

1975

CARRIER AIRBORNE EARLY WARNING TRAINING  
SQUADRON  
ONE HUNDRED TWENTY

SQUADRON HISTORY  
CALENDAR YEAR 1975

CHRONOLOGY OF COMMANDING OFFICERS  
OF  
CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON 120

CAPT S. L. CORNER	1 JULY 1967
CDR T. E. NEWARK	1 OCTOBER 1968
CDR R. A. PETTIGREW	8 AUGUST 1969
CDR D. G. W. TERRY	17 JULY 1970
CDR R. A. SPARGO	12 JULY 1971
CDR W. P. COURTNEY	25 JULY 1972
CDR T. P. MC CLENAHAN	6 JULY 1973
CDR J. D. LARISON, JR.	30 OCTOBER 1974
CDR H. J. BERNSEN	19 DECEMBER 1975

## MISSION

To indoctrinate and train Naval Aviators, Naval Flight Officers, aircrewmen and maintenance personnel in the operation and maintenance of carrier airborne early warning aircraft and systems in order to provide a maximum level of air combat readiness in the fleet airborne early warning units.

## STATISTICS 1975

Flight hours: 3121.7

Sorties: 997

Carrier arrested landings, day/night: 252/74

Student pilots completed: 20

Student NFOs completed: 29

Student aircrew completed: 7

FRAMP students completed: 160

	<u>Enlisted</u>	<u>Officer</u>
Squadron Composition	165	42
	<u>First Term</u>	<u>Career</u>
Enlisted Retention	58%	100%

## NARRATIVE

RVAW 120 is a shore based squadron that is faced with a unique challenge. As a training squadron, it is faced with the task of receiving pilots, Naval Flight Officers and maintenance personnel unfamiliar with an aircraft and molding them into effective elements to be used by the fleet squadrons in their efforts of upholding American foreign policy and protecting American shipping on the high seas. This is accomplished through the diligent efforts of a number of individuals in the various departments. The labors of the squadron as a whole were great this past year, but many feats were particularly noteworthy.

During the tenure of CDR LARISON the Fleet Readiness Aviation Maintenance Personnel (FRAMP) Department, completed submission of and fully implemented all of the E-2C organizational maintenance courses. Of particular interest was the non-designated airman course which was selected by CNO to serve as the model of other FRAMP departments Navy-wide. Also in the scope of improving the product to the fleet squadrons, the department received authorization to implement the Versatile Training System which will result in better facilities and thereby improve instruction offered to the FRAMP student.

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While FRAMP was busily engaged in classroom instruction in the E-2C, the Maintenance Department was faced with completing their transition to the new aircraft, and completing the FRAMP graduates' training with the necessary "hands on" OJT phase of the syllabus. Both tasks were completed with a minimum of aggravation. In fact, the adaptability and rapid growth in the E-2C displayed technical expertise, enabled the squadron to meet a full variety of operations and special exercises. As model manager of the E-2C, the squadron provided technical assistance and aircraft for such projects as the Lakehurst Catapult Trials, Israeli visitors, plus numerous demonstrations of the E-2C weapons systems capabilities for such dignitaries as the Shah of Iran and members of the cabinet. In every case the professionalism, dedication, pride, and hard work of the members of RVAW 120 resulted in the ability to meet all commitments.

During the past year this squadron has graduated 32 replacement pilots, 28 NFOs, and 6 flight technicians, while flying 4247 hours in the assigned aircraft. In addition the squadron carrier qualified 40 pilots on three separate carriers. Twenty-three being qualified for night operations.

In the never ending search to provide a better product to the fleet squadrons and at the same time to cut down the cost of training, RVAW 120 employed two new computer loaded trainers. The first, the cockpit procedures trainer, teaches

pilots emergency procedures with a greater degree of realism than previous methods. The second, the E-2C tactics trainer simulates any tactical situation encountered by the E-2C aircraft, and gives the student experience that could not be duplicated except under actual operational conditions. The three students, surrounded by the seven instructors who are controlling the tactical situation during lab periods, exercise all facets of the weapons system of the E-2C in mock combat situations, including air intercept control, strike control, surface surveillance, passive detection and airborne early warning.

The squadron Safety Department has incorporated an aggressive and comprehensive safety program designed to encourage the involvement of all squadron personnel. Of particular note is the practice of utilizing a different safety Petty Officer each working day to seek out and report potential problem areas. This results in a daily fresh perspective of problem areas.

The Aviation Safety Officer together with the pilot and NFO NATOPS Officer work together to identify potentially unsafe aviation related procedures and conditions and offers recommendations to correct potentially unsafe practices. This team provides the squadron and the VAW community with a continual update of aircraft problem areas.

After recounting some of the major accomplishments of the period one might fail to realize that were it not for the "behind the scenes" people who keep the day-to-day essential business of the squadron going, the squadron would cease to function as would the flow of qualified replacement aircrew and maintenance personnel to the fleet E-2C community.