year 1971

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


J. E. BLEY, Jr.
Acting

Copy to:
Director of Naval History (OP-09B9)
COMFAIRSDIEGO
CCAENW-11

Group-4
Downgraded at 3 year intervals
Declassified after 12 years

[REDACTED]

1. Summary of Operations

January 1971 to December 1971 Chronological Events of VAW-113

- 1 JAN Project operational evaluation test 63, a Link 4A study, was conducted with VX-4 in the Pacific Missile Range. Participated in ASW operations off the coast of the State of Washington by providing services to Carrier Anti-Submarine Group 53. Provided IFF, ECM, and radio checks for nuclear submarines just out of the yards. Detected the submarines on radar at distances in excess of 100 miles with only the snorkle and antennae or sail above water level.
- 1 FEB Detachment Alpha departed North Island with aircraft NK-012 for Norfolk, Va. to embark in USS ENTERPRISE (CVAN-65) for her transit to the West Coast.
- 12 FEB Detachment Alpha crossed the equator at 37° 53' W. Detachment personnel were initiated into the Mystic Order of the Deep.
- 15-21 FEB Detachment Alpha in port Rio de Janeiro, Brazil.
- 15 FEB Parent command at NAS North Island prepared for the USS MIDWAY (CVA-41) carrier qualification period.
- 7 MAR Detachment Alpha returned to NAS North Island.
- 8 MAR Completed 50 training flights for RVAW-110 as the squadron share of "Project Zero Backlog." This project speeded training for a group of replacement pilots and naval flight officers waiting to be trained by the RAG.
- 18-19 APR Carrier qualifications aboard USS ENTERPRISE (CVAN-65). All pilots were day qualified and all but two were night qualified.
- 24 APR Embarked in USS ENTERPRISE at NAS Alameda.
- 26 APR-6 MAY Conducted Competitive Training Unit Exercise with Air Wing 14.
- 14-19 MAY Completed Operational Readiness Inspection.
- 20 MAY Returned to NAS North Island for final preparations prior to deployment.
- 7 JUN Embarked in USS ENTERPRISE (CVAN-65).
- 10 JUN Departed CONUS aboard USS ENTERPRISE as a unit of Attack Carrier Air Wing FOURTEEN
- 21 JUN Arrived at Pearl Harbor, Hawaii.

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- 22-23 JUN The Operational Readiness Evaluation was conducted in the Hawaiian operating area. The squadron demonstrated the value of the E-2B weapons system.
- 24-25 JUN In-port Pearl Harbor, Hawaii.
- 26 JUN Departed Pearl Harbor, Hawaii for Cubi Point, Republic of the Philippines. Provided dawn-to-dusk AEW coverage for the task force.
- 29 JUN Crossed the International Date Line
- 8-11 JUL In-port Cubi Point, Republic of the Philippines
- 12-31 JUL Conducted special operations off the coast of Vietnam. An unprecedented AEW record for a first operational period was established. Statistics are located in Documentary Annex (a).
- 2-13 AUG In-port Cubi Point, Republic of the Philippines
- 14 AUG-
4 SEP Conducted special operations off the coast of Vietnam. The squadron AEW averages improved.
- 6-10 SEP In-port Cubi Point, Republic of the Philippines.
- 10 SEP Departed Cubi Point for the Republic of Singapore
- 14-19 SEP In-port, Republic of Singapore
- 21 SEP Transited the Strait of Malacca into the Indian Ocean
- 22 SEP Crossed the equator at 94° W.
- 25 SEP Crossed the equator again at 108° W. Squadron members were initiated into the Mystic Order of the Deep.
- 2-8 OCT In-port Cubi Point, Republic of the Philippines.
- 11-OCT-
2 NOV Conducted special operations off the coast of Vietnam. Flight operations were severely curtailed by propeller problems which grounded all E-2/C-2 aircraft until the propellers were inspected and replaced.
- 23 OCT NK-011 departed for Nagoya, Japan for the Japanese International Aerospace Show.
- 24 OCT Commander Jack L. BLACKWELL relieved Commander Frank E. LUCKEN as Commanding Officer

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- 6-15 NOV In-port, Republic of Singapore
- 16 NOV Departed the Republic of Singapore for Yankee Station.
- 19 NOV- Conducted special operations off the coast of Vietnam.
8 DEC
- 8 DEC Departed the Vietnam Combat Zone. USS ENTERPRISE was ordered to standby in the vicinity of Singapore to await further orders.
- 14 DEC Transited the Strait of Malacca enroute to the Indian Ocean.
- 16 DEC Conducted training operations in the Bay of Bengal
- 18-31 DEC Conducted Indian Ocean **training** operations. The squadron coordinated all surface search aircraft and provided a complete air and surface contact picture for TF 74 within a 200 mile radius of task force center.

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COMMANDER JACK L. BLACKWELL, JR.

Commander Jack L. BLACKWELL was born in Vicksburg, Mississippi on July 25, 1933, son of Mr. and Mrs. J. L. BLACKWELL.

Entering the Navy in December 1953 as a Naval Aviation Cadet, he received his commission as an Ensign in January 1955 and was designated a Naval Aviator in July 1955 at NAS Corpus Christi, Texas.

Tours of duty with the fleet include Helicopter Utility Squadron ONE, Patrol Squadron TWENTY-TWO, Assistant CIC Officer aboard the aircraft carrier USS ENTERPRISE and Operations Officer of Carrier Airborne Early Warning Squadron ELEVEN Detachment DELTA. Designated Assistant Officer-in-Charge, Carrier Airborne Early Warning Squadron ELEVEN Detachment FOXTROT in December 1966, Commander BLACKWELL was assigned as Executive Officer of Carrier Airborne Early Warning Squadron ONE HUNDRED THIRTEEN in April 1967 at the time of the Squadron's commissioning.

He has served ashore at the Naval Aviation Technical Training Center at Glynco, Georgia and as a flight instructor at Training Squadron ONE, NAS Saufley, Pensacola, Florida. Upon completion of Commander BLACKWELL's tour with VAW-113 in USS CONSTELLATION (CVA-64), he was assigned as Executive Officer of Carrier Airborne Early Warning Training Squadron ONE HUNDRED TEN (RVAW-110), NAS North Island, San Diego, California..

On 24 October 1971, Commander BLACKWELL took command of the VAW-113 Black Eagles while deployed in the Vietnam combat zone.

Commander BLACKWELL's decorations include the Air Medal with two gold stars for subsequent awards and the Numeral "8", the Navy Commendation Medal, Navy Unit Commendation, China Service Medal, National Defense Service Medal with two bronze stars. Decorations from the Republic of Vietnam include the Air Gallantry Medal, Armed Forces Meritorious Unit Citation, and Vietnam Campaign Medal.

He is married to the former Elaine Eble of Cleveland, Ohio. They have three children: DeAnn, Susan, and Dana. Commander BLACKWELL and his family reside in Coronado, California.

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COMMANDER FRANK E. LUCKEN

Commander Frank E. LUCKEN, the son of Mr. and Mrs. J. Henry LUCKEN, was born September 17, 1932, on a farm near the town of Akron, Iowa. He graduated from the Akron Public High School in 1950 and completed a two year curriculum in Farm Operations at Iowa State College, Ames, Iowa.

Commander 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 Antisubmarine Squadron TWENTY-THREE, home ported at NAS North Island, and later at NAS Los Alamitos. During this tour he made two deployments to WESTPAC on the USS BOXER (CVS-21) and 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 his 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 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, Commander LUCKEN was assigned to the U. S. Naval Postgraduate 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. Subsequent to the standdown of Carrier Airborne Early Warning Squadron ONE HUNDRED TWELVE, he became Executive Officer of Carrier Airborne Early Warning Squadron ONE HUNDRED THIRTEEN. On 14 December 1970, Commander LUCKEN assumed Command of the Black Eagles. During his tour with VAW-113 the squadron was awarded the 1970 CNO Aviation Safety Award for VAW/VS/VR/VRC squadrons, and the 1971 COMNAVAIRPAC Battle Efficiency Pennant for Pacific Coast VAW squadrons. In addition, Commander Fleet Air San Diego nominated the squadron for the Arleigh Burke Award in 1970 and 1971 and as the VAW candidate for the 1971 CNO Safety Award.

Commander LUCKEN is a native of Akron, Iowa, and is married to the former Joyce Markus, also of Akron. They presently reside in Coronado, California with their two children, Karen and William.

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2. b. SPECIAL TOPICS DISCUSSION: Operations, Maintenance, Personnel, Safety, Notable Firsts/Awards

(1) OPERATIONS

During 1971, VAW-113 reached the pinnacle of the VAW community. The squadron initiated and participated in a number of firsts for the E-2B and its success was noted by the nomination and reception of many awards and congratulatory messages.

Midway through our turnaround period, Commander Carrier Airborne Early Warning Wing ELEVEN tasked us with providing the E-2B training squadron with pilots and aircraft for the completion of fifty training syllabus flights. At the same time we sent one aircraft with USS ENTERPRISE on its cruise from Norfolk, Virginia around Cape Horn to Alameda, California. In spite of providing AEW for ENTERPRISE's transit and training flights for the RAG, the squadron left on its fourth WESTPAC deployment 98% trained in accordance with COMNAVAIRPAC guidelines.

On the transit from Hawaii to the Republic of the Philippines the Hawkeyes of VAW-113 flew from sunrise to sunset. This was the first time that E-2B's have provided their carrier with extended early warning coverage on a transit of such length. In the middle of the deployment COMNAVAIRPAC tasked us to provide one of our aircraft for the Japanese International Aerospace Show. The Hawkeye with the rotodome on the top was quite an attraction.

Near the end of the cruise we were fortunate in being able to participate in extended Indian Ocean training operations. The unique combination of surface surveillance and airborne early warning proved a real challenge to our aircrews and precipitated the development of new tactics and equipment utilization.

One controller was kept busy searching for airborne contacts while the other concentrated on identifying surface contacts within approximately 125,000 square miles. Close coordination with airwing aircraft, particularly the RA-5C, enabled the E-2 to vector photo-capable aircraft to unidentified contacts within the surveillance area assigned by the officer in tactical command. Each on-station crew thoroughly briefed the on-coming crew, utilizing Link 11, to maintain the continuity of the operation. This air-to-air brief saved much time that otherwise would have been wasted in reidentifying old contacts.

After nineteen days on Yankee Station, the Indian Ocean training operations extended the at sea period to fifty-three days.

(2) MAINTENANCE

Maintenance is completely covered in the periodic operating reports which are located in the documentary annex.

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(3) PERSONNEL

1st Quarter - The first quarter of 1971 began another extremely successful year for the Black Eagles. AMH3 Jesse C. HILL was selected as the Man of the Quarter. LTJG James F. WEBBER was recognized as a "Distinguished Naval Graduate" of flight school. AMH2 Gary J. HEIFORT was awarded the Good Conduct Medal on 15 March. ATC Billy J. BERRY transferred to the Fleet Reserve and was piped over the side by his fellow chief petty officers. Four Black Eagles reenlisted on board: ATR3 Michael J. IMPSON on 29 January, AEL Clifford WINFREY on 2 March, ATCS Billy E. WATSON on 3 March, and PNL George E. BOWER on 19 March. Twenty-nine officers and men formed Detachment Alpha which accompanied USS ENTERPRISE around South America. While making the trip they were initiated into the "Solemn Mysteries of the Deep" as they crossed the equator, and henceforth shall be known as Shellbacks.

2nd Quarter - Three Good Conduct Medals were awarded: ADJ1 David L. STOCKMAN on 25 April, ATC Harry A. BRITT on 1 June, and ADJ1 Martin W. LOWERY on 26 June. LT William T. T. HOOD, Jr. was presented the Navy Commendation Medal for his meritorious performance of duty at the Naval Safety Center. AEC Richard J. SMITH and HML Dennis F. BARNES were transferred to the Fleet Reserve on 14 May and 29 June respectively. Reenlistments continued this quarter when SD2 Mariano C. NARCISCO shipped over on 25 May, AT2 Stephen E. FORSTER on 2 June and ATC Harry A. BRITT on 29 June. Mr. Philip Hunter of Litton Industries joined the Black Eagles to aid in the maintenance of the complex avionics package during our deployment. ADJ3 David M. SHELDON was selected VAW-113 Man of the Quarter for this three month period.

3rd Quarter - During the 3rd quarter, LT Robert B. CAMPBELL was awarded the Presidential Unit Citation for service with the Rung Sat Patrol Group as a member of VAL-4. AMEC John H. PRESLEY reenlisted on board on 22 August. ADJ1 Martin W. LOWERY was selected Man of the Quarter and was later nominated for the Naval Air Forces Pacific Sailor of the Year.

4th Quarter - During the 4th quarter, AT3 Joseph L. MYERS reenlisted on 8 October. AMCS John SCHILPP transferred to the Fleet Reserve on 7 November. The helm of the Black Eagles was shifted from CDR Frank E. LUCKEN to CDR Jack L. BLACKWELL on 24 October at an informal ceremony on Yankee Station. Skipper BLACKWELL, a "plank owner" in VAW-113 directed the squadron through the remainder of the year. CDR John E. BLEY, Jr. reported aboard in the Indian Ocean as Executive Officer and is scheduled to be the first Naval Flight Officer to command VAW-113. AT2 Paul M. THOMAS was selected Man of the Quarter.

Legal. The squadron had no chronic legal matters during the year, but the legal officer did process four instances of non-judicial punishment ashore and two while deployed. Personal matters were the biggest area of involvement for the legal officer, with activity

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centering around indebtedness, items covered by the Soldier's and Sailor's Civil Relief Act, and marital problems.

The legal officer also assisted in processing the first request by a squadron member for separation as a conscientious objector. After the required processing was completed, the request was forwarded to the Bureau of Personnel who ultimately approved the request and ordered the discharge.

(4) SQUADRON SAFETY HISTORY

In 1970 this command was awarded the CNO Safety Award for excellence in all-around safety performance. This was followed by its nomination again in 1971 as the Airborne Early Warning Wing ELEVEN nominee for the same award. During the period from May 1970 to December 1971, VAW-113 added to its total of successive accident free months, ending the period with 34 months. The level of professionalism, both in flight and ground operation, is reflected in the 2923.5 hours of accident free flying which was flown during this period. In addition, 690 carrier arrested landings were completed on four carriers during the training and operational cycles which were involved. This was accomplished with out a single aircraft accident or major personnel injury. The professional attitude of both flight crews and maintenance personnel has led to an effective VAW-113 Safety Team and an excellent record in the field of Aviation Safety.

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(5) NOTABLE FIRSTS AND AWARDS

The squadron's year long efforts were rewarded with the Wing Commander's nomination of VAW-113 for the CNO Safety Award and the Arleigh Burke Award. The community's highest mark of recognition, the Battle Efficiency "E", was presented to the squadron during mid-cruise. The success of the Black Eagles in the latter half of 1971 points to the retention of the "E".

Several individuals were awarded medals for their outstanding personal efforts during the calendar year. Air Medals were presented to CDR Eber C. MCGONAGILL, LCDR James R. BOCKLER, LCDR James R. SHAPARD, LT John C. CARLTON, AT1 George DOVINSKY, AEL Clifford WINFREY, AT2 Patrick D. JOHNSON, and AT3 Darrell L. MCINTOSH.

Vietnamese Air Gallantry Medals were presented to LCDR James R. SHAPARD, LCDR James M. BOCKLER, and AT1 George DOVINSKY. Navy Commendation Medals were earned by LT William T. T. HOOD, Jr., and CWO-2 Jack E. WILSON. Navy Achievement Medals were earned by ATC Harry A. BRITT, AEC Robert S. SMITH, AMS1 William S. PARTRIDGE, ADJ3 Daniel A. DVOJACK, and YN3 Ian M. DEBONO. Several notable firsts were recorded by VAW-113 during the year. CDR Frank E. LUCKEN, the Commanding Officer, was the first man to qualify as a centurion aboard USS ENTERPRISE for the 1971-1972 deployment. He came aboard on number 100 on 16 June 1971. LT Robert B. CAMPBELL was the first Naval Aviator to day carrier qualify in the E-2B Hawkeye south of the equator, on 13 February 1971. On the transit from Hawaii to the Republic of the Philippines, 26 June to 7 July, the VAW-113 Black Eagles flew from sunrise to sunset. This was the first time that E-2B Hawkeyes have provided their carrier with extended early warning coverage on such a transit. LT William T. T. HOOD, Jr. and his crew, LT John H. DEVINE, LCDR Harold V. MARTIN, LTJG Michael L. THURLOW, and AT3 Darrell L. MCINTOSH flew an E-2B across the International Date Line. They departed USS ENTERPRISE on June 28, 1971 and returned aboard June 30, 1971 after a flight of 4.7 hours.

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