



DEPARTMENT OF THE NAVY  
 CARRIER AIRBORNE EARLY WARNING SQUADRON  
 ONE HUNDRED THIRTEEN  
 FPO SAN FRANCISCO 96601

1982  
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 Jeyed

VAW-113 IN REPLY REFER TO:  
 ADMIN:SRS:hk  
 5750  
 Ser C4  
 23 February 1983

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REGISTERED MAIL

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

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

Subj: Command History for Calendar Year 1982

Ref: (a) OPNAVINST 5750.12C

- Encl: (1) Black Eagle Summary of Operations for Calendar Year 1982, Abbreviated Format  
 (2) Black Eagle Summary of Operations for Calendar Year 1982, Narrative Format  
 (3) History of CARAEWRON 113  
 (4) Commanding Officer History: CDR S. E. CURTIS  
 (5) General Squadron Statistics

1. In accordance with reference (a), enclosures (1) through (5) are submitted.

T. A. Chiprany  
 T. A. CHIPRANY

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 Director of Naval History (OP-09BH)  
 CINCPACFLT  
 COMNAVAIRPAC  
 COMFITAEEWINGPAC  
 COMCARAIRWING FOURTEEN

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**BLACK EAGLE SUMMARY OF OPERATIONS 1982**

**JANUARY:**

01            INPORT PATTAYA BEACH, THAILAND  
02-06        OPS SOUTH CHINA SEA  
07-22        INPORT SUBIC BAY, R.P.  
23-28        OPS SOUTH CHINA SEA  
29-31        INPORT HONG KONG

**FEBRUARY:**

01-02        INPORT HONG KONG  
03-11        OPS SEA OF JAPAN  
12-17        INPORT SASEBO, JAPAN  
18-25        OPS NORTH CHINA SEA  
26-28        OPS SOUTH CHINA SEA

**MARCH:**

01-03        INPORT SUBIC BAY, R.P.  
04-09        TRANSIT WESTPAC  
10            INCHOP THIRD FLEET  
11-15        TRANSIT PEARL HARBOR  
16-17        INPORT PEARL HARBOR  
18-22        TRANSIT EASTPAC  
23            INPORT ALAMEDA  
24-31        TURNAROUND, NAS MIRAMAR

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APRIL:

01-30           TURNAROUND, NAS MIRAMAR

MAY:

01-03           TURNAROUND, NAS MIRAMAR

04-06           CQ, AIROPS, SOCAL, USS CORAL SEA

07-10           INPORT SAN DIEGO

11-14           CYCLIC AIROPS, SOCAL, USS CORAL SEA

15-31           TURNAROUND, NAS MIRAMAR

20-21           VAQ-33/FEWSG OPS, SOCAL

30-31           AAWEX, SOCAL, USS BAINBRIDGE

JUNE:

01-30           TURNAROUND, NAS MIRAMAR

07-18           VF-154/TAP ONE OPS, MCAS YUMA

22-26           KERNAL USHER, SOCAL, USS BELLEAU WOOD AND USS GRIDLEY

JULY:

01-31           TURNAROUND, NAS MIRAMAR

15-28           FLEETEX 1-82 SUPPORT, SOCAL

29              ORE SUPPORT, SOCAL, USS ENTERPRISE

AUGUST:

01-31           TURNAROUND, NAS MIRAMAR

14-18           CQ, SOCAL, USS CORAL SEA

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SEPTEMBER:

01-16 REFTRA, SOCAL, USS CORAL SEA  
17-24 TURNAROUND, NAS MIRAMAR  
25-31 CVW-14 OPS, NAS FALLON

OCTOBER:

01-08 CVW-14 OPS, NAS FALLON  
09-31 TURNAROUND, NAS MIRAMAR

NOVEMBER:

01-10 AIROPS, SOCAL, USS CORAL SEA  
11-12 INPORT SAN DIEGO  
13-23 AIROPS, MIDPAC, USS CORAL SEA  
24-26 INPORT PEARL HARBOR  
27-30 AIROPS, HAWAIIAN OP AREA, USS CORAL SEA

DECEMBER:

01-10 AIROPS, MIDPAC/SOCAL, USS CORAL SEA  
11-31 TURNAROUND, NAS MIRAMAR

1982 SQUADRON STATISTICS:

TOTAL HOURS FLOWN: 1437.8  
TOTAL CARRIER LANDINGS: 526

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## BLACK EAGLE SUMMARY OF OPERATIONS 1982

(U) VAW-113, commanded by CDR Stephen E. Curtis and with Executive Officer CDR Thomas A. Chiprany began 1981 inport Pattaya Beach, Thailand during a WESTPAC deployment as part of CVW-14 aboard USS Coral Sea. After leaving Pattaya Beach on 2 January, the Battle Group conducted successful operations in the South China Sea. Carrier Air Wing FOURTEEN flew off the USS Coral Sea 6 January for NAS Cubi Point, with the ship pulling into Subic Bay the next day.

(C) While inport, the squadron took advantage of limited FCLP periods. LT Schram briefed CIC crews of the USS Gridley and the USS Ingersoll on the capabilities, operations and data link procedures of the E-2B. The Black Eagles were notified that they had won the quarterly COMFITAEWINGPAC Safety Award for the second consecutive quarter.

(C) After departing the Philippines on 23 January, the Black Eagles provided initial detection for all three pairs of Soviet Bear aircraft which passed within the operating range of the Battle Group. The Battle Group continued to operate in the South China Sea until arriving in Hong Kong on 29 January.

(C) Departing Hong Kong 3 February, the Battle Group transitted to the Sea of Japan in a modified EMCON condition with APS-96 emissions frequently restricted due to satellite vulnerability periods. In close coordination with CV Electronic Warfare operations, the Black Eagles took maximum advantage of non-vulnerable periods, even though some were as short as forty-five minutes.

(C) Once in the Sea of Japan, Soviet air surveillance from Vladivostock became substantial. These flights diminished when the Battle Group acquired a Kara CG and a Nayta MSF as tattletales. Link 11 reliability with the Battle Group members was high and additional AEW coverage was provided by E-3A AWACS aircraft and VAW-115.

(C) The USS Coral Sea made a port call in Sasebo, Japan between 12-17 February. Once underway, the USS Coral Sea headed to the Okinawa operating area. The Black Eagles provided AEW coverage, and command and control for a full-scale Alfa Strike utilizing USAF F-15's as aggressors. The time during 24-25 February was devoted to the CQ of CVW-5.

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(C) The USS Coral Sea moved to the South China Sea between 26-28 February, before pulling into Subic Bay during the period 1-2 March. Once out of the Philippines, the Black Eagles provided command and control for a successful SAREX on 8 March on Agrihan Island. As the Battle Group transitted east into the so called "Bear Box," VAW-113 once again provided the initial detection and intercept vectors against two Bear aircraft.

(U) On 10 March the Battle Group inchooped to the Third Fleet and pulled into Pearl Harbor on 16 March. The next day the "Tigers" boarded, and the USS Coral Sea set out to transit EASTPAC. An airshow for the "Tigers" took place on 20 March with CVW-14 flying off on 22 March. The USS Coral Sea pulled into NAS Alameda on 23 March.

(C) Turnaround training commenced on 5 April. Primary pilot emphasis consisted of refresher FCLP's at NAS Miramar, and NAF El Centro. Aircrew training primarily emphasized orienting newly arrived NFO's to CVW-14 Air Intercept Control, Surface Search Control, and command and control tactics using the 15F5 Weapons System Trainer as the primary means to simulate real world situations.

(U) In April the Black Eagles won the Chief of Naval Operations, Annual Aviation Safety Award as the squadron passed 6000 hours of accident-free flying.

(C) On 4 May the Black Eagles embarked in USS Coral Sea for CQ and cyclic operations in SOCAL. The ship pulled into NAS North Island 7-10 May. Upon pulling out, shipboard operations included a small scale AAWEX against the USS Enterprise. Additionally, the Black Eagles provided Link 4A targeting data to A7's conducting missile evaluation.

(C) Successful B-band jamming services were provided by the EA-3's of VAQ-33 and FEWSG on 20 and 21 May. Five missions were flown, allowing all available NFO's and FT's at least one exposure to CAP control under jamming and ECM. In READIEX 4-82, with the USS Bainbridge as OCE, VAW-113 gave Blue Force AEW and control for "Black Lion" F-14's against Flight International Lear jets.

(C) The month of June started out with some unique training for the squadron. COMFITAEWINGPAC provided ALQ-108 operational testing assets at NAS China Lake on 1 and 2 June. This provided the first opportunity for most NFO's and FT's to view actual Type 9 video.

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(C) Operations were conducted jointly with VF-154 near MCAS Yuma 7-18 June. Two vs. many and one vs. two with advisory control was performed for each pair of CAP. KERNAL USHER was a multi-faceted exercise in SOCAL with USS Belleau Wood and USS Gridley 22-26 June. The scenario was defense of an amphibious landing force from cruise missile and strike aircraft threats, with Link 11 coordination and reporting, and aircraft control provided.

(C) During the period of 15-28 July, VAW-113 flew in support of Orange Air for FLEETEX 1-82. Black Eagle aircraft provided strike control for regimental sized raids against the USS Enterprise and USS Constellation, and acted as Orange Force Range Control/Drone Verification during the Mobile Sea Range (MSR) phase. On 29 July, the squadron acted as opposition strike control for the USS Enterprise ORE.

(C) During the 14-18 August Coral Sea CQ evolution, all squadron pilots regained day and night currency. EW services were provided by Lear jets from Flight International with B-band jamming pods on 23-26 August, allowing the squadron to obtain valuable EW training.

(C) The squadron embarked in USS Coral Sea 1-16 September for REFTRA. This period of cyclic operations greatly facilitated training of all squadron aircrew at all levels. The primary missions flown during REFTRA were Airborne Early Warning, Air Intercept Control, Mining Exercises, and Drone/Missile Shoot Control.

(C) After a one week turnaround the squadron departed for NAS Fallon, for operations scheduled with the rest of CVW-14 during 25 September-8 October. Nearly all the first week's missions were Dissimilar Air Combat Maneuver (DACM) for CVW-14 fighters and Fallon adversary aircraft. Also, one successful Link 11 and Long Range Communication exercise was conducted with the USS Coral Sea on 27 September.

(C) The remaining time at NAS Fallon saw the Black Eagles in the roll of Strike Control, primarily as airspace coordinators, providing smooth access for the strike groups through controlled airspaces. A major factor in the extremely successful series of strikes was the presence of LT Sebastian at Oakland A.R.T.C.C. as air wing liaison throughout the entire Fallon operating period.

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(U) On 1 November the USS Coral Sea began its MIDPAC cruise. After ten days of CQ and cyclic air operations, the ship pulled into NAS North Island 11 and 12 November. After several more days of SOCAL air operations, primarily strike control for VAW-113, the USS Coral Sea began its transit to Pearl Harbor.

(U) The Battle Groups' stay in Hawaii was cut short by Hurricane Iwa. The task group and all ships inport Pearl Harbor were forced to ride out the storm at sea. Once the storm passed, the Coral Sea proceeded to inport Pearl Harbor from 24-26 November.

(C) Back out to sea the squadron and the USS Coral Sea moved quickly into cyclic operations. KERNAL USHER and READIEX 1-83 provided most useful training in the AAWEX/WASEX environments. On 10 December CVW-14 squadrons flew off to their respective home fields. The Black Eagles completed the year at home in San Diego.

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**HISTORY OF  
CARRIER AIRBORNE EARLY WARNING SQUADRON  
ONE HUNDRED THIRTEEN**

Carrier Airborne Early Warning Squadron ONE HUNDRED THIRTEEN (VAW-113) had its early beginnings at the end of World War II as a research project designed to explore the feasibility of the airborne early warning concept. In 1948, the Navy formed the first Airborne Early Warning Squadron, VAW-11, homeported at NAS North Island. VAW-11 continued to work on developing the AEW concept and in 1950 deployed detachments which provided both ASW (Anti-submarine Warfare) and AEW (Airborne Early Warning) protection throughout the Korean conflict. The mission of the squadron was clearly defined to provide all-weather early warning services to the fleet and shore warning nets.

On 20 April 1967, VAW-11 was divided into seven individual squadrons. On 29 April 1967, VAW-113 deployed to the Western Pacific flying the E-2A aircraft aboard the USS Constellation (CV-64) as a member of Attack Carrier Air Wing FOURTEEN.

The Black Eagles of VAW-113 have made eight deployments to the Western Pacific aboard the USS Constellation (CV-64), USS Enterprise (CVN-65), and USS Coral Sea (CV-43). The squadron has been awarded two Battle Efficiency "E's", the CNO Aviation Safety Award, the Presidential Unit Citation and the Navy Expeditionary Medal. World Famous Black Eagle crews participated in Vietnamese operations every year since 1967, culminating in May of 1975 with "Operation Frequent Wind," the evacuation of American Forces from South Vietnam.

During the 1975 deployment aboard USS Enterprise, VAW-113 became the Navy's first E-2B squadron to operate with the F-14A "Tomcat." As such, the squadron was instrumental in developing those tactics which best utilize expanded capabilities of the Navy's most sophisticated fighter in conjunction with the world's most versatile AEW aircraft.

In July of 1975, VAW-113 changed homeports from NAS North Island to NAS Miramar. VAW-113 was the first recipient of the Annual CNO AEW Excellence Award in September of 1976. This distinction designated the Black Eagles as the best AEW squadron in the U.S. Navy.

In 1978, the Black Eagles completed their final deployment aboard the USS Enterprise. Following their turnaround cycle, VAW-113

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and a new CVW-14 embarked on the USS Coral Sea with Marine Fighter Squadron VMFA-323 and FMFA-531. The Black Eagles' 79/80 WESTPAC cruise was highlighted by the Iranian Crisis, in which USS Coral Sea and CVW-14 remained at sea for 102 continuous days of Indian Ocean Contingency Operations. At the completion of their deployment in June 1980, the Black Eagles returned to NAS Miramar.

After an extremely successful turnaround period, VAW-113 and CVW-14 deployed aboard the USS Coral Sea in August of 1981. During the seven month cruise, which included operations in the Sea of Japan and over 70 days in the Indian Ocean, VAW-113 set numerous operational performance records. Since their return in March of 1982, the Black Eagles of VAW-113 have again launched into another highly successful turnaround cycle and are currently in the midst of intensive preparations for their tenth Western Pacific deployment and an "around the world cruise."

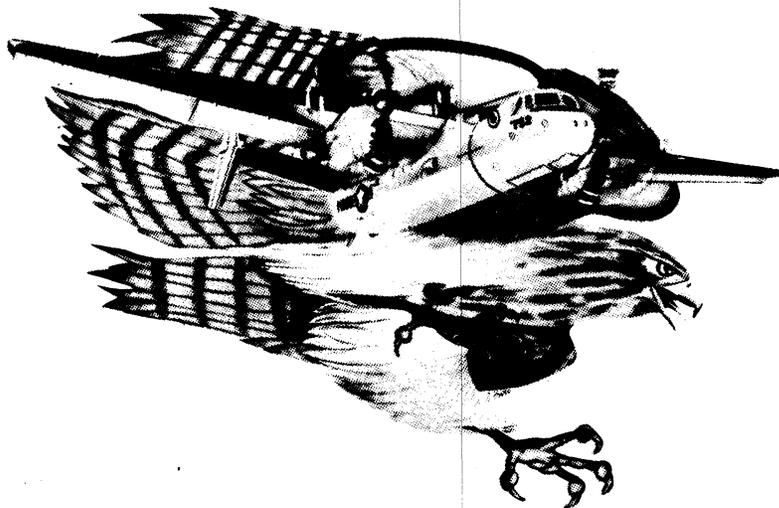
# HAWKEYE

WING SPAN: 80 FEET 7 INCHES  
LENGTH: 56 FEET 4 INCHES  
AIRCRAFT WEIGHT: 51,000 LBS  
SERVICE CEILING: 30,000 FEET  
CRUISE SPEED: 200-250 KNOTS  
ON-STATION SPEED: 155 KNOTS  
MAXIMUM SPEED: 300 KNOTS

MISSION: THE GRUMMAN E-2B HAWKEYE IS AN ALL-WEATHER, CARRIER-BASED AEW/CIC AIRPLANE THAT PATROLS TASK FORCE DEFENSE PERIMETERS TO PROVIDE EARLY WARNING OF APPROACHING ENEMY AIRCRAFT AND TO VECTOR INTERCEPTORS INTO ATTACK POSITION. IN ADDITION TO THIS PRIMARY FUNCTION, THE HAWKEYE CAN ALSO PROVIDE STRIKE AND TRAFFIC CONTROL, AREA SURVEILLANCE, SEARCH AND RESCUE GUIDANCE, NAVAGATIONAL ASSISTANCE, AND COMMUNICATIONS RELAY.

CREW: PILOT  
CO-PILOT  
COMBAT INFORMATION CENTER  
OFFICER  
AIR CONTROL OFFICER  
FLIGHT TECHNICIAN

VAW-113 IS CURRENTLY ASSIGNED TO THE USS CORAL SEA (CV-43) AS A MEMBER OF AIR WING FOURTEEN



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