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1969

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

FF12/VAW-116  
ADMIN:RET:tbc  
05750  
Ser 015

~~CONFIDENTIAL~~

30 MAR 1970

REGISTERED AIR MAIL

~~CONFIDENTIAL~~ declassified upon removal of enclosure (1)

From: Commanding Officer, Carrier Airborne Early Warning Squadron  
ONE HUNDRED SIXTEEN  
To: Chief of Naval Operations (OP-05D2)  
Subj: Command History for Calendar Year 1969 (OPNAV REPORT 5750-1);  
submission of  
Ref: (a) OPNAVINST 5750.12A  
Encl: (1) VAW-116 Command History - 1969  
1. In compliance with reference (a), enclosure (1) is submitted.

*A. M. Potter Jr.*  
A. M. POTTER Jr.

Copy to:  
Chief of Naval Operations (OP-09B9)  
COMPAIRSDIEGO  
CCAENW-11

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**VAW-116 SQUADRON HISTORY 1969**

**NARRATIVE**

**COMMAND ORGANIZATION**

Carrier Airborne Early Warning Squadron ONE HUNDRED SIXTEEN (VAW-116) is an Airborne Early Warning Squadron in the sense of article 312 of NWP 32C, Anti Air Warfare and as defined in chapter 2 of NWP 10-3(A), Naval Warfare Terms, to the extent implied by the radar, radio, and data link capabilities of the E-2A aircraft. VAW-116 is currently a self-supporting squadron under the administrative control of Commander Carrier Airborne Early Warning Wing ELEVEN (CCAWW-11), Commander Fleet Air San Diego (COMFAIRSDIEGO), and Commander Naval Air Force Pacific (COMNAVAIRPAC). VAW-116 is charged with the operational training, organizing, and equipping of a combat ready airborne 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, air surveillance, communications, and aircraft control.

**PERSONNEL**

1969 was VAW-116's third year as a commissioned squadron. Commander Daniel G. W. TERRY, USN and Commander Arthur H. POTTER Junior, USN served as Commanding Officer and Executive Officer respectively 1 January 1969 to 27 May 1969. Commander POTTER relieved Commander TERRY as Commanding Officer and Commander Donald O. KIERR, USN joined the squadron as Executive Officer, both to retain these billets the remainder of the calendar year. Appendix 1 contains pictures and biographies of squadron Commanding Officers and Executive Officers.

Appendix 2 contains the roster and pictures of the squadron on 31 December 1969. The enlisted muster roll for 1 January 1970 is located

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in Appendix 3 and the squadron flight personnel as of 1 January are listed in Appendix 4.

**AIRCRAFT ASSIGNED**

During 1969 Carrier Airborne Early Warning Squadron ONE HUNDRED SIXTEEN had a total of four E-2A aircraft assigned. Bureau numbers 150539, 151711, 151715 and 151703 were assigned for the entire year. Statistics for these aircraft are listed in Appendix 7.

HISTORICAL CHRONOLOGY

On 1 January 1969, Carrier Airborne Early Warning Squadron ONE

HUNDRED SIXTEEN was temporarily based on board USS CORAL SEA (CVA-43)

under the operational control of Attack Carrier Air Wing FIFTEEN (CVA-15).

The squadron operated at "Yankee Station" from the first of the year until

27 January. CORAL SEA departed "Yankee Station" for Singapore, arriving

on 31 January and remained in port until the 7th of February.

CORAL SEA was on station from 10 February to 2 March. An at- to- at-

missile firing exercise took place south of Halim Island on 20 February.

The ship arrived in the Philippines 5 March and departed on 10 March. In

transit for a day and one half, the ship anchored at Hong Kong on 12 March

remaining there until 17 March. Another day and one half transit put the

ship back on "Yankee Station" for a short time period 19 through 30 March.

CORAL SEA spent two days in port at NAS Cubi Point, Republic of the

Philippines to down load ordnance and then transited to Tokusaka, Japan,

for turn-over with the USS BON HOMME RICHARD (CVA-31). Departing Tokusaka

on 9 April, CORAL SEA dropped to the first fleet on 11 April.

ALL AN-116 E-2As departed USS CORAL SEA on 17 April for a final

fly out to NAS North Island, California. CORAL SEA arrived at NAS Alameda,

California, the following day.

On 27 May Commander D. G. W. BERRY was relieved as Commanding Officer

by Commander A. H. POTTER Jr. A formal reception was held at the North

Island Officers' Club.

On 8 June, the squadron deployed to NAS Fallon, Nevada, for the annual

weapons training exercises. The squadron and other members of CVN-15 received

training in shipboard flying procedures and techniques of flight in the C-119

of Tonkin. The squadron returned to North Island on 13 June.

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The squadron's first personnel inspection under its new Commanding Officer was held on 20 June at which time there was also an awards ceremony. The squadron welcomed new members to the squadron and renewed old friendships at the "All Hands" party on 24 June at the Imperial Beach Chief Petty Officer's Club.

VAW-116 participated in the retirement ceremonies of COMPAIRSDIEGO Rear Admiral KEREDERIS on 30 June. Squadron aircraft were among these in a low level fly by which took place as part of the ceremonies.

On 7 July, squadron pilots commenced night field mirror landing practice in preparation for refresher night carrier landings and initial night carrier qualifications. Practice continued through 11 July. During this period, VAW-116 also participated as an element of the "Orange", opposing force during First Fleet exercise Beagle Baron, USS CONSTELLATION's operational readiness exercise.

On 15 and 17 July, squadron pilots acquired "build-up" carrier landings aboard USS CORAL SEA. All day landing requirements were completed; however, weather and assignment of higher landing priorities to other squadrons precluded the acquisition of any night landings. Additional night overhead times aboard USS CONSTELLATION were cancelled.

VAW-116's command inspection was held on 22 and 24 July. The squadron was awarded an overall grade of 93.65, the highest score achieved by a COMNAVIAIRPAC VAW squadron to that date.

On 3 August, USS CORAL SEA with Attack Carrier Air Wing FIFTEEN embarked, departed NAS Alameda, California, for 13 days of underway training including a COMTUEX. After five days inport Alameda, CORAL SEA's and CVW-15's Operational Readiness Evaluation was held 21 through 29 August. VAW-116 received an overall grade of 91.75.

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On 18 September, VAW-116 departed NAS North Island, California, for NAS Alameda, California, to embark aboard USS CORAL SEA for an extended Western Pacific Deployment commencing 23 September. Pre-Operational Readiness Inspection training was held during the period 28 September through 1 October 1969.

CORAL SEA arrived Pearl Harbor on 2 October and departed on 3 October for a three day Operational Readiness Inspection. VAW-116 was primarily concerned with maintenance of an effective airborne early warning posture during this competitive evolution. The squadron initially detected 75% of all exercise bogies, enemy aircraft, and controlled numerous intercepts. VAW-116 received an overall score of 93.11.

CORAL SEA departed Pearl Harbor for Yokosuka, Japan, on 8 October, arriving there on 15 October to relieve USS BON HOMME RICHARD (CVA-31). After a short turn-over period CORAL SEA departed Yokosuka for NAS Cubi Point, Republic of the Philippines arriving on 21 October. A successful AAMEX, air-to-air missile firing exercise was held in transit on 20 October.

CORAL SEA was inport Cubi 21 - 23 October and departed for "Yankee Station" on 24 October. The ship was in the combat zone until 17 November when she left for Cubi Point, Republic of the Philippines. After one day inport the ship left for Sasebo, Japan, on 19 November. On 20 November, VAW-116 participated in MINEX and Clarinet Racer exercises and on the 21st the CORAL SEA engaged in Operation Blue Sky, a combined U. S. - Republic of China air defense exercise.

From 23 November to 2 December CORAL SEA was inport Sasebo during which period a squadron aircraft was flown to Atsugi, Japan, to perform a system demonstration for senior officials of the Japanese government. On 9 December, the ship left port for Task Force 71 operations through 8 December

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when the ship docked for one day. CORAL SEA was at sea again from 9 - 12 December for Task Force 71 operations followed by another Sasebe import period 12 to 19 December. CORAL SEA was enroute "Yankee Station" 19 to 23 December. On 23 December the ship started special operations and was so engaged the remainder of the calendar year.