CARRIER AIRBORNE EARLY WARNING
TRAINING SQUADRON ONE HUNDRED TWENTY
HISTORY
1967-1969

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I. A CHRONOLOGY OF COMMANDING OFFICERS OF CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON ONE HUNDRED TWENTY

1.	CAPT. S. L. CORNER	1 July 1967
2.	CDR T. E. NEWARK	1 October 1968
3.	CDR R. A. PETTIGREW	8 August 1969

II CHRONOLOGY

1 July 1967 - Commissioning of Squadron

26 August 1967 - Commissioning of VAW-124

6 October 1967 - Presentation of Chief of Naval Operations Aviation Safety Award to Carrier Airborne Early Warning Wing TWELVE

14-15 March 1968 - FIRST ADMINISTRATIVE/MATERIAL INSPECTION - TRAINING DEPARTMENT GRADED OUTSTANDING

2 August 68 - LCDR LARRY D. EVANS FAMILY AND GUESTS KILLED IN CIVILIAN PLANE CRASH

1 October 68 - CHANGE OF COMMAND - COMMANDER THEADORE E. NEWARK RELIEVES CAPTAIN SHELDON L. CORNER

- SEPARATE ORGANIZATION OF CAEWW-12

- COMMISSIONING OF VAW-125

15 October 68 - SQUADRON INSIGNIA APPROVED.

9 August 69 - CHANGE OF COMMAND * COMMANDER RAYMOND A. PETTIGREW RELIEVES COMMANDER THEADORE E. NEWARK

1 September 69 - SQUWADRON MOVED FROM SP-1 to SP-2

III INTRODUCTION

Each student trained at RVAW-120 receives a more specialized and thorough indoctrination in the systems and operations of his particular aircraft then before commissioning of RVAW-120. The instructors have more time to give each student the attention needed to provide the operational detachments and squadrons with the product necessary to meet the high standards and demands of operational commanders in either ASW or AAW operations.

All pilots, naval flight officers, and aircrewmen who will ultimately be assigned to an E-1B detachment or an E-2A squadron attend extensive ground training lectures that give them a thorough working knowledge of their respective aircraft's capabilities and systems. After the ground training phase, they go through their respective flight phases where they can apply what they learned to ground school.

RVAW-120 has expanded its training program to include maintenance personnel. A separate Fleet Replacement Aviation Maintenance Personnel (FRAMP) Training Department is in existance with lecture guides and lesson plans in use. It is expected that this training will enhance the maintenance department of each detachment or squadron by furnishing them with better qualified personnel in this area.

The first replacement officer graduated from the newly commissioned RVAW-120 was Ensign George H. SCHRUENDER, USNR, 708313/1325. Ensign SCHRUENDER completed the E-1B NFO training syllabus on 26 August 1967 and was transferred to VAW-121. During the following four months 29 other replacement officers graduated, 8 E-1B NFO's, 9 E-2A pilots, and 12 E-2A NFO's.

On 1 September 1967 Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY-FOUR (VAW-124) was commissioned. This was the first squadron commissioned all of whose officer personnel were graduates of the RVAW-120 Training Program. Likewise, almost all enlisted personnel were drawn from the ranks of personnel assigned for training to RVAW-120 or temporarily attached to RVAW-120 as instructors. This was the pattern to be followed during the future months prior to the commissioning of VAW-125 and VAW-126. Personnel began to be ordered in well in advance of the commissioning date. They would complete training in their new aircraft and would then have sufficient time to set up the organization for their new squadron while not having to actually operate on their own. The "day run" organization proved highly effective.

SAFETY

In ceremonies held Friday, 6 October 1967 in Sea Plane Hanger One at Naval Air station, Norfolk, Virginia, Captain D. C. RUMSEY II, Commander Fleet Air Norfolk, presented the coveted Chief of Naval Operations Safety Award to Carrier Airborne Early Warning Wing TWELVE. The squadrons participating in these ceremonies were RVAW-120, VAW-121, VAW-122 and VAW-123. The award covered both of the types of aircraft flown by the Wing, the E-1B and E-2A.

The award covers the period from 1 July 1966 to 30 June 1967 and is based on a low accident rate, quality of submitting safety reports, safety articles for publications and recommendations for improvement of aviation safety.

Captain S. L. CORNER, Commander Carrier Airborne Early Warning Wing TWELVE and Commanding Officer, Carrier Airborne Early Warning Training Squadron ONE HUNDRED TWENTY accepted the awards on behalf of the Wing.

The training function of RVAW-120 is best delineated in the official description of its mission and tasks.

MISSION:

a. To indoctrinate and train aviators, flight officers, aircrewmen, and maintenance personnel in the operations anf maintenance of carrier AEW aircraft and systems in order to provide a maximum level of air combat readiness in the fleet AEW units.

TASK:

a. Indoctrinate and train aviators, flight officers, and aircrewmen in the operation and tactical employment of assigned AEW aircraft.

b. Recommended tactics and doctrine for the optimum utilization of current AEW systems.

c. Maintain liaision with opposite fleet RVAW in order to improve and standardize AEW training.

d. Maintain combat training and efficiency in order to provide backup for the combat squadrons in an emergency situation.

IV NARATIVE

Carrier Airborne Early Warning Training Squadron ONE HUNDRED TWENTY (RVAW-120) was commissioned on the morning of Saturday, 1 July 1967 in Sea Plane Hanger One at the Naval Air Station, Norfolk, Virginia.

The first Commanding Officer was Captain Sheldon L. CORNER, USN, who was previously dual-hatted as Commander, Carrier Airborne Early Warning Wing TWELVE (CCAEWW-12) and Commanding Officer, Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY-ONE (VAW-121). On 1 July 1967, Captain CORNER remained as COMCAEWW-12. However, upon assuming command of RVAW-120, he relinquished command of VAW-121. Relieving him as Commanding Officer, VAW-121 was CDR Raymond A. PETTIGREW, USN.

Guest speaker for the commissioning and change of command ceremonies was Captain D. C. RUMSEY, II, Commander Fleet Air Norfolk.

To get a complete picture of what the commissioning of RVAW-120 meant, let us look briefly at the events immediately preceding.

On 1 April 1967, the first step of the overall reorganization of the Atlantic Fleet VAW community had taken place with the redesignation of Carrier Airborne Early Warning Squadron TWELVE (VAW-12) as Carrier Airborne Early Warning Wing TWELVE (CAEWW-12) and the commissioning of VAW-121, VAW-122 and VAW-123. VAW-122 and VAW-123 were the first operational squadrons flying the new E-2A "Hawkeye" aircraft. VAW-121 flying both E-1B and E-2A was assigned the permanent task of providing E-1B detachments to Atlantic Fleet carriers and the temporary task of training replacement pilots, naval flight officers and aircrewmen for both E-1B detachments and E-2A squadrons.

With the commissioning of RVAW-120, the new trifold organizational concept of VAW was essentially completed - Wing, Training Squadron, and Operational Squadron. Remaining to be added where additional operational squadrons, VAW-124, 125 and 126. The training squadron, RVAW-120, immediately assumed the training function which VAW-121 had performed between 1 April and 1 July 1967.

The major employment of RVAW-120 during 1968 was continued training of replacement flight and ground crews for E-1B and E-2A aircraft. Particular emphasis was placed upon completing the training of E-2A personnel destined for the commissioning of VAW-125 in October 1968 followed by preparation of E-2A personnel to commission VAW-126 in April 1969.

While the squadron was itself young, it had sufficient experienced personnel to achieve the training to the personnel to be assigned to VAW-125 as well as to provide a steady stream of replacement personnel to the other four squadrons already commissioned.

We can perhaps see this by looking at the totals of personnel transfered by category. During 1968, RVAW-120 completed training 38 E-1B pilots, 12 E-1B NFO's, 26 E-2A pilots and 22 E-2A NFO's. Likewise during this year many Fleet Replacement Aviation Maintenance Personnel underwent training in RVAW-120 and were transferred to the other squadron.

On 14 and 15 March, the squadron received its first administrative Material Inspection. For a newely commissioned squadron it did exceptionally well receiving an overall grade of EXCELLENT. Of special note is the fact thqt the Training Department received a grade of OUTSTANDING.

In early August, the squadron was grieved by the tragic death of LCDR Larry D. EVANS, his wife Judith and daughter, Perrin, and two friends visiting from Italy in a rented private plane crash in the mountains in the western part of Virginia.

On 1 October, command of the squadron changed. Commander Theodore E. NEWARK, USN, relieved Captain Sheldon L. CORNER, becoming the squadron's second Commanding Officer. Captain CORNER continued as Commander Carrier Airborne Early Warning Wing TWELVE and four officers were transferred from RVAW-120 to become part of the now separate Wing Staff. These Officers were LCDR Henery R. DOMBROWSKI, USN; LT Algimantas J. GALINIS, MC, USNR; LT David R. LAYTON, USN; and LT Leonard ODEN, USN. Also at this ceremony, Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY - FIVE (VAW-125) was commissioned under the command of Commander John R. SCHAUB, Jr, USN. Sixteen officers were transferred on 1 October from the replacement officer ranks of RVAW-120 to form new squadrons. Within the next three months four other officers completed RVAW-120 training and were also transferred to VAW-125. As it was by way of foot notes to this year, the squadron insignia was approved on 15 October. The insignia pictures an ocean osprey superimposed on an open book and both on a blue background. The osprey symbolizes the squadron's flight operations over the sea; the open book represents the squadron's training mission.

1969 found the squadron operating with a full head of steam training replacement personnel for all East Coast VAW squadrons. This was a big year for the squadron. We flew 4,369 flight hours and completed 109 students in addition to many maintenance personnel.

8 August 1969 saw CDR R. A. PETTIGREW, a well known personalety in the VAW community, relieve CDR T. E. NEWARK as Commanding Officer. Guest speaker for the occasion was CAPT Thomas D. QUINN, COMCAEWW-12.

On 1 September 1969, the squadron moved to a home away from the Wing. The move was from building SP-1 to SP-2, Naval Air Station, Norfolk, Virginia. The squadron had now grown to 222 staff enlisted personnel and 37 staff officers. The move to SP-2 was necessary and

welcomed since we then had 5 E-1B, 2 E-2A and 2 TE-2A aircraft.

All total the years since 1 July 1967 through 31 December 1969 have shown steady groth and development of RVAW-120. Statistics are not available for some portions of 1967, but, the following table will provide some idea of the total output of our squadron.

	1967 (JULY - DEC)	1968	1969
FLIGHT HRS.			
E-1	N/A	3,126.4	2,390.3
E-2	N/A	2,059.3	1,167.0
TE-2	N/A	333.2 (Aug-Dec)	811.7
MAINT. HRS			
E-1	N/A	46,339.2	47,552.8
E-2	N/A	51,672.5	42,662.3
TE-2	N/A	4,270.2	10,888.3
STUDENTS COMP.			
E-1 PILOT		38	26
E-2 PILOT	9	26	29
E-1 CONT.	8	12	15
E-2 CONT.	12	22	39
PERSONNEL (STAFF)			
ENL	217	176	222
OFF	41	39	37