

1977



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

DECLASSIFIED



VAW-113
ADMIN:RAL:ggv
5750
Ser C-6
27 April 1978

REGISTERED AIRMAIL

~~CONFIDENTIAL~~ - Unclassified upon removal of enclosures (2),
(3) and (4)

From: Commanding Officer, Carrier Airborne Early Warning
Squadron ONE HUNDRED THIRTEEN
To: Chief of Naval Operations (ATTN: OP-05D2)
Subj: Command History for Calendar Year 1977 (Report Symbol
5750-1)
Ref: (a) OPNAVINST 5750.12 Series
Encl: (1) VAW-113 Commanding Officer for Calendar Year 1977
(2) VAW-113 Command History for Calendar Year 1977
(3) VAW-113 Summary of Operations for Calendar Year
1977
(4) VAW-113 Documentary Annex

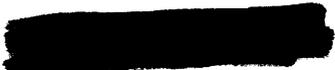
1. In accordance with reference (a), enclosures (1) through
(4) are hereby submitted.


D. E. BALLARD

Copy to:
Director of Naval History (OP-09B9)
CINCPACFLT
COMCARAIRWING FOURTEEN (w/o encl (4))
COMFITAEEWINGPAC (w/o encl (4))

Classified by COMNAVAIRPACINST C3500.4E
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Automatically downgraded at two year
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1977 COMMAND HISTORY
CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED THIRTEEN

TYPE AIRCRAFT: E-2B

HOME STATION: Naval Air Station Miramar, San Diego, California
92145

DEPLOYED ABOARD: USS ENTERPRISE (CVN-65)

OPERATIONAL COMMANDER: Commander Carrier Air Wing FOURTEEN
(deployed)

Commander Fighter Airborne Early Warning
Wing, U.S. Pacific Fleet (non-deployed)

COMMANDING OFFICER:

01 January 1977 - 31 December 1977 CDR Bernard F. LOWRY, Jr.

EXECUTIVE OFFICER:

01 January 1977 - 31 December 1977 CDR Don E. BALLARD

OFFICERS:

LCDR Kenneth D. DENBOW
LCDR Daniel E. BIENLIEN
LCDR John E. KOHLER
LCDR George E. HUXHOLD
LCDR Charles L. TOMPKINS
LCDR Allan R. WALKER
LT John H. MCLAIN
LT John E. WILSON
LT Paul R. GADDIE
LT Jeffrey P. SIMPSON
LT Ronald A. WILEY
LT Christopher J. REMSHAK
LT Michael N. SCHWARTZ
LT Arthur J. ARSENAULT

LT Stephen J. MILLER
LT Edward M. KEAZIRIAN
LT Michael R. COOPER
LT Robert K. FERGUSON
LT James A. HARRIS
LTJG John G. GAINES
LTJG Richard L. STANDAGE
LTJG James R. NEFF
LTJG Frank N. CLARK
LTJG Stefan L. SMOLSKI
LTJG William C. OSBORN
LTJG Rudolph A. LUCERO
LTJG Byron P. COMPTON
ENS Michael H. FULLER

HOURS FLOWN: 1490.9
CARRIER LANDINGS: 552

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Enclosure (2)

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CARRIER AIRBORNE EARLY WARNING SQUADRON
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COMMAND HISTORY, 1977

The year 1977 was one in which the World Famous Black Eagles of VAW-113 would find both great challenges and gratifying rewards. As the new year commenced the squadron was located inport Subic Bay after participating in exercise MULTIPLEX 1-77, while embarked on USS Enterprise (CVN-65). This constitutes VAW-113's fifth deployment to the Western Pacific. The squadron was commanded by Commander Bernard F. Lowry, Jr. and its Executive Officer was Commander Don E. Ballard. The schedule for 1977 called for the completion of the present WESTPAC deployment and preparation for the next WESTPAC cruise.

The month of January began in port Subic for training, crew rest and a much needed maintenance effort on our aircraft in preparation for the tough operational commitments that lay ahead. On 16 January 1977, the Black Eagles participated in READIEX 1-77 with Carrier Air Wing FOURTEEN. This was a six day multi-threat exercise of considerable magnitude. The tasking for the Black Eagles included AEW, AIC, SSSC, War-at-Sea control and communications relay. More than 80 hours were flown in support of the exercise.

During the latter part of February, the Black Eagles participated in EXERCISE MERLION III. This exercise with Republic of Singapore forces was the first experience for most of our ATDS crews with the difficulties associated with locating and striking PT boat-sized targets. Our success was better characterized by a Singapore naval officer who simply stated, "next time we'll go after the E-2 first!"

We completed the month of January with the transit to and air operations in the Indian Ocean. These operations in the Indian Ocean continued until 18 February 1977. The Black Eagles were mainly tasked with AEW during this time and were highly successful. VAW-113 aircrew detected two Soviet "May" aircraft from Somalia at 189 mi. attempting a low level approach to the force. A routine intercept by F-14 aircraft ensued. Our AEW efforts were also instrumental in early detection of simulated strikes against the AVTG by the Iranian Air Force.

The squadron spent four days inport Mombasa, Kenya and returned to the Indian Ocean for contingency operations during the tensions created by Uganda's refusal to permit American citizens to depart Uganda.

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Contingency operation ended and the return trip to Subic Bay began on the third of March. The Black Eagles arrived on 13 March for their last inport period in Subic and departed for home on the 17th of March. The Black Eagles arrived at NAS Miramar on the 27th of March and spent the remaining three days of the month in a post-deployment standdown.

During April, the squadron continued its post-deployment standdown and the adjustment to shorebased operations. Twenty one hours of training missions and a safety standdown on 15 April were the squadrons main operations/safety commitments.

The squadron efforts in maintenance, safety and training in the SOCAL area continued normally through the month of August. During this period, the squadron participated in three major evolutions. From 14 to 17 June, the Black Eagles provided control for VF-51, VF-111, VF-302 and VAQ-33 during the FEWSG Exercise. The exercise afforded E-2B aircrews the opportunity to observe the effects of jamming on the E-2B radar. One sortie was flown on 21 June in support of CNO's AEGIS project and over 53 flight hours were devoted to the support of the MOBILE SEA RANGE of READIEX 4-77.

On 31 June, the Black Eagles were awarded the Battle Efficiency Award for the period 1 January 1976 to 30 June 1977. This represents the second award since VAW-113 was commissioned as a squadron. The award is based on the evaluations of the Operational Commander, the Functional Wing Commander and the Type Commander judging each units performance in exercises, inspections, training, operating procedures, management effectiveness, safety record, and the squadron initiative and effectiveness in developing new tactics, accomplishing special projects, and executing special missions.

During September, the training effort increased in preparation for the 1978 deployment.

While deployed aboard USS Enterprise (CVN-65) during the period 9-16 September, the Black Eagles successfully day and night carrier qualified ten of eleven pilots. From 19-23 September, VAW-113 participated in exercise Varsity Sprint as a unit of CVW-2 tasked to provide opposition to USS Kitty Hawk and her embarked Air Wing. VAW-113 provided strike assist vectors and logic information for all coordinated strikes, command, control and coordination services to COMORANGE and COMAIRORANGE, AEW in defense of San Clemente Island and CAP control.

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October operations consisted of normal SOCAL DIR/LINK/AIC training missions, FEWSG coordination flights and a CVW-14 weapons training deployment to Fallon, Nevada. The squadron maintained two aircraft and crews at NAS Fallon with a detachment of approximately 15 maintenance personnel. Although the actual tasking was greater than initially anticipated, VAW-113 met all commitments.

The pace quickened during the months of November and December as VAW-113 continued preparations for deployment. During November, the squadron was committed to HRAV, IWSR, and FCLP. December found the Black Eagles embarked aboard USS Enterprise from the 2nd to the 16th for CVW-14 work-ups. During the work-up period, the Black Eagles participated in 4 KOMAREX's, 4 MINEX's, FAA/ALFA Strike coordination missions, 2 SSSCEX's and 1 WASEX. The tempo of these exercises was maintained at a relatively moderate level to allow for the proper training of aircrews. As a result, all missions were completed with a high degree of success. After returning to NAS Miramar, two Christmas leave periods were authorized and many of the officers and men of VAW-113 availed themselves of the opportunity for Christmas leave.

The close of the year marked the Black Eagles' fifth consecutive accident free year of operations. The cumulative accident free hour total now stands at 7578.2.

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CARRIER AIRBORNE EARLY WARNING SQUADRON
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CHRONOLOGY OF EVENTS - 1977

JANUARY

01-14 Inport Subic
15 Refresher CQ
16-21 Exercise READIEX
22-24 SCS
25 Exercise MERLION III
26-31 AIROPS Indian Ocean

FEBRUARY

01-18 AOPS Indian Ocean
19-22 Inport Mombasa, Kenya
23-28 Contingency OPS, Indian Ocean

MARCH

01-02 Contingency OPS, Indian Ocean
03-12 Enroute Subic
13-16 Inport Subic
17-28 Transit CONUS
27 Flyoff to NAS Miramar
29-31 Stand down

APRIL

01-14 Inport Miramar
15 Safety Standdown
16-30 NAS Miramar Operations

MAY

01-31 NAS Miramar Operations

JUNE

01-13 NAS Miramar Operations
14-17 Air Operations SOCAL OPAREA
18-20 NAS Miramar Operations
21 Exercise CNO AEGIS PROJECT
21-30 READIEX 4-77

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JULY

01-31 NAS Miramar Operations

AUGUST

01-07 NAS Miramar Operations
08-12 Air Operations Fallon Nevada
13-15 NAS Miramar Operations
16-19 Carrier Qualification SOCAL OPAREA
19-31 NAS Miramar Operations

SEPTEMBER

01-08 NAS Miramar Operations
09-16 Embarked aboard USS ENTERPRISE
17-18 NAS Miramar Operations
19-23 Exercise Varsity Sprint
23-30 NAS Miramar Operations

OCTOBER

01-13 NAS Miramar Operations
14-21 AirOps Fallon Nevada
21-31 NAS Miramar Operations

NOVEMBER

01-30 NAS Miramar Operations

DECEMBER

01 NAS Miramar Operations
02-16 Embarked aboard USS ENTERPRISE, CVW-14 Work-ups
17-31 NAS Miramar Operations

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