



1996 ✓

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

5750

Ser 30/ **171**

**13 MAR 1997**

From: Commanding Officer, Carrier Airborne Early Warning Squadron 120

To: Director of Naval History (N09BH), Naval Historical Center, Washington Navy Yard, 901 M Street SE, Bldg 57, Washington DC, 20374-5060

Subj: COMMAND HISTORY FOR CALENDAR YEAR 1996

Ref: (a) OPNAVINST 5750.12F

Encl: (1) CY-96 VAW 120 Command History  
(2) Commanding Officer's Biography and Photograph  
(3) VAW 120 Squadron History  
(4) Meritorious Unit Commendation Citation

1. Per reference (a), enclosures (1) through (4) are submitted.

  
E. R. HINGER  
Acting

CY-96 VAW 120 COMMAND HISTORY

COMMAND MISSION

Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY 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 and Enlisted Aircrewmembers in the operation of the E-2C "Hawkeye" and C-2A "Greyhound" aircraft.

COMMAND ORGANIZATION

CDR Daniel T. Keuhlen	Commanding Officer	Nov 96 - Dec 96
CAPT Frank N. Clark	Commanding Officer	Jan 96 - Nov 96
LCDR Eric Hinger	Executive Officer	Oct 96 - Dec 96
LCDR Robert Brown	Executive Officer	Jan 96 - Oct 96
CDR William Havens	Maintenance Officer	Jan 96 - Dec 96
LCDR Harry Robinson	Operations Officer	Oct 96 - Dec 96
LCDR Eric Hinger	Operations Officer	Jan 96 - Oct 96
LCDR Jeffrey Hudgens	Administrative Officer	Oct 96 - Dec 96
LCDR Robert Mason	Administrative Officer	Apr 96 - Oct 96
LCDR Jeffery LaCaze	Administrative Officer	Jan 96 - Apr 96
LCDR Samuel Schick	Safety Officer	Jul 96 - Dec 96
LCDR Otis Butler	Safety Officer	Jan 96 - Jul 96
LCDR Marc Johnson	Training Officer	Jan 96 - Dec 96
LCDR Jon Ulbricht	Human Resources Officer	Jun 96 - Dec 96
LCDR Michael Pouliot	Human Resources Officer	Jan 96 - May 96
LT Edward Cook	Pilot Training Officer	Aug 96 - Dec 96
LCDR Henry Silva	Pilot Training Officer	Jun 96 - Aug 96
LCDR Samuel Schick	Pilot Training Officer	Jan 96 - Jun 96
LCDR Dennis Wojcik	NFO Training Officer	Feb 96 - Dec 96
LCDR Richard Weathers	NFO Training Officer	Jan 96 - Feb 96

NUMBER OF PERSONNEL ON BOARD

Staff Officers Staff Enlisted Student Officers Student Enlisted

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 to ensure every element of the CNO syllabus is completed for Category I through Category IV students. In 1996, 56 pilots, 46 Naval Flight Officers (NFOs) and 34 C-2A Aircrewmembers completed the E-2C and C-2A training syllabus. The Greyhawks logged over 7600 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 and the United Kingdom.

The Operations Department coordinated six Field Carrier Landing Practices (FCLP) and five Carrier Qualification (CQ) Detachments in 1996. This comprehensive task included determining the aircraft assets required, training, field and carrier usage, billeting, maintenance support, funding and other miscellaneous items. Operations was responsible for scheduling and contracting Air Intercept Control (AIC) aircraft assets, employed for student NFO AIC qualifications.

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

## MAINTENANCE

The Maintenance Department at VAW 120 provides the aircraft maintenance support necessary to accomplish the command's training mission. It currently provides all scheduled and special maintenance requirements for 15 E-2C and 5 C-2A aircraft. As the largest department in the squadron, it contains approximately 80% of all permanently assigned personnel consisting of 281 enlisted maintenance personnel, 19 Chief Petty Officers and 10 Officers.

In calendar year 1996 the Maintenance Department set numerous flight hour and sortie completion records which contributed to sending 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 aircraft were received, transferred, underwent Aircraft Service Life Period Adjustment (ASPA) inspections, had Global Positioning System (GPS) installed or completed extensive electrical wiring modifications:

### Aircraft Received

<u>BUNO</u>	<u>DATE</u>	<u>SOURCE</u>
160991	21 Mar 96	VAW-123
161229	15 Apr 96	VAW-123
162797	25 Apr 96	VAW-126
163540	24 Jun 96	St. Augustine
161785	16 Aug 96	NADEP NORIS
162170	11 Sep 96	NADEP NORIS
162800	23 Oct 96	VAW-124
162801	04 Nov 96	NADEP NORIS
162797	14 Nov 96	VAW-126

### Aircraft Transferred

<u>BUNO</u>	<u>DATE</u>	<u>SOURCE</u>
162170	13 Jan 96	NADEP NORIS
161098	30 Jan 96	STRIKE/SARDIP
160702	18 Mar 96	SDLM NADEP NORIS
160702	23 Mar 96	STRIKE/SARDIP
162176	18 Jun 96	NADEP NORIS
160991	16 Aug 96	STRIKE/SARDIP
162797	08 Oct 96	VAW-126
159495	09 Oct 96	STRIKE/SARDIP

Aircraft ASPAs

<u>BUNO</u>	<u>DATE</u>	<u>INSPECTION TYPE</u>
163849	06 Feb 96	ASPA 3
164485	22 May 96	ASPA 1
162176	03 May 96	ASPA 4
163848	14 Jun 96	ASPA 2
162157	22 Jul 96	ASPA 1
163536	16 Aug 96	ASPA 3
163851	05 Nov 96	ASPA 4
162172	12 Dec 96	ASPA 5

Aircraft Wire Modification

<u>BUNO</u>	<u>DATE</u>
162797	20 Feb 96
161785	06 Aug 96
162800	09 Sep 96

Global Positioning System Modification

<u>BUNO</u>	<u>DATE</u>
162170	Jul 96
162151	Aug 96
162157	Sep 96

Aircraft On Board

<u>BUNO</u>	<u>TYPE</u>	<u>MODEL</u>
159112	E-2C	GROUP 0
160700	E-2C	GROUP 0
161229	E-2C	GROUP 0
161785	E-2C	GROUP 0
162619	E-2C	GROUP 0
162797	E-2C	GROUP 0
162800	E-2C	GROUP 0
162801	E-2C	GROUP 0
163536	E-2C	GROUP 1
163848	E-2C	GROUP 1
164485	E-2C	GROUP 2
164496	E-2C	GROUP 2
164497	E-2C	GROUP 2

163698	E-2C	NEW UPGRADE
162151	C-2A	
162157	C-2A	
162169	C-2A	
162170	C-2A	
162172	C-2A	

## SAFETY DEPARTMENT

CY 96 was another outstanding year of operational safety for the Greyhawks. The squadron exceeded CY 95 flight hours and arrested landing totals while maintaining a zero Class Alpha mishap rate. Highlights for the year include:

- Total Hours: 7666.3
- Total Embarked Hours: 1026.4
- Total Night Hours: 2683.2
- Total Arrested Landings: 1937
- Total Night Arrested Landings: 788

Numerous NATOPS changes were submitted including:

### For the C-2A:

- Clarification of the propeller system
- Improved schematic for the hydraulic system
- Clarification on the emergency generator
- Tire airspeed limitation
- Clarification of carrier landings needed per aircraft commander
- Simplification of minimum crew requirement chart
- Clarification of aircrew under instruction note
- Two Preflight steps added
- Addition for bailout hatch RAMEC
- Addition of Pitchfeel Caution
- Auxiliary Power Unit procedure change
- Changes to Functional Check Flight Procedures
- Engine fire emergency procedure addition
- Addition of step in engine shutdown procedures
- Propeller pump light procedure change
- Propeller off-speed procedure change
- Wing fire procedure change
- Shorted bus procedure change
- Ditching procedure Note
- Pitchlock procedure Warning
- Precautionary Emergency Landing altitude change
- 0/10 degree flap airspeeds in landing pattern
- Caution for max rudder
- Caution for emergency landing gear blowdown
- Downlock microswitch
- Bailout procedure change
- HEFOE changes
- Critical field length change

For the E-2C Group 0:

- Replace climb checks with post takeoff checks
- Additional two Warnings for nose wheel steering inspection
- Clarify rudder stop release Cautions
- Prop pump light procedure change
- Add main gear actuator failure emergency procedure
- Change order of prop emergency procedures
- Recommend all procedures for RPM/IHP/TIT/FF become memory items
- Add 20 degree rudder selection to emergency gear extension
- Amplification to hydraulic failure information and emergency procedures
- Improve pitch feel diagram
- Add cold weather operations information
- Change order of oil system emergency procedures
- Add oil low emergency procedure
- Update electrical system diagram
- Correct numerous electrical system typographical errors

For the E-2C Group II:

- Add G-Limit Load Factor
- Figure 3-10 Omission
- Clarify fuel enrichment disable
- Change emergency field arrestment data
- Delete multiplexer references
- Add new Passive Detection System diagram
- Delete Digital Volt Ohm Meter test point select paragraph
- Delete 4K memory functions
- Change Group II Computer Processor Description
- Add Auto Gain Control value determination
- Add Group II Computer Processor memory capacity
- Delete 8k memory for Group II
- Delete reference to Digital Volt Ohm Meter
- Remove 8k memory Photo
- Delete APS 139
- Delete Group I IFF
- Delete ALQ 108
- Delete RT 988
- Delete Group I references
- Renumber all foldouts
- Delete High Speed Processor
- Define Airframe Change
- Include Passive Detection System "off" when switching aircraft power
- Re-order Processor Power Control Panel switch write up

- Switch Enhanced Multifunction Display Unit power
- Re-organize Chapter 22
- Add transponder latch sets
- Add ANT ROT switch Note
- Group II In-Flight Performance Monitoring J-Box Interface
- Enhanced High Speed Processor write up
- Re-write JTIDS chapter
- New TACCAR loop test
- Discuss DPCA in ALT Mode 2
- Alt modes for APS-145
- Description of low speed PSV
- Add APS-145 power information
- Changes to TACCAR test
- Add NAV converter write up
- APX 100 update
- Digital Data Bus Configuration figure update
- Improve Improved IFF System diagram
- Improve MAG VAR diagram
- Add Group II NAV fault decision tree
- Add Group II NAV fault matrix
- Azimuth blanking description
- ALT Mode 2 options available
- Detector Processor off during Computer Processor load
- Threat sector inputs to AGC
- Polar Plot Video description
- Sum and Difference channels description
- Dummy load description
- Voltage output from WRA 22
- Radar waveform description
- Main Power Supply video output
- Discuss PSV for display
- APX 100 write up
- Dome rotation access panel
- RCL defined
- ANDVT write up
- Delete KY-75 RCU
- New KY controls

Additional correspondence included:

- Hazardous Material Report (HMR)/Technical Publication  
 Deficiency Report (TPDR)/Quality Deficiency Report QDR/  
 Engineering Investigation (EI) Reports submitted: 47

HMR	-	24
TPDR	-	8
QDR	-	4

- Safety articles submitted: 5 "Bravo Zulu" submissions to Approach/Mech magazine
- HAZREPS Submitted: 9
  - C-2A lost bailout hatch in-flight.
  - C-2A experienced unsolicited rudder inputs during single engine approach.
  - E-2C fixed wire antenna tensioner departed aircraft.
  - E-2C discontinued start when WRA-24 emitted smoke and sparks.
  - C-2A torque meter shroud separated from the reduction gear-box while airborne causing an oil leak.
  - E-2C ingested large bird into the right engine causing it to flame out.
  - Delamination discovered on E-2C propeller.
  - Delamination discovered on C-2A propeller.
  - E-2C aileron actuator began leaking excessively on deck.

- NATOPS unit evaluation Grade Point Average

	<u>E-2C GROUP 0</u>	<u>E-2C GROUP II</u>	<u>C-2A</u>
Pilot	3.97	3.82	3.82
NFO	3.72	3.87	N/A
Aircrew	N/A	N/A	3.85

- "Safety Pros of the Week" submitted: 9
- Number of safety standdowns conducted: 4
- Date of last safety standdown: 20 December 1996
- Command requested safety inspections:
  - Base fire inspection and drill.
  - Base safety inspection.
- Mishap violations

Class Alpha:	0
Class Bravo:	1 Aviation Ground Mishap (AGM)
Class Charlie:	1 Flight Mishap (FM)
Flight Violations:	0

Other Areas of Interest:

1. Model Manager Programs. The VAW 120 Model Manager Programs continue to set the example for other FRS training squadrons. As the Aircrew Coordination Training (ACT) program model managers, they continue to enhance ACT training throughout the fleet. Now all students graduate with ACT training and evaluation flights while all instructors are evaluated on standardization check flights.

2. NATOPS. A NATOPS conference was held in 1996 where major corrections and updates to the existing NATOPS manuals were incorporated. A record number of NATOPS changes and recommendations were added to increase the accuracy and usability of all current NATOPS Manuals.

3. Safety Gram. Incorporated in 1995, the Safety Gram newsletter has continued to communicate safety issues throughout the squadron in 1996. Published quarterly, the Safety Gram contains pertinent ground and air safety-related information as well as squadron "Safety Pros". Copies of the Safety Gram are distributed to all work centers and are posted on several read boards throughout the squadron.

4. Anymouse Program. The Anymouse program continued strongly throughout 1996 with numerous submissions raising important safety concerns. Anymouse submissions were actively solicited from squadron personnel. Submissions were processed within two working days. Results were formally addressed at morning maintenance meetings, all officer meetings, in the Safety Gram and in specific cases at safety standdowns.

## TRAINING DEPARTMENT

The 15F8C Group II Weapons System Trainer (WST) was finally accepted and placed into service. The WST was more than two years late in its delivery. With the addition of the Group II WST, the Group II CAT I syllabus began making it unnecessary to train CAT I NFOs as Group 0 students and transition them into the Group II via an eight week transition course.

The 15F8B Group 0 WST was taken out of service in December 1996 for a four month modification. This down time resulted in the need to suspend training of RNFOs in the Group 0 pipeline. The class that convened in November 1996 was strictly Group II with no Group 0 RNFOs being trained.

Delivery of the 2F166 Group 0 configured Cockpit Trainer (CPT) experienced continual delays and was not delivered as planned in November 1996. The system, built by CONTRAVES STS, is well behind schedule and has numerous critical discrepancies.

## HUMAN RESOURCES DEPARTMENT

Established in mid CY95, Human Resources continues to be the focal point of major command programs demanding extreme attention to detail and professionalism. It is comprised 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

Human Resources made significant improvements in all of its managed programs, resulting in an extraordinary year across the board. Additionally, the Career Information Team revised and implemented new techniques to better serve the command as a whole. The following are accomplishments made during 1996:

- Retention Team was nominated by Carrier Airborne Early Warning Wing, U.S. Atlantic Fleet for FY 96 Golden Anchor Award (Shore Category)
- Received grade of "Outstanding" during the annual Carrier Airborne Early Warning Wing, U.S. Atlantic Fleet Retention Assessment
- One individual applied and selected for the Enlisted Commissioning Program (ECP)
- 15 personnel enrolled in the Navy's National Apprenticeship Program
- 2 personnel awarded Department of Labor Journeyman Certificate
- 10 personnel participated in Functional/Academic Learning Skills
- 293 personnel attended CITC which resulted in 92% of E7 and above and 82% of E5/E6 participating in training
- 197 personnel attended Professional Development Board
- 6 personnel selected for Fleet "A" school

Retention Rate:

- (a) 1st Term: 69%
- (b) 2nd Term: 57%
- (c) 3rd Term: 97%

(d) Overall: 75% Retention

Additional departmental accomplishments include:

- Actively involved in Partners in Education program by committing personnel to Pen Pal program and tutoring sessions with Providence Elementary School.
- Organized and hosted numerous tours of squadron facilities.
- Managed command fitness program that maintains greater than 99% of personnel within physical readiness standards.