



DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING SQUADRON 120
1027 BELLINGER BLVD
NAVAL AIR STATION, NORFOLK, VIRGINIA 23511-2216

1995 ✓

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From: Commanding Officer, Carrier Airborne Early Warning Squadron 120
To: Director of Naval History (N09BH), Washington Navy Yard, Washington, DC 20370

Subj: COMMAND HISTORY FOR CALENDAR YEAR 1995

Ref: (a) OPNAVINST 5750.12E

Encl: (1) CY-95 VAW 120 Command History
(2) Commanding Officer's Biography and Photograph
(3) VAW 120 Squadron History

1. Per reference (a), enclosures (1) through (3) are submitted.

A handwritten signature in cursive script, appearing to read "Frank N. Clark".

FRANK N. CLARK

CY-95 VAW 120 COMMAND HISTORY

COMMAND MISSION

Carrier Airborne Early Warning Squadron 120 is the Fleet Replacement Squadron for the Carrier Airborne Early Warning and Fleet Logistics Support Communities. It is our primary duty to indoctrinate and train Naval Aviators, Naval Flight Officers, enlisted Aircrew in the operation of the E-2C "Hawkeye" and C-2A "Greyhound" aircraft.

COMMAND ORGANIZATION

CAPT Frank N. Clark	Commanding Officer	Apr 95 - Dec 95
CAPT Vernon C. Huber	Commanding Officer	Jan 95 - Apr 95
LCDR Robert W. Brown	Executive Officer	Sep 95 - Dec 95
LCDR Mark Mills	Executive Officer	Apr 95 - Sep 95
CDR Edward D. Rosequist	Executive Officer	Jan 95 - Apr 95
CDR William E. Havens	Maintenance Officer	Jan 95 - Dec 95
LCDR Eric R. Hinger	Operations Officer	Apr 95 - Dec 95
LCDR Michael A. Gray	Operations Officer	Jan 95 - Apr 95
LCDR Jeffery L. LaCaze	Administrative Officer	Jun 95 - Dec 95
LCDR Andrew Alford	Administrative Officer	Jan 95 - Jun 95
LCDR Otis E. Butler	Safety Officer	Mar 95 - Dec 95
LCDR John V. Watson	Safety Officer	Jan 95 - Feb 95
LCDR Marc J. Johnson	Training Officer	Jun 95 - Dec 95
LCDR Jeffery L. LaCaze	Training Officer	Jan 95 - Jun 95
LCDR Michael G. Pouliot	Human Resources Officer	Mar 95 - Dec 95
LCDR Samuel Schick	Pilot Training Officer	Oct 95 - Dec 95
LT Kevin J. Russell	Pilot Training Officer	Jan 95 - Oct 95
LCDR Dennis Wojcik	NFO Training Officer	Feb 95 - Dec 95
LT Peter J. Kasiski	NFO Training Officer	Jan 95 - Feb 95

NUMBER OF PERSONNEL ONBOARD

<u>Staff Officers</u>	<u>Staff Enlisted</u>	<u>Student Officers</u>	<u>Student Enlisted</u>
68	370	113	7

OPERATIONS

The Operations Department schedules every training and flight event at VAW 120. This group of officers works closely with the Training Department on a daily basis ensuring every element of the CNO syllabus is completed for category I through category IV students. In 1995, 57 pilots, 54 Naval Flight Officers (NFO's) and 52 C-2A(R) Aircrew completed the E-2C and C-2A(R) training syllabi. The Greyhawks logged over 7487 total flight hours, all of which were Class "A" mishap free. Squadron aircrew developed and presented numerous VIP orientation briefings and aircraft indoctrination tours for visiting foreign dignitaries and prospective Carrier Air Wing Commanders. Additionally, VAW 120 trains foreign military students from the countries of Australia, the United Kingdom, Egypt and Singapore.

The Operations Department scheduled and coordinated six Field Carrier Landing Practices (FCLP) and six Carrier Qualification (CQ) Detachments in 1995. This comprehensive task included determining the aircraft assets required, training to be completed, field or carrier usage, billeting, maintenance support, funding and other miscellaneous items. Operations was responsible for scheduling and contracting Air Intercept Control (AIC) aircraft assets which were employed for student NFO's to become Air Intercept Control (AIC) qualified.

VAW 120 is routinely tasked with providing tours for visiting groups such as the Naval Reserve Officer Training Corps (NROTC), the Naval Junior Reserve Officer Training Corps (NJROTC), the Sea Cadets and the Boy Scouts of America. These briefings are designed to orientate prospective naval officers and enlisted personnel to the capabilities, limitations and mission of the E-2C "Hawkeye" and the C-2A(R) "Greyhound."

MAINTENANCE

The Maintenance Department at VAW 120 provides the aircraft maintenance support necessary to accomplish the commands training mission. It currently provides all scheduled, unscheduled and special maintenance requirements for 12 E-2C and 5 C-2A(R) aircraft. As the largest department in the squadron, it contains approximately 80% of all permanently assigned personnel consisting of over 300 enlisted maintenance personnel, 18 Chief Petty Officers and 12 Officers.

In calendar year 1995, the Maintenance Department set numerous flight hour and sortie completion records and sent record high numbers of fleet replacement pilots and Naval Flight Officers to operational squadrons. In addition to keeping up with a rigorous daily operational flight schedule, the following E-2C and C-2A(R) aircraft were received, transferred, underwent Aircraft Service Life Period Adjustment (ASAP) inspections or completed extensive electrical wiring modifications:

Aircraft Received

163537	12 Jan 95	GSAC St. Augustine FL
163693	3 Mar 95	VAW-114
163536	13 Mar 95	GSAC/VAW-112
168849	13 Mar 95	VAW-114
163851	21 Mar 95	VAW-114
161098	24 Apr 95	VAW-122
162169	20 Sep 95	NADEP NORIS
162619	25 Oct 95	NADEP NORIS
163848	14 Dec 95	GSCA St. Augustine FL
162151	14 Dec 95	NADEP NORIS
160702	19 Dec 95	VAW-121

Aircraft Transferred

162800	27 Jan 95	DPRO St. Augustine FL
163696	9 Mar 95	Bethpage Long Island NY
159105	15 Mar 95	Strike/SARDIP
161225	20 Mar 95	Strike/SARDIP
162615	20 Apr 95	NADEP NORIS
162177	24 Jul 95	SDLM NADEP NORIS
163693	31 Jul 95	DPRO St. Augustine FL
163537	9 Aug 95	GSCA St. Augustine FL
162798	21 Aug 95	SDLM NADEP NORIS
161785	26 Sep 95	SDLM NADEP NORIS
162801	27 Nov 95	SDLM NADEP NORIS

Aircraft ASPA's

162172	25 Jan 95	ASPA 3
162615	10 Mar 95	ASPA 4
162177	14 Mar 95	ASPA 3
163536	14 Mar 95	ASPA 2
162176	12 May 95	ASPA 3
163693	9 Jun 95	ASPA 3
162172	23 Aug 95	ASPA 4
163851	7 Nov 95	ASPA 3
162170	12 Dec 95	ASPA 4

Aircraft Wire Modification

163537	20 Jan 95
162117	1 Mar 95
163536	3 Apr 95
160700	7 Jul 95

SAFETY DEPARTMENT

CY 95 was another impressive year of operational safety for the Greyhawks. The squadron flew over 7,400 hours and had over 1500 arrested landings. Highlights for the year include:

- Total Hours: 7487.7
- Total Embarked Hours: 1008.2
- Total Night Hours: 1564.9
- Total Arrested Landings: 1567
- Total Night Arrested Landings: 596
- E-2C NATOPS changes were submitted concerning the following:
 - Minimum crew requirements
 - Oxygen regulator switch positions
 - Post takeoff/climb/cruise checklist
 - Complete hydraulic system failure
 - Hydraulic system failure
 - Landing gear emergency extension
 - Propeller pump lights
 - Oil low light
 - Congealing oil at altitude
 - Main landing gear actuator failure
 - RPM/IHP/FF fluctuations
 - Propeller malfunctions
 - Hydroplaning
 - Nosewheel steering engagement
 - Rudder stop release procedures
 - Electrical system diagram
 - Pitchfeel system diagram
 - Bailout
 - Foldout Update
- C-2A NATOPS changes were submitted concerning the following:
 - Engine electrical power
 - Fail to feather procedures
 - APO preflight procedures
 - Mission planning chart
 - Pitchlock warning
 - Emergency descent
 - PEL profile
 - Pitchlock Description
- HMP/TPDR/QDR/EI submitted: 25
- Safety articles submitted: 0
- 8 HAZREPS submitted concerning the following subjects:
 - Birdstrike in landing pattern (4)
 - Manhole cover failure
 - Unauthorized runway intrusion
 - Tailpipe departed aircraft
 - Trailing wire antenna penetrated fuselage

- NATOPS unit evaluation GPA:

	<u>E-2C</u>	<u>E-2C</u>	
	<u>Group 0</u>	<u>Group II</u>	<u>C-2A(R)</u>
Pilot	3.99	4.0	3.95
NFO	3.91	3.82	N/A
Aircrew	N/A	N/A	3.81

- Pro-of-the-Week submissions: 4
- Number of Safety Standdowns conducted: 6
- Date of last Safety Survey: June 1995
- Command Requested Safety Inspections:
 - a. COMNAVBASE Fire Department (Fire safety inspections and assistance visits): conducted monthly on a no-notice basis by NAS Fire Marshall.
 - b. COMNAVIAIRLANT HAZMAT inspection: Dec 95
 - c. Industrial Hygiene Survey: Sep 95
- Mishaps/Violations
 - a. Class Alpha: 0
 - b. Class Bravo: 0
 - c. Class Charlie: FM 15 May 95
AGM 15 Oct 95
 - d. Flight Violations: 0
- Other Areas of Interest:

(A) FRS Consolidation - VAW 120 has expanded extensive effort in the consolidation of the E-2C/C-2A(R) FRS. In the past 6 months the squadron has taken on an additional 13 aircraft, 40 maintenance personnel, 10 staff, and 35 student officers. Consolidation of the FRS has also involved numerous hours of hard work reviewing and conducting maintenance training required to support the addition of the Group I and II aircraft. VAW-120 has extensively revised and established new training and safety practices while indoctrinating staff and students to the new aircraft and facilities. The doubling of flight hours and training events without the concurrent increase in maintenance personnel and training devices, however, has been a challenge. Improved work center documentation, a revised ROC/POE, and a manpower survey should improve the manning concerns this fiscal year, and the imminent completion of the 15F8C Weapons System Trainer should significantly enhance training opportunities for pilots and Naval Flight Officers.

(B) Model Manager Programs. The VAW 120 Model Manager Programs have set the example for other training squadrons. As the model manager of the Aircrew Coordination Training (ACT) program. VAW 120 has vigorously updated the ACT program to better suit the needs of our students and the fleet. We now grade CAT I students on aircrew coordination on syllabus flights, trainers, during oral examinations, and include an

ACT segment on all instructor standardization check rides. To better facilitate fleet training, a data base and library have been created illustrating scenarios from E-2C/C-2A(R) mishaps involving ACT as a contributing factor. The films and data base are made available to all fleet squadrons for training purposes. We also provide a bimonthly instructor qualification course for ACT facilitators. Our goal is to continue to facilitate safety and crew coordination through standardized training.

The FRS E-2 Group O, I, and II programs continue to provide superior support to the fleet. An example of the program's diligence with regards to safety-of-flight issues is its continued efforts to gain approval of the quick donning oxygen system into the E-2/C-2A. Although originally proposed by VAW 120 over a year ago, our squadron continues to provide test and evaluation services for this project and is totally committed to its eventual approval. VAW 120's E-2C Model Manager program continues to address relevant fleet issues such as working with COMAEEWINGLANT and NAWC Patuxent River updating NATOPS Electrical Fire/Fire of Unknown Origin Smoke and Fume Elimination procedures. We have also continued to press for improvements in weapons system areas, including the mission computer upgrade, a digital ICS, and the addition of the Cooperative Engagement Capability (CEC). Lastly, VAW 120 continues to solicit fleet squadron input by hosting the annual E-2C/C-2 Operational Advisory Group (OAG) conference.

The C-2A(R) Program continues to spearhead the C-2 community and provide superior support to the fleet. This year the C-2 Model Manager Program instituted night carrier qualification for C-2 replacement pilots, submitted 4 airframe changes, and completed functional testing of the Global Positioning System (GPS) for the C-2, subsequently incorporating new procedures into the NATOPS manual. Furthermore, VAW 120 has developed an innovative aircrew training and upgrade program with the intent of providing better service to the fleet and more efficient management of personnel. The VAW 120 Model Manager program continues to actively pursue means of standardizing E-2C and C-2A(R) procedures in support of community consolidation.

- Miscellaneous

(1) Safety Gram - VAW 120 has instituted several programs to disseminate information to and from squadron personnel. One of our most effective tools is the squadron "Safety Gram" (Sample is Enclosure (1)). The Safety Gram is published quarterly and contains useful ground and aviation safety related information. Subjects vary according to time of year and often include, but are not

limited to, work center/household safety, recreational safety, driving/motorcycle safety, Pro's-of-the-Week, and results of Anymouse submissions. Copies are distributed to all work centers and are posted on all read boards located throughout the squadron. Squadron response to the Safety Gram has been very favorable and the document continues to grow in size and scope.

(2) Anymouse Program - One of the most effective ways to get information from squadron personnel is through the use of the Anymouse program. VAW-120 actively solicits Anymouse submissions from squadron personnel and maintains a historical file of all submissions for reference. Anymouses submitted are processed and final action taken within two working days of receipt. Results are formally addressed at morning maintenance meetings, all officer meetings (AOMs), the squadron Safety Gram and in specific cases at safety standdowns. Our Safety Department believes the Anymouse program is a very effective tool in keeping the lines of communication open both ways.

(3) Pilot and NFO Standardization Meetings - Another tool used by our Safety Department is keeping the lines of communication open among staff aircrew are Pilot and NFO Standardization meetings. Originally formed to disseminate information to staff aircrew, they have grown into open forum meetings. Meetings occur bimonthly at the conclusion of AOM's and topics range from OPSTEMPO, safety of flight issues and subjects particular to student training syllabus events. Additionally, new ideas for procedural changes are presented and instructional techniques discussed to ensure staff aircrew are standardized in their conduct of student training syllabus events. These meetings have proven to be very helpful in allowing use to fine tune our Squadron Operating Procedures (SOP) and Standard Training Operating Procedures (STOP) manual.

(4) Safe Ride Program - VAW 120 has authored an agreement with Hampton Roads Transportation Company to provide squadron personnel alternate means of transportation in the event of an emergency, and to discourage command personnel from drinking and driving. The program is simple and easy to implement. The Safety Department issues every command member a serialized Greyhawk Saferide card. When needed, the card is presented to the driver of any taxi company listed in the agreement. Transportation is then provided to the member's residence free of charge. The fare is sent to the command where the individual member is given time to pay the balance. When the member transfers, the card is returned to the Safety Department. Since implementation, the program has proven to be very successful. In fact, our success has led several other commands to use our program as a model for their own.

TRAINING DEPARTMENT

Testing and acceptance of the new Group II Weapons System Trainer, the 15F8C, unfortunately did not progress as smoothly as desired. The WST was not accepted as previously expected. This situation requires that all CAT I RNFO students continue to be trained initially in the Group 0 and then attend an eight week Group II transition syllabus.

Due to the delay in the 15F8C's acceptance, scheduled modification of the 15F8B WST has been put on hold. Modification of the system will hopefully commence during FY97.

The Computer Based Training system (4E12) received an upgrade contract of approx \$750,000. This significant addition to the contract will enable the replacement of the aging two-screen system with a single screen format. Additionally, it will allow for the creation of an "Electronic" classroom for all instructional spaces. A spin off of this system will allow the FRS to create and disseminate on Laser disk all existing and future CBT courseware for use by fleet squadrons.

HUMAN RESOURCES DEPARTMENT

In March 1995, VAW 120 established a Human Resources Department. This new department consists of the following billets:

- Human Resources Officer (Department Head)
- Command Managed Equal Opportunity Officer
- Family Advocacy Program Manager
- Drug and Alcohol Program Advisor
- Educational Services Officer
- Public Affairs Officer
- Command Fitness Coordinator
- Career Information Program Manager
- Dental Readiness Officer
- Indoctrination/Sponsor Program Coordinator
- Command Financial Specialist

The Human Resources Department made significant improvements in all its managed programs. In August 1995, Commander, Airborne Early Warning Wing, U.S. Atlantic Fleet conducted a thorough Administrative and Material (ADMAT) Inspection of the squadron. All programs in the department received a grade of "outstanding."

Calendar year 1995 was a year of extraordinary improvement for the Command Information Team. There were new implementations made and many old programs revised to better serve the command as a whole. The following are accomplishments made during 1995:

- The Career Information Training Course was implemented as an in-house course which yielded an 89% course completion rate for the squadron.
 - Received a grade of "Outstanding" on the annual retention assessment inspection.
 - 41 onboard reenlistment/extensions totaling over 91 years of obligated service.
 - 18 Fleet Reserve transfers
 - 77 attended Transition Assistance Program (TAP)
 - Four Professional Development Boards held (40 attended)
 - Three applied for officer accession programs; 1 selected.
 - One applied and selected for Enlisted Education Advancement Program (EEAP)
 - Four guaranteed "A" school assignments for rate conversion

Our goal is to continue to move forward, improving every program in the Human Resources Department in calendar year 1996.