



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

1983

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VAW-113
 ADMIN:BNM:rp
 5750
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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 1983
 Ref: (a) OPNAVINST 5750.12C
 Encl: (1) Black Eagle Summary of Operations for Calendar Year 1983, Abbreviated Format
 (2) Black Eagle Summary of Operations for Calendar Year 1983, Narrative Format
 (3) History of CARAEWRON 113
 (4) Commanding Officer History: CDR T. A. CHIPRANY

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

T. A. Chiprany
 T. A. CHIPRANY

Copy to:
 Director of Naval History (OP-09BH)
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BLACK EAGLE SUMMARY OF OPERATIONS 1983

JANUARY:

01-16 INPORT SAN DIEGO
06 CHANGE OF COMMAND
17-31 ORE, SOCAL, USS CORAL SEA (CV-43)

FEBRUARY:

01-04 ORE, SOCAL, USS CORAL SEA (CV-43)
05-28 INPORT SAN DIEGO

MARCH:

01-20 INPORT SAN DIEGO
21 DEPLOY WESTPAC USS CORAL SEA (CV-43)
22-31 TRANSIT TO PEARL HARBOR

APRIL:

01 INPORT PEARL HARBOR, HI
02-08 TRANSIT TO NORPAC
09-17 OPS NORPAC, FLEETEX 83-1
18-24 OPS SEA OF JAPAN
25-29 INPORT PUSAN
30 TRANSIT SOUTH

MAY:

01-04 READIEX
05-14 BALIKATAN/TANGENT FLASH 83
15-18 INPORT SUBIC BAY
19-21 OPS SOUTH CHINA SEA
22-25 MERLION 1-83

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MAY (CONT.):

26-31 INPORT SINGAPORE

JUNE:

01-08 OPS INDIAN OCEAN

09-10 CROSS-DECK WITH USS CARL VINSON

11-14 OPS I/O, RED SEA

15 SUEZ CANAL TRANSIT

16-23 OPS EASTERN MED

24-25 INPORT NAPLES

26 TRANSIT NORTH

27-30 INPORT CANNES, FRANCE

JULY:

01-04 INPORT CANNES, FRANCE

05-19 OPS WEST/CENTRAL MED

20-31 INPORT NAPLES

AUGUST:

01-03 OPS WEST/CENTRAL MED

04 OUTCHOP MED, INPORT ROTA, SPAIN

05-11 TRANSIT ATLANTIC

12-31 OPS CENTRAL AMERICA/CARIBBEAN SEA

SEPTEMBER:

01-08 OPS CENTRAL AMERICA/CARIBBEAN SEA

08-11 TRANSIT NORTH

10-11 FLY-OFF

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SEPTEMBER (CONT.):

12 INPORT NORFOLK, VA.

13-30 STANDDOWN, NAS MIRAMAR

OCTOBER:

01-12 STANDDOWN, NAS MIRAMAR

12-31 TRANSITION, NAS MIRAMAR

NOVEMBER:

01-30 TRANSITION, NAS MIRAMAR

DECEMBER:

01-31 TRANSITION, NAS MIRAMAR

BLACK EAGLES 1983 STATISTICS

TOTAL HOURS FLOWN: 1686.6

TOTAL CARRIER LANDINGS: 471

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CARAEWRON ONE ONE THREE SUMMARY OF OPERATIONS 1983

(C) **January** began with FCLP's in preparation for TYT-III/ORE. The Type training and mobile sea range portion were conducted in conjunction with Readix 83-2, thereby assuring heavy orange air and surface opposition for CORAL SEA and ESCORTS. After completion of carrier qualifications on the 20th, AAWEX's and WASEX's in varying conditions of EMCON became the order of the day. The CORAL SEA remained southwest of GUADALUPE ISLAND, making long range detection of incoming raids considerably easier. Beginning on the 24th, the battle group began experiencing heavy swells which essentially cancelled flight operations during MSR and deprived CVW-14 of much high grade training. Flight operations resumed on the 29th and CORAL SEA/CVW-14's ORE began on the 31st. In addition, on 06 Jan CDR. T.A. Chiprany relieved CDR S.E. Curtis as Commanding Officer of VAW-113.

(C) **February** marked the culmination of the squadron's turnaround training program as the Black Eagles achieved a grade of "EXCELLENT" during CORAL SEA/CVW-14's Operational Readiness Evaluation. Additionally, the Black Eagles were a solid C-2 in readiness, with number of crews the only factor keeping the squadron from a C-1 status. After a short standdown, five sorties were flown against EW assets from McDonnell Douglas and VAQ-33. These provided very effective and instructive jamming flights for VAW-113 aircrews, since the jammer equipment was FSC and the crew very proficient in its use. Other operations during the month included a drug interdiction sortie with the USCG and a variety of system checks designed to groom the aircraft for the 21 March 1983 WESTPAC deployment.

(C) **March** marked the culmination of preparations for "around the world in '83" deployment. All Pilot and NFO NATOPS and instrument qualifications which were to expire in March or April were completed prior to ferrying the aircraft to Alameda on March 16-18. A minimum of 4 night and 2 day FCLP periods were flown by each pilot during the first 12 days of March. READIEX 83-3 provided the Black Eagle NFO's a last chance for refinement of skills, as the squadron flew 3 sorties in conjunction with VAW-116 and VAW-88 as both blue and orange support. Coral Sea sailed under the Golden Gate for the last time on 21 March 1983, marking the end to several decades as "San Francisco's own." Carrier qualification commenced at 1400 that afternoon and ran intermittently through the 23rd. All Black Eagle pilots were day and night qualified. COMCARGRU ONE, RADM McCarthy, made the importance of LINK 11, LINK 4, and MODE 4 IFF unmistakably clear and several LINKEX missions were flown per day during transit in preparation for FLEETEX 83-1 (NORPAC). March also proved to be an excellent month for AIC refresher flights for all squadron NFO's.

(C) The highlight for **April** was FLEETEX 83-1 operations in the Northern Pacific/Aleutian operating area. Despite the presence of

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(C) three carrier battle groups, the Soviet reaction was mild. No surface surveillance and very limited sub-surface activity was noted. Soviet air activity was confined to routine surveillance by Bear and Badger aircraft approximately every other day. The primary adversary for all concerned was the weather, particularly conditions of fog and low visibility. While high sea state, low temperatures, and high winds were also factors, the low visibility caused cancellation of nearly four full flying days for Coral Sea/CVW-14. Night operations were also severely curtailed. On the positive side, the FLEETEX operation area was almost interference-free for HF LINK 11 and voice communications. Additionally, the lack of land smear optimized radar presentation. The AAW plan called for Midway and Coral Sea to defend 40 degree sectors and Enterprise a 90 degree sector. The vector logic grid was never set, however, as no regimental size raids materialized. Flying time was divided equally among the 3 CVBG's, with overlapping coverage at the beginning and end of each flying period. VAW-113's missions were relatively standard AEW and SSC hops.

(C) Soviet reaction to Coral Sea's presence in the Sea of Japan was much more intense. Two KRIVAK FFG's and a SVERDLOV DDG tattletailed the Midway and Coral Sea for most of the SOJ period. In addition, Soviet tactical aircraft, primarily MIG-23 FLOGGERS and SU-15 FLAGONS, were active and constantly intercepted VQ-1 EP-3 aircraft conducting PARPRO missions along the Asian Buffer Zone. No North Korean reaction was encountered despite intense BG operations inside that country's claimed Economic Exclusion Zone (EEZ). AEW and SSC were again primary E-2B missions. Following a 5 day Pusan port visit, READIEX 83 commenced in the Yellow Sea off the coast of Korea. This exercise concluded in early May, as the Coral Sea headed south for Subic Bay.

(C) **May** provided the squadron with the highest flight hour total (251.1) in over 18 months. The Black Eagles launched numerous "Alert 30" sorties in response to Soviet BEAR surveillance flights originating from Cam Rahn Bay, consistently gaining radar detection in excess of 300 NM from the Coral Sea BG. Three major exercises were completed during May, including a READIEX off the West coast of Korea, Balikatan/Tangent Flash in the Philippine operating area, and Merlion 1-83 with the Republic of Singapore Armed Forces. In addition, the Black Eagles acted as primary controller for the successful CVW-14 MISSILEX at Poro Point. The combination of all these evolutions provided extremely valuable training in every primary mission area, with greatest emphasis being on AEW, SSC, and DACM control. The Coral Sea had two port calls during May, with 4 days in Subic Bay and 6 in Singapore.

(C) **June** was a very fast paced month for VAW-113 and Coral Sea, beginning in Singapore and ending inport Cannes, France. The high SOA and area restrictions around the Suez Canal severely reduced

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(C) the number of flying days. However, the Black Eagles stayed sharp by participating in two highly challenging ADEX's. Against Carl Vinson in the I.O., the squadron had two days of intense practice in SSC, WASEX, and high density AAW procedures. Coral Sea/CVW-14, despite a significant age disadvantage, were able to achieve both first detection and first strike honors against Vinson. The second ADEX, against Dwight D. Eisenhower in the East Med., was a scaled down, one day version of the same. Flight operations in the Red Sea gave the aircrew the real meaning of "area control". The CVBG was able to fly for two days in the narrow confines of the Red Sea, transiting the Suez Canal on 15 June.

(C) Mediterranean operations required a total change in outlook for Black Eagle aircrews. The proliferation of restricted areas, TCA's, FIR's, airways and buffer zones was an enormous change from the unrestricted environment of WESTPAC. A primary mission of every E-2B flight was "Waterloo" calls and boundary control. This was especially true in operation TRIDENTE '83, a multi-national exercise in the Central Med. For three days VAW-113 controlled SSC, WAS, and CAP aircraft in the crowded waters around Crete, Sicily, and Sardinia in support of blue (US and Italian) forces. After TRIDENTE, the Coral Sea arrived in Cannes for a much needed rest.

(C) July saw only twelve flying days for the Black Eagles, but that still left enough time to accumulate 145 hours of high intensity dual BG operations in the Central Mediterranean. After a 4th of July celebration at Cannes, the Coral Sea BG engaged the Eisenhower BG for a four day ADEX. Concentrated AAWEX and WASEX training flights were conducted, and coordinated dual carrier ops continued until 15 July. UHF LINK 11 reliability approached 100% during July, prompting a great amount of "lobbying" by VAW-113 and CIC for its increased use. All aircrews were involved in the squadron's corrosion control effort, using normal mission preflights as opportunities to spot and document corrosion in out of the way places. After the dubious pleasure of 11 days in Naples, the Black Eagles were anxious for a full month of operations in August.

(C) Despite only 20 flying days and a near disastrous flight deck crunch of two E-2's, August was an excellent month for VAW-113. The squadron completed 244.6 hours of high intensity flight operations, most in the unusual environment of the Central American Coast, providing the Black Eagles with extensive SSC experience. Since "Naval Presence" and Freedom of Navigation were the driving motivation for Coral Sea's operations, the essential mission of each flight was to ensure every vessel, regardless of size, operating within 120 NM of the Nicaraguan coastline saw an American naval vessel or aircraft daily. Additionally, high interest contacts such as suspected arms carriers or drug smugglers were tracked on a nearly continuous basis. Link 11 was used as the primary vehicle for contact reporting, with

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(C) latitude/longitude voice as backup. Fortunately, the number of contacts in the area of interest rarely exceeded thirty (30). However, the weather in this operating theater was uncooperative, with hazy conditions and numerous thunderstorms making positive control of A-7 SSC aircraft necessary most of the time. San Andres Island, a Columbian possession, has a servicable divert field for emergencies and also can serve as an excellent Nav fix. It also was used as ZZ for the SSC seach plan. The VHF radio is essential in this region, as most civilian facilities use it exclusively.

(C) The first eight days of **September** were spent in the Caribbean Sea, continuing SSC operations off the coast of Nicaragua. The emphasis shifted as Coral Sea transited North towards Norfolk. "Sopwith Camel" contingency alert packages became the prime mission, and one E-2B was flown off to Key West, Florida in order to provide contingency coverage from the beach, along with several F-4's. Later, this aircraft continued up the coast to Norfolk. The three remaining aircraft launched as the Coral Sea approached Norfolk, with all aircraft rendezousing at NAS Memphis for the flight in to NAS Miramar, stopping at El Paso for fuel. Following the off-loading at Norfolk, the rest of the squadron returned to San Diego before beginning a well deserved standdown. The Black Eagles successfully completed a 171 day deployment without losing any aircraft or personnel.

(C) The first two weeks of **October** were spent renewing family ties and settling into the squadron spaces. Preparation for the transition to the E-2C aircraft was the primary endeavor for the remainder of the month. All Pilots began their transition in October, while the NFO transition was conducted in two groups. The transfer of E-2B aircraft from the squadron and the change of operational status to C-5 limited flight operations to pilot proficiency and maintenance flights. The arrival of the first Black Eagle E-2C ARPS aircraft was commemorated with an awards ceremony and the Commanding Officer's quarterly personnel inspection.

(C) In **November** the pilots completed their transition, and the second NFO group began theirs. The Black Eagles flew as much as possible, despite the lack of parts, trained maintenance personnel (many of whom were also in school for the transition), and qualified aircrew (NFO). System flights were made possible by borrowing NFO's and Flight Tech's from other squadrons, giving VAW-113 NFO's the opportunity to use the system and to absorb the knowledge and expertise of experienced E-2C aircrew.

(C) **December** saw an increased level of operations, although all NFO's had not finished transition. During the airwing planning conference at NAS Lemoore, the squadron flew two AIC flights with VFA-25.

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(C) This was the squadron's first exposure to the F/A-18. With the assistance of VAW-110, the Black Eagles were able to fully exercise the two-way Link 4A system. VAW-113 was not able to complete any NFO transitions in December, but by receiving two new NFO's from VAW-110, the squadron was able to utilize available aircraft. In addition, the Black Eagles moved the Training division out of the Operations Department and instituted a new Training Department.

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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 (Ant-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 ten 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 the 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 and a new CVW-14 embarked on the USS Coral Sea with Marine Fighter Squadrons VMFA-323 and VMFA-531. The Black Eagles' 79/80 WESTPAC cruise was

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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 South Japan and over 70 days in the Indian Ocean, VAW-113 set numerous operational performance records. Following their return in March of 1982, the Black Eagles launched into another highly successful turnaround cycle, and departed on their tenth Western Pacific deployment and an "around the world cruise" in March 1983 in conjunction with a homeport change for the USS Coral Sea. Following multi-carrier operations in the northern Pacific Ocean the Black Eagles served in the Indian Ocean and Mediterranean Sea. The last month of the deployment was spent in the Caribbean Sea conducting "presence operations" off the coast of Nicaragua. In addition, the Black Eagles helped coordinate efforts with the Coast Guard to curb drug smuggling into the United States. VAW-113 is currently transitioning to the newer E-2C aircraft, and learning about its increased capabilities. The Black Eagles will be the first E-2 squadron to deploy with the F/A-18 Hornet, in 1985 aboard the USS CONSTELLATION. This will again give the squadron the opportunity to develop tactics for the Navy's newest aircraft.