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1967

CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED SIXTEEN
FPO SAN FRANCISCO 96601

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FF12/VAW-116
ADMIN:DSJ
5750
Ser 002-68
1 FEB 1968

[redacted]

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[redacted] (unclassified upon removal of enclosure (1))

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

To: Chief of Naval Operations (OP-05A5G)

Subj: Command History for the Calendar Year 1967 (OPNAV REPORT 5750-1); submission of

Ref: (a) OPNAVINST 5750.12

Encl: (1) VAW-116 Command History - 1967

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

K. E. Wolff
K. E. WOLFF

Copy to:
Chief of Naval Operations (OP-09B9)
COMFAIRSDIEGO
CCAEWW-11

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COPY NO. 1 OF 7

11ND-RON-5216/86 (3-67)

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I. 1967 CHRONOLOGICAL EVENTS OF VAW-116

APR 20	VAW-116 Commissioned at NAS North Island, San Diego, California, Commander K. E. WOLFF Commanding
APR 20-JUN 22	VAW-116 Temporarily based at NAS North Island
APR 20-29	Detachment at NAAS Fallon, Nevada for weapons employment
MAY 3	Missile Exercise, Yuma, Arizona
MAY 4	CNO Project D. S. 439, NAS North Island
MAY 5	Missile Exercise, Yuma, Arizona
MAY 8 & 9	Carquals
MAY 12 & 15	CNO Project D. S. 439, NAS North Island
MAY 17 & 18	Field Carrier Landing Practice
MAY 18 & 19	FJ 108 Computer program tested
MAY 19 & 22	CNO Project D. S. 439, NAS North Island
MAY 22 & 26	Field Carrier Landing Practice
MAY 24 & 25	Carquals
MAY 25 & 26	AAWEX
MAY 31	AAWEX
JUN 9	Missile Exercise, Yuma, Arizona
JUN 20-29	Refresher at sea training
JUN 22	Chop[1] to CVW-15
JUN 22-DEC 31	Temporarily Based Aboard USS CORAL SEA (CVA-43)
JUL 1	At sea training
JUL 7-13	Operational Readiness Examination
JUL 26	Departed CONUS
JUL 30-AUG 3	Operational Readiness Inspection

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JUL 31-AUG 1	In port Pearl Harbor, Hawaii
AUG 3-5	In port Pearl Harbor, Hawaii
AUG 8	Crossed International Date Line, day non-existent
AUG 11	In-chop to Seventh Fleet
AUG 13-17	In port Yokosuka, Japan
AUG 19	Exercise Okinawa Operations
AUG 20	Exercise Blue Sky
AUG 21	Exercise Newboy
AUG 22-25	In port Cubi Point, Philippines
AUG 26-SEP 29	Deployed[1] in Viet Nam combat zone
AUG 28	VAW-116 first combat operations
SEP 8	A-4 saved over Tonkin Gulf
SEP 10	Night Hawk Mission
SEP 16	Speedboat Mission
OCT 2-11	In port Cubi Point, Philippines
OCT 13-27	Deployed in Viet Nam combat zone
OCT 17 & 18	Clarinet Racer Missions
OCT 30-NOV 3	In port Subic Bay, Philippines
NOV 8-11	In port Hong Kong
NOV 9	Change aircraft side numbers
NOV 13-DEC 7	Deployed in Viet Nam combat zone
NOV 16, 25, & 26	Clarinet Racer Missions
DEC 2	Clarinet Racer Missions
DEC 9-16	In port Cubi Point, Phillippines
DEC 13	Missile Shoot Exercise

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DEC 17-31	Deployed in Viet Nam combat zone
DEC 23	Night Hawk Mission
DEC 23	Lifeguard[1] Mission

APRIL - MAY 1967

SCHEDULE OF EVENTS

IIND-GEA (4-59) 0190-005-9500

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SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				APRIL 20 Squadron Commissioned	21	22 [redacted]
23	24	25	26	27	28	29
[redacted]						
30	MAY 1	2	3 Missle Exercise [redacted]	4 [redacted]	5 Missle Exercise [redacted]	6
7	8 [redacted]	9 [redacted]	10	11	12 [redacted]	13
14	15 [redacted]	16	17 [redacted]	18 [redacted] FI 108 [redacted]	19 [redacted] FI 108 [redacted]	20

MAY - JUNE 1967

SCHEDULE OF EVENTS

DECLASSIFIED

IIND-GEN- (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
MAY 21	22	23	24	25	26	27
28	29	30	31	JUNE 1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22 Chop to CVW-15	23	24

JUNE - JULY 1967

SCHEDULE OF EVENTS

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IIND-GEN-1 (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
JUNE 25	26	27	28	29	30	JULY 1
[redacted]						[redacted]
2	3	4	5	6	7	8
					[redacted]	
9	10	11	12	13	14	15
[redacted]						
16	17	18	19	20	21	22
23	24	25	26	27	28	29
			[redacted]			

JULY- AUGUST-SEPTEMBER 1967

SCHEDULE OF EVENTS

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IIND-GEN-1 (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
JULY 30	31	AUGUST 1	2	3	4	5
[redacted]						
6	7	8 Crossed International Date Line	9	10	11 In-Chop to Seventh Fleet	12
[redacted]						
13	14	15	16	17	18	19
[redacted]						
20	21	22	23	24	25	26
[redacted]						
27	28 First Combat [redacted]	29	30	31	SEPTEMBER 1	2
[redacted]						

SEPTEMBER-OCTOBER 1967

SCHEDULE OF EVENTS

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IIND-GEN-17. (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
SEPTEMBER 3	4	5	6	7	8 A-4 Saved	9
[redacted]						
10 [redacted] (NIGHT HAWK)	11	12	13	14	15	16 [redacted]
[redacted]						
17	18	19	20	21	22	23
[redacted]						
24	25	26	27	28	29	30
[redacted]						
OCTOBER 1	2	3	4	5	6	7
[redacted]						

OCTOBER-NOVEMBER 1967

SCHEDULE OF EVENTS

IIND-GEN-17. (4-59) 0190-005-9500

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SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
OCTOBER 8	9	10	11	12	13	14
[redacted]						
15	16	17 [redacted]	18 [redacted]	19	20	21
[redacted]						
22	23	24	25	26	27	28
[redacted]						
2 29	30	31	NOVEMBER 1	2	3	4
[redacted]						
5	6	7	8	9 A/C Side Numbers Changed	10	11
[redacted]						

NOVEMBER-DECEMBER 1967

SCHEDULE OF EVENTS

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IIND-GEN-1 (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
NOVEMBER 12	13	14	15	16 [redacted]	17	18
[redacted]						
19	20	21	22	23	24 /	25 [redacted]
[redacted]						
26 [redacted]	27	28	29	30	DECEMBER 1	2 [redacted]
[redacted]						
3	4	5	6	7	8	9
[redacted]						
10	11	12	13 [redacted]	14	15	16
[redacted]						

DECEMBER 1967

SCHEDULE OF EVENTS

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IIND-GEN (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
DECEMBER 17	18	19	20	21	22	23 [redacted] (NIGHT HAWK) [redacted]
[redacted]						
24	25	26	27	28	29	30
[redacted]						
31 [redacted]						

[redacted]

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II. NARATIVE.

A. Command Organization

1. Type Squadron

a. Carrier Airborne Early Warning Squadron ONE HUNDRED SIXTEEN (VAW-116) is an Airborne Early Warning Squadron in the sense of article 312 of NWP 32 and as defined in chapter 2 of NWIP 10-3(A) to the extent implied by the radar, radio, and data link capablities of the E-2A aircraft. VAW-116 is currently a self-supporting squadron under the administrative and operational control of Commander Fleet Air San Diego. VAW-116 is charged with training, organizing, and equipping a combat ready early warning squadron for deployment and service to any Pacific Fleet Attack Carrier Air Wing (CVW). VAW-116 can provide fleet commanders with a long range airborne early warning[1], air surveillance[1], communications and aircraft control[1].

b. On 20 April 1967, VAW-116 was commissioned at NAS North Island, San Diego, California, Commander K. E. WOLFF 381090/1310, USN, as Commanding Officer. Commander WOLFF remained in command throughout calander year 1967.

2. Officers.

a. Commanding Officer

1. Biography of Commander Kenneth E. WOLFF, Commanding Officer: Commander Kenneth E. WOLFF, son of Mr. and Mrs. Arthur R. WOLFF of Newcomerstown, Ohio was born in 1929. He graduated from Newcomerstown High School in 1947 and attended Wittenberg College, Springfield, Ohio. He entered the Navy under the V5 program in August of 1949, and earned his wings and was commissioned in July of 1951.

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His first fleet duty assignment was with VS-32 at Quonset Point, R. I. He next reported to NAS Kingsville, Texas as a flight instructor in ATU-400 where he personally introduced the S2 aircraft to the training command. In January of 1956 CDR WOLFF entered the U. S. Naval Graduate School in Monterey, California and in June of 1957 received his Bachelor of Science Degree in Aerology. He was then assigned meteorological duty on board the USS TARAWA (CVS-40) serving in both the North and South Atlantic until August of 1959. Upon leaving the TARAWA he was assigned to VU-4 at NAS Oceana, Virginia where he served as Maintaince Officer.

CDR WOLFF, was again assigned to meteorological duty at NAS Key West, Florida from August of 1961 until December 1964, and then reported to VAW-11. He was assigned as Officer-in-Charge of Detachment NOVEMBER from April 1965 until April 1966, and Squadron Administrative Officer from May 1966 until the present assignment.

He is married to the former Shirley M. GILBERT of Dayton, Ohio. They have four (4) children: Marcene, Angela, Gilbert, and Noreen, and are presently residing in Coronado, California.

2. Enclosed in this section (II. 2.) is a photograph of VAW-116's Commanding Officer.

b. Executive Officer

1. Biography of LCDR Francis C. GEHRES, Executive Officer:

Lieutenant Commander F. C. GEHRES was born on September 13, 1929 in San Francisco, California. He is the son of Mr. and Mrs. Frank A. GEHRES of San Francisco. He graduated from college of Marin and entered the Navy in March of 1950. He received his wings and commission in November of 1951.

His first duty assignment was flying AD "Skyraiders" in Korea with Attack Squadron 702. After this deployment, the squadron was recommissioned Attack Squadron 145 and LCDR GEHRES made a Med Cruise with the Squadron in 1954 aboard the USS RANDOLPH. Following this, he spent two years at NAS, Kingsville, Texas as an Instrument Flight Instructor in the Advanced Training Command. He then attended General Line School at Montery, California and AE "O" School at Memphis, Tennessee. This was followed with a tour aboard the USS VALLEY FORGE as Aircraft Maintenance Officer. In August 1960 he attended the Aviation Safety School at the University of Southern California and was later assigned to Attack Squadron 65 stationed at NAS, Oceana, Virginia. He then spent three years as Range Scheduling Officer for the Pacific Missile Range at Point Arguello, California.

LCDR GEHRES reported to VAW-11 in March of 1965 and deployed to West-Pac as Officer-in-Charge of Detachment LIMA embarked in USS HANDCOCK. Upon his return, he was assigned as Squadron Maintenance Control Officer until his present assignment.

He is married to the former Betty Lou MOORE of Dallas, Texas. They have three children: Susan, Meg, and Donna, and reside in Coronado, California.

2. Enclosed in this section (II. 2.) is a photograph of VAW-116's Executive Officer.

c. Officer Billets

Enclosed in this section (II. 2.) are two Squadron Officer Billet Chains of Command[1] showing VAW-116's organization on 20 April 1967 and 31 December 1967 Officer's Chain of Command Photographs.

II. A. 2. c. (1).

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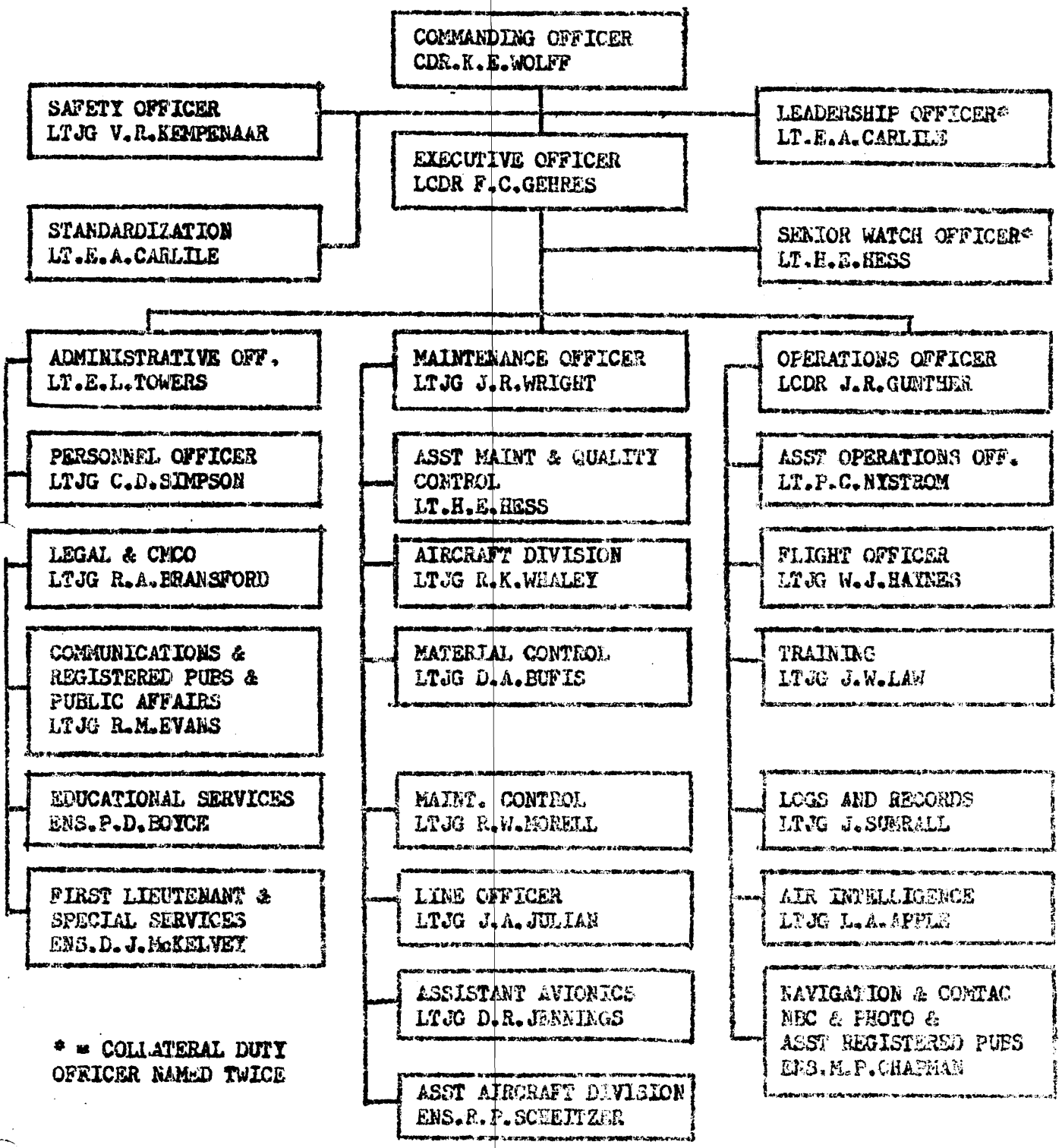
VAW-116 OFFICER BILLETS AS OF 20 APR 1967



* = COLLATERAL DUTY OFFICER NAMED TWICE

II. A. 2. c. (2).

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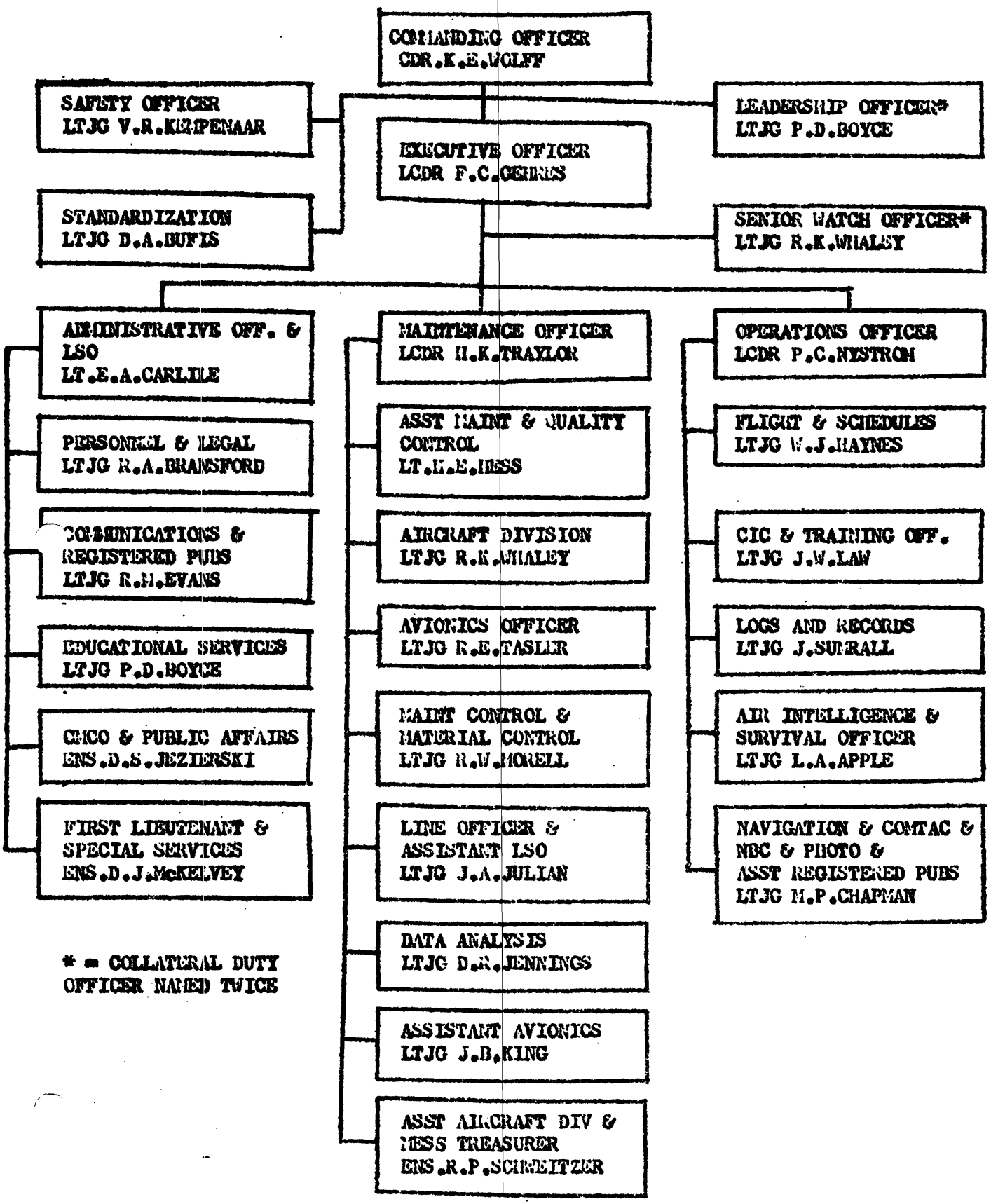
VAW-116 OFFICER BILLETS AS OF 31DEC1967



* = COLLATERAL DUTY
OFFICER NAMED TWICE

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3. Assigned Aircraft

During 1967, VAW-116 had eight E-2A aircraft assigned to it. From April through June the following Bureau numbered aircraft were assigned:

BUNO 151702

BUNO 151703

BUNO 151704

BUNO 151705

BUNO 150539

BUNO 151711

BUNO 151715

BUNO 151719

From July through December the following aircraft were assigned

BUNO 150539

BUNO 151711

BUNO 151715

BUNO 151719

Enclosed in this section (II.3.) is a photograh of NL703 now (762).

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B. Operations

VAW-116 operations for 1967 are basically listed in the Chronology of events (Section I) and in the 1967 Itinerary (Section III C). They are described in this section (II B) in detail and divided into three parts. Part I is concerned with what VAW-116 did while based in Continental United States (CONUS). Part II is concerned with exercises while VAW-116 was aboard CVA-43 but not in a combat situation. Part III is concerned with Combat Operations based from CVA-43.

All major exercises, projects, and operations are described in detail on seperate pages.

One item that deserves notice is that on November 9, VAW-116's four E-2A BUNO's 150539, 151711, 151715, and 151719 changed modex numbers from 701, 702, 703, and 704 to 760 761 762 and 763 respectively.

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II. B. 1. CONUS Based Operations

a. AIR WING FIFTEEN WEAPONS TRAINING EMPLOYMENT, NAS FALLON, NEVADA, 22 April 1967 - 29 April 1967.

VAW-116 provided Air Wing Fifteen with the following services during the spring training deployment:

1. Airborne Early Warning
2. Alfa[3] strike and sectional strike control to simulated targets (29 Palms and Chocolate Mountains)
3. Long and short range strike control
4. Radar control for night road reconnaissance
5. Search and rescue coordination of A-1's and helos.

b. CNO PROJECT D.S. 439, 4 May 1967, 12 May 1967, 15 May 1967, 19 May 1967.

On the above days VAW-116 tested the compatability of the ATDS[5] Link 11[9] program in the E-2A with MTDS[10] Link 11 program on the ground. VAW-116 was the first squadron to test the two Link 11 programs and confirm their compatability.

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II. B. 2. Shipboard Non-combat Operations

a. EXERCISE DYNAMIC ACTION (OPERATION READINESS EXAMINATION) 7 July 1967 - 13 July 1967.

VAW-116 provided AIR WING - 15 with airborne early warning during the ORE. Emphasis was placed on air wing strike control Other missions Sun King[13] assisted with were:

1. Evaluation exercise of a CVA against an enemy submarine.

2. Live air-to-air missile shoot exercise with the E-2A's providing range sanitation.

3. Voice radio deception tactics

b. OPERATIONAL READINESS INSPECTION, ORI, 30 July 1967 - 3 August 1967.

VAW-116 provided USS CORAL SEA with airborne early warning coverage during the ORI. Sun King[13] also provided the following services to the air wing:

1. Strike control (long range over 300 nautical miles)
2. Search and rescue radio and radar coverage
3. Autocat[6]
4. Cap[1] control working with CVA-43's CIC
5. Weather reconnaissance
6. Communications assistance between ship and aircraft
7. ADIZ[1] penitration assistance
8. Skimmer-Scrapper[12] control

VAW-116's grade - 91.97 (EXCELLENT)

c. OKINAWA STRIKES, 19 August 1967.

VAW-116 provided strike control to Air Wing - 15 aircraft for simulated targets in Okinawa. The returning aircraft were considered

as hostile targets. Sun King[13] aircraft provieded the ship with airborne early warning detection of these hostiles. ADIZ[5] penitration assistance was also provided to the aircraft.

d. EXERCISE BLUE SKY, 20 August 1967.

VAW-116 provided strike control for air wing aircraft to hit simulated targets on Taiwan. Taiwan based aircraft tried to intercept our air wing aircraft. All aircraft returning to the ship were considered as simulated bogies and reported as such to CVA-43's CIC from Suh King[13] by voice. Other missions accomplished were:

1. ADIZ penitration assistance to air wing aircraft
2. Close control of aircraft around Taiwan restricted areas.

e. EXERCISE NEWBOY, 21 August 1967

VAW-116 provided strike control to the air wing on simulated targets in the Philippines. The returning aircraft were considered as simulated hostile targets. Sun King[13] aircraft provided the ship with airborne early warning detection of the targets.

f. MISSILE SHOOT EXERCISE, 13 December 1967

Range sanitation and air intercept control were provided by Sun King[13] to an air wing force of six F-4's from VF-151 and VF-161 and two F-8's from VC-5 Det A.

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II. B. 3. Combat Operations

a. Yankee Station Operations

VAW-116 has spent its entire first year either in preparation for or involved in combat operations in the Tonkin Gulf. Airborne early warning[1] was flown at two stations; primary, a low station between 1ØØ feet and 5ØØ feet for detecting MIG activity, and a high secondary station flown between eight and twenty thousand feet for good communications and accurate radar updating for strike control.

VAW-116 has regularly provided flight following of Air Wing-15 aircraft and navigational assistance whenever necessary. The controlling agency, Red Crown, has usually functioned in its capacity as primary control for Cap[1], but occasionally control has been passed to the E-2A whenever back-up assistance became necessary. Other services provided the ships and embarked air wing by the E-2A included flight filing assistance though Red Crown and autocat[6] and manual radio relay of attack frequencies.

Night Hawk, Speedboat and Clarinet Racer missions have also been conducted and are explained in sections II. B. 3. d., e, and f. The E-2A's also functioned as an integrated part of the TDS system reporting targets to MTDS/NTDS via link 11[9]. Primarily because of their communications and radar vantage point the E-2A's have also participated in many lifeguard[1] missions involving Air Wing-15 and other commands when these situations developed in the Gulf. Sections II. B. 3. e. describes one such mission.

In conclusion, VAW-116's Tonkin Gulf operations are best described as follows: 1. Primary mission - AEW[1]. 2. Most important mission performed for Air Wing-15-strike control and MIG surveillance.

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b. A-4 Save during Combat Mission of 8 September 1967.

During a routine Tonkin Gulf mission LTJG,C. D. SIMPSON of VAW-116 helped save an A-4 by close controlling the A-4 and a KA-3 Tanker together so the A-4 could refuel. Enclosed is a story and picture that appeared in the "North Islander" newspaper in September 1967.

c. SEARCH OR LIFEGUARD MISSION AND RESCUE INCIDENT, 23 December 1967.

During a day strike Sun King[13] 762 was providing Rockriver[11] 2Ø3 and 21Ø with manual voice radio relay of the weather to CVA-43. The Rockrivers were on a weather reconnaissance mission in the Haiphong area.

Rockriver 2Ø3 was hit and this information was radioed to Sun King. LTJG BRANSFORD, acting as CICO[7], and LTJG EVANS, acting as ACO[4], marked 2Ø3's position on each sweep and at ejection. Harbormaster One[8] was notified by Sun King of the location.

Rockriver 21Ø descended below the cloud layer and was vectored to the ejection point by Sun Kin 762. Rockriver 21Ø then visually contacted the crew of 2Ø3.

Because Rockriver 21Ø was getting low on fuel two Switchbox[14] aircraft took over as on scene commander and were vectored to the scene by Sun King.

Rescue A-1's and helicopters were then also vectored to the area for the successful pick-up and were provided with radio relay to Harbormaster One.

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PICTURE

A HAPPY OCCASION - Shown cutting a cake aboard the Coral Sea to celebrate the "saving" of an A-4 Skyhawk are LTJG C. D. SIMPSON, LCDR D. D. HICKS and LCDR J. H. ECKART. SIMPSON is home-based with VAW-116 on NORTH ISLAND.

SKYHAWK GETS A HELPING HAND

A heavily damaged A-4 Skyhawk flown by LCDR D. D. HICKS was safely brought back to the Attack Aircraft Carrier Coral Sea recently with the help from a VAW-116 Officer and an A-3 Pilot.

LCDR HICKS was returning from a bombing mission over North Viet Nam when he started losing fuel rapidly from a damaged aircraft. LTJG C. D. SIMPSON, flying as a Combat Information Officer in an E-2A Hawkeye of VAW-116, detected HICKS' aircraft.

Locating an A-3 air-to-air tanker aircraft, SIMPSON took radar control of the A-3 and vectored it into position for the A-4 to plug into the tanker's refueling hose. The A-3 flown by LCDR J. H. ECKART provided fuel for the Skyhawk all the way back to the ship where HICKS made a successful landing using the ship's barricade, a nylon net stretched vertically across the flight deck.

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d. NIGHT HAWK MISSION

The NIGHT HAWK mission is one where the OV-1B's using their side-looking radar locate a moving land target. The E-2A's plot this I P[1] from the common reference point of both aircraft on their computerized scope. Then air strike[1] aircraft are directed to the I P or the most probable position of the trucks or cars to drop flares for identification and bombs for destruction. VAW-116's E-2A with LTJG TASLER, acting as CICO[7] destroyed 14 trucks on one such mission on 14 September 1967.

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II. B. 3. e.&f.

e.&f. Clarinet Racer

Clarinet Racer utilizes a carrier based aircraft which has been prewired to receive a magnetic tape recorder. The E-2A on board Coral Sea have been so equipped. The tape recorder is loaded with recorded encrypted teletype messages by the ship's Main Communications. The aircraft is launched, proceeds to a predetermined random point, and upon arrival on station orbits and establishes contact with a Naval Communications Station (NCS). On Yankee Station the NCS Philippines or the NCS Japan can normally be contacted via HF voice. Once communications are established, the aircraft obtains a secure frequency for sending its traffic and then switches to that frequency to transmit the encrypted tapes. Any fix obtained by an enemy HF/DF facility would plot as a stationery or slow moving ship and would not reveal the position of the carrier. Should the need arise the aircraft is also capable of recording messages from the NCS for the carrier.

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SECRET

SECRET

1967 FLIGHT STATISTICS

	YEAR TOTAL	APR*	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
DAY FLIGHT HOURS	1590.0	73.1	150.3	159.3	124.6	147.5	279.7	214.4	190.7	250.4
NIGHT FLIGHT HOURS	264.3	11.7	45.5	42.7	14.5	23.3	27.8	19.4	29.7	50.7
DAY ARRESTED LANDINGS	451	0	66	59	15	36	94	57	62	62
NIGHT ARRESTED LANDINGS	130	0	32	44	2	8	8	11	7	18
AVERAGE PILOT FLIGHT TIME-DAY	254.1	11.7	24.1	27.2	20.4	24.2	46.4	33.0	29.0	38.1
AVERAGE FLIGHT TIME-NIGHT	45.2	2.9	8.5	7.5	2.4	3.9	4.6	3.0	4.6	7.8
AVERAGE DAY CARRIER LANDINGS PER PILOT	38.5	0	5.1	4.9	1.25	5.3	7.8	4.3	4.8	4.8
AVERAGE NIGHT CARRIER LANDINGS PER PLANE COMMANDER	18.0	0	4.0	6.3	.28	1.14	1.1	1.6	1.0	2.6
AVERAGE FLIGHT TIME PER CONTROLLER	250.6	8.8	13.5	21.1	17.6	26.3	47.8	34.9	35.8	44.8
AVERAGE FLIGHT TIME PER RADAR OPERATOR (RO)	190.1	6.8	10.4	12.9	12.2	17.4	32.6	29.7	28.8	39.3
SORTIES FLOWN	673	46	86	84	53	49	106	83	74	92
TOTAL AIRCRAFT HOURS	1854.1	84.8	195.8	202	139.1	170.8	307.5	233.8	220.4	300.1
TOTAL AIRCRAFT FLIGHTS	698	48	90	89	62	51	108	84	74	92

* from 20 April, 1967

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1967 AIRCRAFT STATISTICS

BUNO	FLOWN	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR TOTAL
151702	HOURS	14.3	101.6	0							115.9
	FLIGHTS	9.0	38.0	0							47
151703	HOURS	0	0	0							0
	FLIGHTS	0	0	0							0
151704	HOURS	0	0	0							0
	FLIGHTS	0	0	0							0
151705	HOURS	20.8	20.7	0							41.5
	FLIGHTS	10.0	12.0	0							22
150539	HOURS	0	19.2	32.1	40.2	42.5	6.9	44.9	32.0	44.3	262.1
	FLIGHTS	0	11.0	16.0	14.0	12.0	2.0	20.0	10.0	16.0	101
151711	HOURS	21.5	30.6	44.1	36.1	58.1	94.3	4.7	42.6	122.7	455.3
	FLIGHTS	12	15	21	20	16	34	3	14	37	172
151715	HOURS	0	21.7	61.0	36.6	41.4	114.1	92.1	44.4	83.0	492.3
	FLIGHTS	0	12	23	13	15	39	31	17	24	174
151719	HOURS	28.2	2.0	64.8	26.2	28.2	92.2	92.1	101.4	50.1	485.2
	FLIGHTS	17	2	29	15	8	33	30	33	15	182

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