



DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED TWENTY THREE
FPO NEW YORK 09501

1982

G-E
logged

VAW123:00:rlf
5750
Ser 076
25 FEB 1983

From: Commanding Officer, Carrier Airborne Early Warning Squadron
ONE HUNDRED TWENTY THREE
To: Chief of Naval Operations (OP-05D2)
Subj: Command History; submission of
Ref: (a) OPNAVINST 5750.12C
Encl: (1) VAW-123 Command History

1. In accordance with reference (a), Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY THREE's Command History for calendar year 1982 is hereby submitted as enclosure (1).

J. N. Mahood
J. N. MAHOOD

Copy to:
Director of Naval History (OP-09B9)

SCREWTOP HISTORY 1982

<u>POSITION</u>	<u>NAME</u>	<u>FROM</u>	<u>TO</u>
COMMANDING OFFICER	CDR GLAESER	10 OCT 1980	13 MAR 1982
	CDR MAHOOD	13 MAR 1982	PRESENT
EXECUTIVE OFFICER	CDR MAHOOD	14 NOV 1980	13 MAR 1982
	CDR BUNTON	13 MAR 1982	PRESENT
MAINTENANCE OFFICER	CDR PLACE	13 APR 1981	19 JUNE 1982
	CDR REIF	19 JUNE 1982	PRESENT
OPERATIONS OFFICER	LCDR ACHILLE	13 APR 1981	19 MAR 1982
	LCDR WELLER	22 FEB 1982	08 DEC 1982
	LCDR ACHILLE	08 DEC 1982	PRESENT
ADMINISTRATION OFFICER	CDR BROADHURST	10 OCT 1980	19 MAR 1982
	LCDR ACHILLE	19 MAR 1982	08 DEC 1982
	LCDR GROSEL	08 DEC 1982	PRESENT
SAFETY OFFICER	LT KOVALCHIK	13 APR 1981	28 JAN 1982
	LCDR AUBE	28 JAN 1982	10 MAY 1982
	LCDR DUNLAP	10 MAY 1982	27 AUG 1982
	LCDR GROSEL	27 AUG 1982	08 NOV 1982
	LCDR WELLER	08 NOV 1982	PRESENT

SCREWTOP AIRCRAFT

<u>POST-CRUISE '81</u>	<u>AIRCRAFT TRANSACTIONS</u>	<u>CURRENT AIRCRAFT</u>
160702	FEB 82 160698 to SDLM NORTH ISLAND CA.	158641
161097	FEB 82 RECEIVED 159112	161097
160987	MAR 82 RECEIVED 160008	160697
160698	APR 82 TRANSFERRED 160008 to RVAW-120	159112
	APR 82 RECEIVED 160697	
	MAY 82 RECEIVED 158641	
	MAY 82 TRANSFERRED 160987 to RVAW-120	
	JUL 82 160702 to SDLM, NORTH ISLAND CA.	
	AUG 82 RECEIVED 160698 from SDLM (5th ACFT for NATO)	
	OCT82 TRANSFERRED 160698 to RVAW-120	

With the start of the new year, the SCREWTOPS of VAW-123 were faced with new challenges, plus a change of scenery.

On January 18th, the SCREWTOPS found themselves enroute to the Puerto Rican Operations Area and began refresher training with a new Air Wing, Carrier Air Wing ONE. Previously, VAW-123 was attached to Carrier Air Wing ELEVEN. During this period, the SCREWTOPS practiced the techniques and tactics utilized by CVW-1. In addition, the new Air Wing became accustomed to the unique operational characteristics of the World Famous SCREWTOPS. It was a learning experience for all parties involved.

On February 10th, the SCREWTOPS returned to their home at NAS, Norfolk for a one month period which was devoted to aircraft maintenance and upkeep.

Commander James N. Mahood became the Commanding Officer of VAW-123 on March 12th. He fleted up from Executive Officer under Commander Fred Glaeser while Commander Ray Bunton assumed the position of Executive Officer.

Enclosure (1)

The World Famous SCREWTOPS were sent to Homestead AFB in Florida on March 15th to assist the Treasury Department in their battle against drug smugglers. The E-2C has proven to be an effective platform that could identify and track drug smugglers. Upon detection of suspicious boats or aircraft, the E-2 would guide law enforcement officials to their positions, resulting in an outstanding apprehension rate. The driving force in the SCREWTOPS success was attributed to the talents of squadron maintenance crews, which were supplemented by Grumman Aerospace Corporation personnel, lead by Mr. Tony Tavormina.

April 23rd found the SCREWTOPS returning home to the friendly Norfolk area. From April 25th to May 8th, the pilots flew a series of Field Carrier Landing Practices (FCLPs). This evolution resulted in all pilots receiving the necessary practice required to "fine tune" their professional abilities in bringing the "HAWKEYE" onboard a carrier. Maintenance crews put in long hours to ensure three full mission capable E-2s were available and flown aboard USS AMERICA (CV-66) for Refresher Training.

On May 10th, the globe-trotting SCREWTOPS departed Norfolk aboard USS AMERICA and deployed to the Guantanamo Bay, Cuba Operating Area for refresher training. This intense training is designed to train the ship's crew in damage control problems, man overboard drills and flight deck operations.

This period was valuable for the SCREWTOPS since the squadron was given exposure to operational missions. The experience gained by each member not only helped the individual, it also helped the squadron as a whole in maintaining the excellent record that the SCREWTOPS enjoy.

VAW-123 returned to the Roosevelt Roads Operating Area on June 8th for more operational flying and practice, then returned to Norfolk for a short rest.

On August 22nd, the SCREWTOPS embarked aboard USS AMERICA (CV-66) and departed Norfolk, Virginia for NATO exercise "UNITED EFFORT/NORTHERN WEDDING". The SCREWTOPS became the first E-2C squadron to deploy with five E-2C's. The fifth HAWKEYE was added to increase warning and command/control assets and evaluate their effect on CV Battle Group flexibility and security. Starting on the 23rd of August with the fly-on, the SCREWTOPS provided continuous 24 hour airborne early warning, LINK-11 control, fighter intercepts, attack mission tracking and Hummer controlled radar approaches for 23 consecutive days. The SCREWTOPS made 98% of their scheduled sorties, and had 99 consecutive sorties without a loss, and were airborne for all but nine hours of the 23 day period.

Shortly after leaving the Virginia Capes Operating Area USS AMERICA began her high tempo of operations which would be maintained throughout the exercise. The first real world mission was conducted on the day of departure. A long range air attack by Air Force B-52's tested the battle group's command, control, communications and passive/active countermeasures against a highly capable platform. The "BUFS" proved to be a formidable weapon, but one that could be neutralized by properly using current tactics. The SCREWTOPS controlled F-14 Tomcats to intercept the B-52's at a range of 200 nautical miles from USS AMERICA and escorted them during several close-in runs against the carrier. Subsequently, during the Atlantic crossing, 26 Soviet reconnaissance aircraft were detected, intercepted and escorted beyond offensive range by USS AMERICA aircraft.

USS AMERICA pulled into Edinburgh, Scotland on September 15th for a six day port visit. The warmth and hospitality of the Scots made the visit a very enjoyable occasion. On September 21st, AMERICA headed South for a two day trip through the English Channel, enroute to her second port-of-call, Portsmouth, England. However, her stay in Portsmouth was cut short to only three days, because orders were received to depart immediately for the Mediterranean Sea.

Enclosure (1)

With the onset of fighting in Lebanon, the U.S. policy for a two carrier commitment had to be filled. Since the AMERICA and her battle group were in the vicinity, she was the obvious choice. So, on October 1st, the AMERICA and her battle group sailed into the Western Mediterranean. While transiting central Mediterranean waters, AMERICA participated in a NATO exercise called "EXERCISE DISPLAY DETERMINATION" that took place in the Ionian Sea. A carrier was made available from the Indian Ocean as a relief and, on October 9th, the AMERICA departed the Mediterranean, heading for the Puerto Rico operating area to complete her work-ups.

October 16th saw the SCREWTOPS surpassing yet another aviation milestone by completing 14 years of accident free flying. This record was attained while flying more than 26,500 flight hours in three models of the E-2 Hawkeye Carrier Based Airborne Early Warning aircraft, including 12 peacetime and combat deployments.

On the morning of October 18th, AMERICA and her Air Wing arrived in the southern operating area for TYT III training. The SCREWTOPS were able to practice the vector logic grid and help coordinate five Alpha strikes. After one day of stand down, the SCREWTOPS then went into the Operational Readiness Examination (ORE) phase. Back to a normal complement of four Hawkeyes and despite problems with supply support for two critical electronic subsystems, the squadron was in shape and ready for anything. In fact, according to reconstruction, no more than three raid aircraft were left for surface missiles during the entire period. All opposition surface units were out of action permanently through war at sea tactics including coordinated Harpoon attacks and five major Alpha strikes, all of which were coordinated by the SCREWTOPS without difficulty. The squadron was awarded a HIGH EXCELLENT for their ORE grade.

Following the ORE, USS AMERICA headed for Mayport, Florida to off load her Air Wing, and to conduct carrier qualifications. On October 28th, two SCREWTOP aircraft and their crews flew to NAS, Norfolk, Virginia.

The month of November was used to condition squadron aircraft for an upcoming extended deployment. A pre-deployment corrosion control inspection was conducted, resulting in all aircraft and the corrosion program receiving very high grades. From November 29th to December 3rd, SCREWTOP pilots once again practiced for their upcoming carrier deployment by conducting FCLPs. On December 8th, the World Famous SCREWTOPS were again at sea, this time crossing the Atlantic for a six month deployment. On December 20th, USS AMERICA entered the Mediterranean and headed for her first port-of-call in Palma de Mallorca, Spain. The SCREWTOPS arrived in Palma on the 22nd, celebrated Christmas, then departed for the Eastern Med on the 28th.

The end of the year found the SCREWTOPS of CVW-1 onboard USS AMERICA, headed for their duty station off the coast of Lebanon to provide support for U.S. Marines and the International Peace Keeping Force in Beirut.

Enclosure (1)