



CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED THIRTEEN
FPO SAN FRANCISCO, CA. 96601

1973
VAW-113
B

FF12/VAW-113
ADMIN:DRF:jsn
05750
Ser 079
1 March 1974

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~~CONFIDENTIAL~~ {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 1973

Ref: {a} OPNAVINST 5750.12B

Encl: {1} VAW-113 Command History for Calendar Year 1973

1. In accordance with reference {a}, enclosure {1}
is hereby submitted.

J. R. O'Kelly
J. R. O'KELLY

Copy to:
Director of Naval History {OP-09B9}
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CINCPACFLT

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CARAEWRON 113

COMMAND HISTORY FOR
CALENDAR YEAR 1973

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Basic Mission Profile

The mission of VAW-113 is airborne early warning accomplished by the E-2B "Hawkeye". The powerful radar, automatic detection and tracking system and automatic data link reporting system make the twin engine turbo-prop E-2B the most sophisticated carrier based aircraft in the U. S. Navy.

During flight operations the Black Eagles are normally launched ahead of the other aircraft and assume a position above the task force. From that vantage point the crew of the E-2 maintains the best radar picture available and excellent radio communications with the ship, shore and other units.

During the course of a flight the CICO {Combat Information Center Officer} assigns duties to his crew. The primary duty of the CICO is to direct, control and monitor the operations of the ATDS {Air Tactical Data System}. The CICO is assigned the responsibility for the successful accomplishment of the mission.

The ACO {Air Control Officer} may be assigned various tasks, but primarily performs air control which often includes intercept control. As the intercept controller, he vectors fighter aircraft into position to intercept and, if need be, to attack enemy aircraft. The ACO may also act as a strike controller where attack bombers are flight followed and vectored to and from a given target.

The Flight Technician is responsible for monitoring the operation of the equipment in the aircraft. Many times during a flight he is called upon to repair, adjust or up-date one of the complex components. His knowledge of the various systems keeps the overall operation of the E-2 at its peak performance.

The versatility of the E-2B can be shown by the number of different tasks it can be assigned. In addition to the primary task of airborne early warning and intercept control, the E-2B can also be called upon to provide radio relay, search and rescue coordination, missile shoot control, surface surveillance and airborne-controlled approaches to the carrier in the event of failure of the carrier's radar system. This diversity makes the E-2B an extremely valuable tool in the airwing-ship team.

Basic History to Date

Carrier Airborne Early Warning Squadron ONE HUNDRED THIRTEEN had its early beginnings as research and development project "Cadillac" at Massachusetts Institute of Technology at the end of World War II. The Navy continued this work in early 1948 by forming an airborne early warning department in one of the electronic training units at San Diego. Later that year, the department was commissioned as VAW-11. One month later, the name was changed to Composite Squadron ELEVEN (VC-11).

VC-11 continued work in developing the AEW concept and in 1950 deployed detachments which provided both antisubmarine (ASW) and airborne early warning protection throughout the Korean Conflict.

In July 1956, VC-11 became Airborne Early Warning Squadron ELEVEN (VAW-11). Its mission was clearly outlined "to provide all-weather airborne early warning services to fleet forces and shore warning nets".

During its history, VC-11/VAW-11 witnessed the passing of land and carrier based bombers as primary aircraft for the AEW mission. These aircraft were replaced by the E-1B "Tracer" and the E-2B "Hawkeye". On 20 April 1967, VAW-11 split into seven individual squadrons. Detachment Foxtrot became Carrier Airborne Early Warning Squadron ONE HUNDRED THIRTEEN, with Commander John R. ECKSTEIN as Commanding Officer. On 29 April 1967, VAW-113 deployed to WESTPAC for the first time aboard USS CONSTELLATION as a member of Attack Carrier Air Wing FOURTEEN. A year later on 7 February 1968, command was passed to Commander William DEHART. Commander John H. SHAW assumed command in ceremonies at NAS North Island on 18 February 1969. And on 9 February 1970, in ceremonies at Cubi Point, Republic of the Philippines, Commander Rodney V. HANSEN received command. On 14 December 1970, Commander Frank E. LUCKEN took command of the "Black Eagles", as they were now called, at NAS North Island. Midway through the squadron's fourth deployment, Commander Jack L. BLACKWELL assumed command on 24 October 1971. On 1 September 1972, Commander John E. BLEY, Jr. took command of VAW-113, then passed that command on to Commander James R. O'KELLY, on 27 September 1973. Under his command, the Black Eagles are preparing for their sixth deployment in support of operations in the Western Pacific.

Basic Mission Profile {cont'd}

All members of the crew monitor the many radios and each takes the responsibility for specific radio traffic or circuits. While all of this is being accomplished, the CICO studies the overall radar picture and reports any new contacts, i.e., airborne early warning. Maximum crew coordination within the Hawkeye enables the Black Eagles to operate efficiently and expeditiously while they are watching the fleet and controlling other aircraft.

The Black Eagle squadron itself is composed of approximately 20 officers who comprise the force of pilots and NFO's, and about 125 enlisted personnel, 7 of which fill the Flight Technician requirement.

PERSONNEL

The first three months of 1973 were very successful from the standpoint of reenlistments. A total of seven were recorded as follows: 2 Jan, ATC T.O. STEVENSON; 14 Jan, ADJ1 M.W. LOWERY and AMS1 H.R. REED; 31 Jan, AT3 D.E. ZELTWANGER; 21 Feb, ADJ2 M.B. HOLLINGER and AZ2 G. TALLEY; and 30 Mar, AMEC J.W. HUGHES. AMH2 Thomas DIETZ was selected as Man of the Quarter.

The second quarter of 1973 saw a slowdown in turnovers. No reenlistments or retirements were recorded. AE2 Donald DOLMAGE was selected as Man of the Quarter. LTJG J. CARLSON was officially recognized as augmented on 4 Apr and LT R.J. LECLAIRE on 13 Apr.

Third quarter reenlistments included: 7 Jul, ATC R.L. CAUDLE; 23 Jul, AMCS J.H. PRESLEY; and 25 Sep, AE2 R.E. DAILY. AN Ernest L. COLLIER was selected as Man of the Quarter. On 17 Aug an Awards Presentation Ceremony was held with the distribution of awards as follows:

BRONZE STAR

CDR J.E. BLEY, Jr.

STRIKE/FLIGHT AIR MEDALS

CDR J.E. BLEY, Jr.	1st and 2nd Award
CDR J.R. O'KELLY	1st and 2nd Award
LCDR J.A. COFFEY	5th and 6th Award
LCDR R.A. YOUNG	5th and 6th Award
LCDR W.T.T. HOOD, Jr.	3rd Award
LT T.E. HART	3rd and 4th Award
LT P.R. MCNAUGHTON	3rd and 4th Award
LT M.L. BURRY	1st Award
LT J.F. WEBBER	3rd and 4th Award
LT P.M. KRUGER	4th, 5th, 6th and 7th Award
LT J.M. GUNDERSON	3rd Award
LTJG J.R. CARLSON	2nd and 3rd Award
LTJG R.L. FRAZEE	1st and 2nd Award
LTJG E.F. CAFFREY	1st and 2nd Award
LTJG D.A. ERSEK	1st and 2nd Award
ATC R.L. CAUDLE	6th Award
ATC T.O. STEVENSON	1st and 2nd Award
AT1 C.D. LEE	1st and 2nd Award
AT2 R. MORAIS	1st and 2nd Award
AT2 R.A. COOK	1st and 2nd Award

NAVY COMMENDATION MEDAL

WO1 T.J. MCGUIRE
ADJC J.C. MOORE
ADJ1 D.W. NICHOLS

Summary of Operations {cont'd}

7 May Enroute

8 May Blue Sky operation conducted with the Chinese Nationalist Air Force. The E-2's were tasked with obtaining TADIZ clearances and monitoring inbound strikes on selected defense points.

9 - 10 May Enroute Cubi

11 - 19 May Inport Cubi

20 May Enroute Yankee Station

21 - 26 May Yankee Station Operations.

27 May Enroute Cubi

28 - 31 May Inport Cubi

1 - 12 Jun Transpac to NAS Alameda, California {7 Jun, inport Hawaii}

12 Jun Welcome Home, Hangar 311, NAS North Island, California.

13 - 14 Jun Unload, unpack at hangar

14 Jun -
15 Jul Cold Iron Standdown - maximum number of personnel allowed to go on leave.

15 - 22 Jul Back in the Saddle Program.

23 Jul -
31 Dec Post deployment training period in preparation for next cruise. See Operations comments under Special Topics concerning special training plans and programs.

PERSONNEL {cont'd}

SEVENTHFLT LETTER OF COMMENDATION

AMSC H.I. MARSHBURN
PN1 ARELLANO
ADJ3 GRANGER

NAVY ACHIEVEMENT MEDAL

AVCM B.R. WISE
ADJC D.L. STOCKMAN
AEC L. WILSON
AEL N. TERRY
AT1 J.E. CONRAD
ADR2 KIZER
AT2M.M. FILIP
AN J.L. CORTEZ

COMMANDING OFFICER USS ENTERPRISE
LETTER OF COMMENDATION

AEL D.R. FIGY
PR2 R.D. ONDO

YN3 John S. STEFFY was selected as fourth quarter Man of the Quarter and three reenlistments were recorded. They were: 13 Dec, ADJC D.L. STOCKMAN; 20 Dec, AMH2 M.L. DAVIS; and 25 Dec, ADR2 W.J. KIZER. LTJG D.A. ERSEK was officially augmented on 24 Oct.

Enlisted reenlistment rates of the year were 21% for first term and 100% for career.

LEGAL

The squadron Legal Officer was kept busy during 1973 processing violations of the UCMJ for NJP and by the implemtation of plans and programs designed to aid squadron personnel.

Approximately eighteen cases of NJP were processed for violations covering UA, possession of marijuana, assault, insubordination, failure to obey lawful orders, drunk on duty, deriliction of duty, and sleeping on watch. One court-martial was convened on a contested charge of assault. At year's end, another court-martial was being convened on an uncontested charge of larceny.

In all cases the command made a concerted effort to quickly process all NJP's and courts-martial while at the same time insuring that the rights of the accused were not violated.

In other areas the Legal Officer engaged in an active program of advice and counsel for all squadron personnel with regards to personal and legal affairs. Legal affairs information included advice and counsel on wills, indebtedness, civil actions, divorce, etc.

The squadnon also maintained a viable program, through legal, of quality control with regards to personnel. Those who failed to measure up to the Navy's and the squadron's standards of conduct and discipline and performance of their duties were processed for administrative discharges. Three such discharges were completed during the year.

EDUCATIONAL SERVICES

Educational benefits and programs were an area of extreme emphasis during the past year. The educational services department actively solicited and received applications for NESEP, ADCOP, WARRANT OFFICER PROGRAM, NROTC, and AOCs.

In the NESEP area, the squadron processed three applications for the program, one of whom was turned down for medical reasons. Of the remaining two applicants, one was provisionally selected for the 1974 class.

Three applications for ADCOP and two applications for the WARRANT OFFICER PROGRAM were processed in 1973. They await action of the respective selection boards.

One successful application was submitted for the AOC Program.

Four basic battery retakes were arranged for squadron personnel in order to qualify them for programs, schools, and rate conversions.

The tuition aid program was utilized by one man, and prior to its disestablishment, eight men were enrolled in USAFI.

The pre-discharge education program was one of the favorite vehicles of squadron personnel for furthering their education. An average of seven squadron personnel were participating in the program at any given time and two squadron members received their high school diploma. Several foreign born members enrolled in a conversational English course.

A vigorous program was also maintained to encourage personnel to participate in rating advancement examinations with a view toward the betterment of the individual and the squadron.

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FPO SAN FRANCISCO 96601

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FF12/VAW-113
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Ser 01
15 January 1973

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

To: Commander Fleet Air San Diego

Subj: Periodic Operating Report

Ref: {a} CCAEWW-11 INST 3480-1B

Encl: {1} Periodic Operating Report from 10 DEC 72 - 14 JAN 73

1. In accordance with reference {a}, enclosure {1} is submitted.

J. E. BLEY, Jr.

Copy to:

CNO {OP-353}

CNO {OP-50662}

NAVAIRSYSCOM {PMA-231}

COMNAVAIRPAC {Code 728}

CCAEEWW-12

NATTC Glynco {ATDS Course Officer} {2}

FCPCP San Diego {Code 08} {2}

NMC Point Mugu {Code 5215}

RVAW-110 {2}

VAW-111

VAW-114

VAW-115

VAW-116

Authenticated:

W. T. T. HOOD, Jr., LCDR, USN
Administrative Officer

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SCHEDULE

10 DECEMBER IN ROUTE TO HONG KONG
11-17 DECEMBER IN PORT HONG KONG
18 DEC - 14 JAN 73 SPECOPS YANKEE STATION

1. General.

a. {C} After a well deserved rest in Hong Kong ENTERPRISE proceeded to the GOT as the most extensive air effort of the Vietnam War commenced. The squadron was tasked with many additional duties to coordinate the support efforts for B-52 raids in addition to numerous Alfa strikes by our own Air Wing. The increased tempo required longer flying days and an additional effort from all concerned. This effort has been commented on by SECNAV, CINCPACFLT, COMSEVENTHFLT, and CTF 77 in the form of congratulatory messages. We are now looking forward to a slightly relaxed pace for our Cubi in-port period.

2. Operations.

a. {C} This period saw the heaviest operational commitments of the cruise. CVW-14 was tasked with support for Linebacker II operations from 18-30 December. Flying hours extended from the norm of 12 hours to 14 hours at times to cover special arc-light sorties. Scheduling was uncertain and subject to change at a moments notice usually due to weather. Alfa strikes were flown twice a day if weather permitted. Air Wing aircraft relied heavily on the air control, flight following and communications assistance provided by the Black Eagles. If ever the E-2 proved its value, it happened during Linebacker II.

b. {C} Statistics.

Line period 18 DEC 72 - 13 Jan 73

Sorties Scheduled 91 Sorties Flown 84

Hours Scheduled 269.5

Hours on Station 264.1

Hours AEW Coverage 264.1

Hours Link 11 Coverage 243.7

Hours Full System Coverage 243.7 90.4%

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3. Safety.

a. {U} At 0355 on 7 DEC, NK 012, returning from a routine mission, touched down on centerline with a slight left to right drift. It was a fair pass, but the skipped No. 4 wire and the aircraft boltered. As the aircraft left the deck, the starboard wing struck the folded wing of an A-7E parked just outside the foul line at the intersection of the angle and axial deck. The crew was not aware of impact with the A-7 until notified by the tower; no control problems were encountered. An inflight inspection was made by an A-6 and an uneventful arrested landing was made. Damage to the E-2 was minor; the starboard wingtip was destroyed and the leading edge crushed approximately 6 inches inboard from the tip. Damage to the A-7 was substantial due to a wing panel change. The E-2 was cleared for a flight to Cubi for repair. A familiar story; the E-2 wingspan leaves little room for lineup error during any part of a carrier landing.

4. Maintenance.

a. {U} General. As the line period began it was determined by FAWPRAA, Cubi, that they would be unable to repair the wingtip damage described in the safety section of this report. The job was passed to Tainan AB on Taiwan and a crew was dispatched to Cubi to fly the aircraft to Taiwan. With NK 012 undergoing depot level repairs and NK 011 hard down for parts, Black Eagle maintenance was forced to support nearly the entire line period's flight operations with only two aircraft. With a heavy schedule and the loss of flexibility entailed by the two aircraft limitation, Black Eagle maintenance personnel surpassed their previous levels of providing exceptional aircraft availability and full systems coverage. Props continue to be a problem area. The coming inport period will see three prop changes; two props having reached extended IMOT and one crunched during a previous line period. Additionally, three more changes are just over the horizon as more props reach IMOT.

b. Power Plants. The port engine of NK 013 began experiencing the symptoms of long starts with low TIT and routine troubleshooting did not isolate the problem. Tailpipe torching was observed on a subsequent launch when the engine was at full power on the catapult. It was discovered that two thermocouples were badly burned and several first stage turbine stator blades were cracked and warped. The engine was changed and the squadron is awaiting results of a requested engineering investigation.

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c. {C} Airframes. NK 012 returned from repair on Taiwan, was equipped with a vapor cycle, made 2 "ALPHA" flights, and went hard down. It is currently awaiting induction into FAUPRAA NAS Cubi PT for fuel leakage from the wing center section in the forward equipment compartment. Fuel has continued to seep from this area in spite of persistent attempts to seal the leak with Dow-Corning caulking compound. Extensive deterioration of the inner top-coat seal is suspected. This does not appear to be related to the damage done in the accident. The squadron has experienced a number of nearly identical hydraulic line failures, two this line period for a total of six during the cruise. The line which has been failing is the flexible pressure line {P/N123H10294-53} between the combined system pressure pump in the nacelle and the quick disconnect fitting. Nearly all the failures have been on different engines of different aircraft, seemingly precluding a single external cause. DIR results are awaited.

d. {C} Aviators Equipment. The squadron also wxperienced another instance of catastrophic vapor cycle compressor failure, fortunately while the aircraft was on the deck. The compressor motor in question had a TSN of 368 hours against an MOT of 500. Unfortunately, no long-term solution to this critical deficiency is in sight. After much close liason with Supply and considerable message traffic, three new RFI hydraulic compressor motors were received early in the period. One of these had a pin point leak in the housing {a BCM item} and a second is presently in AIMD awaiting a motor control assembly. As a result, we currently have two RFI packages {one of which has 525 hours total time against a 550 hour maximum}. The ship has four compressor motors on order.

e. {C} Avionics. Unfortunately, not all the parts for the NAVAIRSYSCOM prototype IFF sidelobe suppression network have been received. Results will be published as soon as the prototype can be installed and tested.

f. {C} Material. The ENTERPRISE Supply Department has continued to respond well to our needs during the reporting period. The NORS listing has grown longer as the cruise progresses, however, and the "hangar queen" still remains unflyable due to a number of NORS-G items. The severe shortage of vapor cycle compressor motors was the most critical supply problem to plague us this line period.

OUTSTANDING 706/707 REQUISITIONS AT END OF REPORTING PERIOD
{IN EXCESS OF 14 DAYS}

<u>Part No.</u>	<u>Nomenclature</u>	<u>Days Outstanding</u>
5930-932-2837	Switch	113
860858-5	Contact Pins	96

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<u>Part No.</u>	<u>Nomenclature</u>	<u>Days Outstanding</u>
DMC7-3	Blade Antenna	95
DMC7-3	Blade Antenna	85
546136-100	Display Converter	68
546171-102	Processor Cabinet	41
546170-101	Coupler Cabinet	41
6850218	Propellor Assembly {2}	40
6850218	Propellor Assembly	36

LONG DELIVERY TIME ITEMS

<u>Part No.</u>	<u>Nomenclature</u>	<u>Days Outstanding</u>
123H10294-9	Hose Assembly	48
G55636	Convertor	35
W2F5613-5	Switch {2}	26

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