DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED TWENTY FOUR
FLEET POST OFFICE
NEW YORK 09501

VAW 124/212/dlp
5750
Ser:

From: Commanding Officer, Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY FOUR
To: Chief of Naval Operations (OP-05B2)

Subj: Command History; submission of

Ref: (a) OPNAVINST 5750.12A

Encl: (1) CARAEWRON 124 1970 Command History

1. In accordance with reference (a), Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY FOUR submits its 1970 Command History, enclosure (1).

J. H. KARLEN

Copy to:
Chief of Naval Operations (OP-09B9)
CINCLANTFLT
COMNAVAIRLANT
COMCARAEWING TWELVE (less Annex 2)

VAW-124

CARRIER AIRBORNE EARLY WARNING SQUADRON

ONE HUNDRED TWENTY FOUR

COMMAND HISTORY

1970

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Carrier Airborne Early Warning Squadron
ONE HUNDRED TWENTY FOUR
*1970* Command History

Chronology of Events

January
5 Departed NAS Norfolk, Virginia for REFTRA/AFWR in Caribbean (Guantanamo Bay, Cuba Operating Area/South AFWR Operating Area) aboard the USS AMERICA (CVA-66).

February
27 Returned to NAS Norfolk, Virginia after completion of REFTRA/AFWR.

March

April
10 Departed NAS Norfolk, Virginia for ORI in Caribbean (South AFWR Operating Area) and subsequent deployment in Southeast Asia and Sea of Japan with U. S. SEVENTH Fleet, aboard the USS AMERICA (CVA-66) as part of Attack Carrier Air Wing NINE (CVW-9).
13-17 AFWR, South AFWR Operating Area
18-20 ORI, South AFWR Operating Area
20 Departed South AFWR Operating Area for Southeast Asia and U. S. SEVENTH Fleet Operations.
23 Kidnapped King Neptunus Rex ..... LCDR W. V. FLEITZ (VAW-124)
24 USS AMERICA "Crosses the Line" (0.0° Latitude; 41.3° West Longitude), all scurvy Pollywogs duly initiated to the mysteries of the deep by King Neptunus Rex and his court.
27-29 Inport Rio de Janeiro, Brazil
30 Departed Rio de Janeiro, Brazil for Subic Bay, Republic of the Philippines via the Atlantic and Indian Oceans.

May
16 INCHOP U. S. SEVENTH Fleet
21-23 Inport NAS Cubi Point, Subic Bay, Philippines
26 Arrived on Yankee Station, Gulf of Tonkin, and commenced first Yankee Station line period,under operational control of Attack Carrier Air Wing NINE.

June
15 Departed Gulf of Tonkin for Subic Bay, Philippines ending first Yankee Station line period (26 May-15 June).
17-27 Inport NAS Cubi Point, Subic Bay, Philippines
29 Arrived on Yankee Station, Gulf of Tonkin, and commenced second Yankee Station line period.

July
5 CDR C. C. ROSE relieved by CDR J. H. KARLEN as Commanding Officer.
13 Departed Gulf of Tonkin for Subic Bay, Philippines ending second Yankee Station line period (29 June-13 July).

July (continued)

14-19 Inport NAS Cubi Point, Subic Bay, Philippines

21 Arrived on Yankee Station, Gulf of Tonkin, and commenced third Yankee Station line period.

August

4 Departed Gulf of Tonkin for the British Crown Colony of Hong Kong ending third Yankee Station line period (21 July- 4 August)

5-13 Inport British Crown Colony of Hong Kong

14-17 Inport NAS Cubi Point, Subic Bay, Philippines

17-22 Inport Manila, Philippines

25 Arrived on Yankee Station, Gulf of Tonkin, and commenced fourth Yankee Station line period.

September

6 Awarded third consecutive COMNAVAIRLANT Citation for Achievement in Aviation Safety since commissioning in September 1967.

18 Departed Gulf of Tonkin for Sea of Japan ending fourth Yankee Station line period (25 August-18 September).

20-21 Exercises conducted off the coast of Taiwan, Philippine Sea.

22 Air Show conducted off the coast of Okinawa, East China Sea.

24-27 SPECOPS in Sea of Japan

29 Inport Naval Base Yokosuka, Japan

October

9 Departed Yokosuka, Japan for Yankee Station, Gulf of Tonkin.

14 Arrived on Yankee Station, Gulf of Tonkin, and commenced fifth Yankee Station line period.

November

8 Departed Gulf of Tonkin for Subic Bay, Philippines ending fifth and last Yankee Station line period (14 October- 8 November).

10-12 Inport NAS Cubi Point, Subic Bay, Philippines

16 USS AMERICA "Crosses the Line" (0.0° Latitude; 140.5° East Longitude).

20 OUTCHOP U. S. SEVENTH Fleet

21-24 Inport Sydney, Australia

26 USS AMERICA crosses International Date Line

December

10-12 Inport Rio de Janeiro, Brazil

19 Four aircraft fly off to NAS Norfolk, Virginia

21 Returned to NAS Norfolk, Virginia after 8 1/2 month "around the world" deployment as a member of Attack Carrier Air Wing NINE aboard the USS AMERICA (CVA-66).

22-31 Post-deployment standdown

Narrative

After completing its first operational deployment in January 1969 and relatively uneventful operations ashore during 1969, Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY FOUR (VAW-124) started the new year with a short refresher cruise, commencing 5 January, in readiness for its subsequent WESTPAC deployment in April. As a member of Attack Carrier Air Wing NINE (CVW-9), the squadron commenced refresher training in the Guantanamo Bay, Cuba Operating Area and the Atlantic Fleet Weapons Range (AFWR) aboard the USS AMERICA (CVA-66). Upon completion of the training period, VAW-124 returned to NAS Norfolk, Virginia on 27 February to continue its preparation for the lengthy deployment to WESTPAC and the U. S. SEVENTH Fleet.

For the next month and a half, VAW-124 readied itself for its Operation Readiness Inspection (ORI) and second major operational deployment. On 10 April, the squadron departed NAS Norfolk aboard the USS AMERICA for the ORI and subsequent deployment to the U. S. SEVENTH Fleet. Flight operations commenced on 13 April upon arrival in South AFWR, preparatory to the impending ORI. The ORI, from 17 April to 22 April, ended our formal training for Southeast Asian Operations.

With the ORI completed on 22 April, AMERICA steamed south for Rio de Janeiro, Brazil, prior to the long transit to Southeast Asia. However, on 24 April before reaching Rio de Janeiro, traditional and time-honored ceremonies were conducted on AMERICA's flight deck to initiate and welcome the scurvy Pollywogs into the hallowed realm of King Neptunus Rex. This ceremony was particularly poignant for the squadron personnel because it was conducted under the stern and foreboding eye of its own LCDR W. V. FLEITZ, his majesty, King Neptunus Rex. The day prior to the ceremonies, VAW-124 personnel kidnapped King Neptune, making life quite difficult for him to bear as it became for most of us on the 24th.

The inport period in Rio de Janeiro, Brazil from 27 to 30 April was short but welcomed by all. On the morning of 30 April, we regretfully departed Rio de Janeiro for our long trip to the Philippines and the Western Pacific. Although flight operations were scheduled periodically throughtout our transit, most of the squadron's time was spent maintaining our aircraft, as well as our men, in readiness for our Southeast Asian Operations.

Finally, on 21 May, after nearly three weeks at sea transiting the Atlantic and Indian Oceans, AMERICA moored at the Naval Air Station Cubi Point, Subic Bay, Republic of the Philippines, relieving the USS CONSTELLATION (CVA-63). After a short stay in Subic Bay and the arrival of the Commander Attack Carrier Striking Force, SEVENTH Fleet (CTF-77), Vice Admiral Frederick A. BARDSHAR, U. S. Navy, and his staff aboard AMERICA, the ship and her air group departed for Yankee Station, Gulf of Tonkin.

Our first special operations in support of CTF-77, U. S. SEVENTH Fleet on Yankee Station commenced 26 May and continued through 15 June, at which time AMERICA steamed back to Subic Bay, Philippines to resupply and give its ship's company and air group some welcome rest.

During our Yankee Station line period, our squadron, a member of Attack Carrier Air Wing NINE, had the primary duty of providing the Task Force with 12 hours of daily airborne early warning detection of possible hostile aircraft, with primary emphasis on Data Link utilization, and maintaining an alert ready posture during non-flying hours. In addition, VAW-124 supported the Air Group in many other capacities. This included intercept control, communications relay, data link reporting, search and rescue and many other task force coordination responsibilities.

The inport period, 17-27 June in Subic Bay, Philippines was one of extensive and exhaustive efforts on the part of the squadron and all concerned to isolate and correct equipment discrepancies which had hampered the squadron's performance during the first line period. AMERICA departed Subic Bay on 27 June, enroute to Yankee Station and her second line period.

Special operations on Yankee Station commenced on 29 June. Although all the problems that had plagued us during the first line period were still not completely resolved, there were many indications that substantial progress had been made. Through the exceptional efforts of our maintenance personnel, the squadron was able to maintain one good aircraft, Hummer "011." E-2A "011" turned in a most creditable performance and earned a cake from the Commanding Officer of the USS AMERICA, Captain T. B. HAYWARD, aptly inscribed "Happiness is 011." Between 6 and 13 July, 011 launched on 21 of 24 scheduled sorties and provided full system coverage for each - a veritable work horse.

A stand down day was scheduled for 5 July 1970 and, during this respite from flight operations, CDR James H. KARLEN relieved CDR Charles C. ROSE as Commanding Officer of VAW-124. The ceremony was both traditional and unique in that it was jointly conducted with Tactical Electronic Warfare Squadron ONE HUNDRED THIRTY TWO (VAQ-132).

On 13 July, after two weeks of flying on Yankee Station, AMERICA left the Gulf of Tonkin for its third trip to Subic Bay, Philippines. Unlike past inport periods, 14-18 July was used mainly for rest and recuperation; however, extensive efforts were continued in order to isolate and correct those equipment discrepancies which again had precluded full system operations in all squadron aircraft. No flight operations were conducted during this inport period.

AMERICA departed Subic Bay on 19 July, enroute to Yankee Station and the third line period in support of combat operations. Commencing on 21 July, support operations continued throughout the line period with no particularly unique or new problems encountered. Although full sytem coverage was still much less than desired, E-2A "011" continued to carry the load.

On 24 July, E-2A "011", with CDR KARLEN in command, logged the 65,999th landing aboard AMERICA. An early recovery was made in order that Captain T. B. HAYWARD, Commanding Officer of the USS AMERICA, could log the 66,000th landing aboard CVA-66 in the ship's C-1A, "Miss AMERICA."

Also, two days before we left the line, the squadron welcomed aboard our new Executive Officer, Commander Walter O. EDBERG. CDR EDBERG, who had just completed his E-2A training at NAS Norfolk, replaced CDR Charles G. NORRINGTON, our acting Executive Officer since CDR KARLEN took command on 5 July.

On 4 August, AMERICA departed the Gulf of Tonkin for the British Crown Colony of Hong Kong having completed its third line period of the cruise. Anchorage was made in Hong Kong harbor on 5 August.

No flight operations were conducted during the inport period in Hong Kong which lasted from 5 thru 13 August. Maximum rest and recuperation were the order of the day. Due to the impending arrival of Tropical Storm Violet, AMERICA departed on 8 August in order to gain sea room for maneuverability; however, Violet changed course, bypassing Hong Kong, and AMERICA returned to anchorage the next day.

On 13 August, after 8 days inport in Hong Kong and with little money left to spend, we departed for Subic Bay, Philippines. Two squadron aircraft were bingoed to NAS Cubi Point in order to conduct maintenance while inport. After a short stay in Subic Bay for the replenishment of ship's supplies and preparation for the subsequent line period, AMERICA departed Subic Bay on 17 August for Manila, Republic of the Philippines.

Upon departure from Cubi Point, the two shore-based aircraft participated in an Air Wing air show for the embarked wives and Philippine officals accompanying the ship to Manila. Anchorage was made in historic Manila Bay that same afternoon.

AMERICA departed Manila on 22 August and conducted refresher training and air operations in the local Subic Bay Operating Area prior to leaving for the Gulf of Tonkin and its fourth Yankee Station line period. Combat support operations on Yankee Station commenced on 25 August.

During this at-sea period, the longest of the cruise, our squadron performed far and above the level achieved during previous line periods. Although the performance of our aircraft stole the show during the fourth line period, there were several other memorable moments.

On 6 September, VAW-124 had the distinction of receiving its third consecutive COMNAVAIRLANT Citation for Achievement in Aviation Safety since commissioning in September 1967. The citation, awarded by the Commander Naval Air Forces, U. S. Atlantic Fleet, Vice Admiral R. L. TOWNSEND, was presented by the Commanding Officer of the USS AMERICA, Captain T. B. HAYWARD. This citation is awarded in recognition of those Atlantic Fleet squadrons completing the fiscal year without a single major accident. An award of this nature can only be attributed to an effective team effort and is an outstanding accomplishment in aviation safety for the squadron and the E-2A community.

Also, during the last six days of the line period, 12-17 September, five days of 100% full AEW systems coverage was achieved. This performance did not go unnoticed or unheralded, as evidenced by the appearance in the ready room of a large cake suitably decorated "BZ, HUMM, m-m-m-m," and the receipt of a congratulatory message from CTF-77, Vice Admiral F. A. BARDSHAR, USN.

On 18 September, AMERICA departed the Gulf of Tonkin for the Sea of Japan after three and a half arduous weeks on Yankee Station. During the transit through the Philippine Sea and East China Sea, flight operations continued. On 20 and 21 September, operating off the coast of Taiwan, the Air Wing conducted several exercises and practiced for an air show that was to be held off the coast of Okinawa. On the 22nd, the Air Wing displayed its superb flying ability and fire power in an air show presented for many high ranking officers and dignitaries from Okinawa and the Republic of Korea. Starting on the 22nd, VAW-124 was tasked with the job of providing AEW coverage for the Task Force- due to the proximity of Korea, Red China and Russia, and, hence, did not participate in the air show.

On the 23rd, operations in the Sea of Japan commenced on Defender Station and lasted until 27 September, when AMERICA departed for Yokosuka, Japan. Also, on this date, one of our aircraft, E-2A "013," was sent to the Naval Air Station Atsugi, Japan for a badly needed paint job. The early fly-off gave a few extra needed days to perform the necessary maintenance work on the aircraft prior to AMERICA's mooring at the Naval Base Yokosuka, Japan on the 29th. We stayed inport until the morning of 9 October, when AMERICA departed Yokosuka for the Gulf of Tonkin and our fifth and last line period on Yankee Station. During the transit to Yankee Station, flight operations were held to bring our aircraft and crews back to operating levels prior to commencing the last line period.

The fifth line period commenced immediately upon arrival in the Gulf of Tonkin on 14 October. E-2A "013" was still in Atsugi, Japan and by this time, everyone was wondering where she was and how her crew was doing. Finally, on the 18th, "013" returned aboard AMERICA, the cleanest aircraft this side of PAR.

This line period, as was our last, was very successful. As the records will show, VAW-124 performed in a most exemplary manner and will undoubtedly be remembered for its outstanding performance while in WESTPAC. The Maintenance Department must be given the most credit for our success. Only through their hard, diligent, and tireless efforts was the squadron able to overcome the problems faced in meeting its operational commitments.

The USS AMERICA departed Yankee Station on the morning of 8 November, enroute to Subic Bay and the final legs of our "around-the-world" WESTPAC cruise. The first stop was Subic Bay, Philippines, which had become a familiar place. Considering this was the fourth visit, the station had become a "home-away-from-home." With the debarkation of CTF-77 and his staff and the resupplying of the ship's stores for the long transit, AMERICA departed Subic Bay, Philippines for Sydney, Australia on 13 November.

On the 16th, we again encountered the same two individuals that we encountered in April as we crossed the Equator in a southernly direction. These characters were present once again to initiate the new members of the ship who had never made a trip "Across the Line."

On the 20th, AMERICA outchopped SEVENTH Fleet and arrived "down under" in Sydney, Australia on the 21st. After a tremendous three days, AMERICA departed to continue her odyssey. Proceeding in an easterly direction, all clocks were advanced an hour daily as we transitted time zone after time zone. On the 26th, AMERICA crossed the International Date Line where we gained another 26th of November and had the once-in-a-lifetime experience of celebrating Thanksgiving Day two days in succession.

The next stop was Rio de Janeiro, Brazil. Rounding Cape Horn on 5 December, AMERICA steamed up the eastern coast of South America anchoring on 10 December in exactly the same place as on 27 April. The 12th found AMERICA departing for Norfolk with a short eight day trip ahead. Our aircrews, eager to get home, departed the ship on the 19th led by CDR KARLEN in Bullseye Hummer "011..." All four squadron aircraft made the fly-off, arriving late on the 19th. Upon arriving at Hangar SP-1, NAS Norfolk, the crewmembers were welcomed officially by Captain T. D. QUINN, Commander Carrier Airborne Early Warning Wing TWELVE, and tumultuously by their wives and families.

Early on the 21st, AMERICA, with the remainder of the squadron's officers and personnel, returned to Norfolk mooring at Pier 12, Naval Base Norfolk, Virginia, USA after an eight and one-half month cruise "around-the-world."

The USS AMERICA and her "Bullseye Hummers" had been gone 257 days; had stopped at three continents, a Crown Colony and five of the world's most interesting and exciting cities. We had spoken six languages, or tried to, and spent six kinds of money. We had safely flown in excess of 1000 hours and our aircrews had earned more than 40 Air Medals. We had earned two Campaign Medals and had been recommended for two additional decorations. Our Commanding Officer, CDR J. H. KAPLEN, was awarded the Bronze Star for his outstanding leadership during our WESTPAC deployment. We had done our part.

After a hectic day of off-loading our material from the ship to Hangar SP-1, everyone left for a very welcome and happy holiday and post-deployment stand-down. So, as the year drew to a close, VAW-124 proudly looked back at another highly successful and accident-free year.

## Command Organization

Commanding Officer:
11 July 1969 to 05 July 1970
Commander Charles C. ROSE, U. S. Navy, 525323/1310
05 July 1970 to Present
Commander James H. KARLEN, U. S. Navy, 526771/1310

Executive Officer:
11 August 1969 to 05 July 1970
Commander James H. KARLEN, U. S. Navy, 526771/1310
05 July 1970 to 01 August 1970
Commander Charles G. NORRINGTON, U. S. Navy, 605845/1320
01 August 1970 to Present
Commander Walter O. EDBERG, U. S. Navy, 544873/1310

Location of Command:
27 January 1969 to 05 January 1970
NAS Norfolk, Virginia, OPCON CCAEWW TWELVE
05 January 1970 to 27 February 1970
Caribbean (Guantanamo Bay, Cuba and South AFWR) Operating Area, REMTRA/AFWR CVW NINE
27 February 1970 to 10 April 1970
NAS Norfolk, Virginia; OPCON CCAEWW TWELVE
10 April 1970 to 21 December 1970
South AFWR Operating Area, OPI CVW NINE; Yankee Station, Gulf of Tonkin, and Defender Station, Sea of Japan, SPECOPS CTF SEVENTH Fleet and CVW NINE
21 December 1970 to PRESENT
NAS Norfolk, Virginia, OPCON CCAEWW TWELVE

Mission of Command:
To act as an airborne tactical command and control center for offensive and defensive fleet operations by providing airborne early warning and aircraft services through data link and voice communications.

Composition of Command:
Aircraft: Four (4) Grumman E-2A "Hawkeye" aircraft, Bureau Numbers: 152476, 152477, 152479, and 152489.
Personnel on Board (31 December 1970):
24 Officers - 23 are in a flight status
110 Enlisted - 5 are in a flight status

Squadron Nickname: "The BULLSEYE HUMMERS"

Squadron Motto: "The BULLSEYE Squadron - Center of Fleet Defense"

Flight Hours/Statistics:
Total Hours ..... 1705.8hrs
Avg Hours/Month ..... 142.1hrs
Carrier Landings ..... 472
Carrier Launches ..... 472

## Maintenance History

### January

On January 5, 1970, the squadron deployed on the USS AMERICA (CVA-66) for a shakedown cruise in the Caribbean area, with three aircraft, Bureau Numbers 152476, 152477, and 152479. The outstanding maintenance problems during this period were lack of rotable pool ARA's for the avionics systems, and elevator actuators for the airframe.

### February

The squadron was deployed the entire month on AMERICA. BUNO 152476 was flown back to NAS Norfolk for incorporation of AFC 133 (main landing attachment fitting) and AFC 139 (engine truss assembly). BUNO 152489 was received from VAW-125 during this period.

### March

On 2 March, the squadron returned to NAS Norfolk. The remaining aircraft had AFC 139 incorporated and all were avionics configured with KY-28, KG-23, and ACQ-2's for the upcoming WESTPAC deployment. BUNO 152489 had a rotodome changed due to intergranular corrosion on inspection at NAS Norfolk. Aircraft BUNO 152489 was found to have galvanic corrosion in the wings and fuselage.

### April 10 - June 15

The squadron departed NAS Norfolk on 10 April 1970 for an "around-the-world" WESTPAC cruise. This period, 10 April-15 June, covers the ORI conducted aboard the USS AMERICA and the first Yankee Station line period in the Gulf of Tonkin. Most maintenance problems came before and during the ORI. During the ORI, three starters were sheared in a four day period. The cause for this problem was found to be excess air pressure from the ship's deck starter and GTC-100's. These units were modified with a lower pressure stage and the problem was corrected.

Enroute to Rio, several unsuccessful attempts were made to establish a link with the ship. The problem stemmed from the installation of ACQ-2's and KG-23's in squadron aircraft shortly before the cruise, which squadron personnel were unable to maintain in proper operating condition. While in Rio de Janeiro, Mr. Billy Ross, of Collins Radio, arrived to provide technical assistance. He provided on the job training for the men, and the technical experience necessary to align all ASQ-52 systems. The problem with the KG-23 was found to be in the mounting plenums. Additionally, the test bench procedures left the KG-23's in the fast data rate position vice the proper slow data rate. This was corrected and the squadron was able to maintain its link responsibilities in the Gulf of Tonkin.

June 16 - July 13

This period includes the inport period at NAS Cubi Point, Subic Bay, Philippines and the second Yankee Station line period in the Gulf of Tonkin.

While in Subic Bay, the Aircraft Division changed four propellers for oil leaks and blade cuff separation. The mid-period corrosion inspection revealed corrosion in the aft outer wing box beam on BUNO 152489. The STRAAD repair facility at NAS Cubi Point completed installation of new wing doublers to correct this problem. Early in the second line period, bleed air valves on three aircraft failed and these aircraft were NORS for the rest of the line period.

Avionics was still plagued with link problems. Upon the completion of the first SPECOPS period and return to Subic Bay, aircraft BUNO 152477 appeared to have a good system but could not link; BUNO 152479 had CI difficulties; BUNO 152489 had been down for several months due to a lack of parts; and BUNO 152476 was in check. With the aid of three Grumman Tech Reps and one Collins Rep, these problems were corrected while in port. Avionics also experienced a problem with the middle-man operation due to incorrect due to incorrect installation of AFC 109 at NARF, North Island. UR's #0042, #0043, and #0044 were sent.

July 14 - August 3

This period covers the inport period at NAS Cubi Point and the operations on Yankee Station during AMERICA's third line period.

Aircraft BUNO 152476 provided major power plants problems with RPM fluctuations on two occasions, the last of which resulted in a single engine landing. The cause was determined to be a faulty prop governor.

Aircraft BUNO 152489 suffered a crunch to the nose wheel door that put it down for approximately two months while awaiting parts. The pilot's windshield in aircraft BUNO 152477 was replaced after the outer layer crazed in flight. The problem was determined to be a faulty heating element.

In avionics, aircraft BUNO 152476 had no code or decode IFF video for this period. The problem was traced to the rotary joint which was changed. Aircraft BUNO 152479 was down due to numerous NORS items and a calender check.

The line division had an opportunity to wash and perform a thorough corrosion inspection on each aircraft while inport NAS Cubi Point.

August 4 - September 18

This period covers the inport periods at Hong Kong, NAS Cubi Point, and Manila, as well as operations on Yankee Station during the USS AMERICA's fourth line period.

During this period the aircraft division installed completely transistorized propeller synchronization systems on all squadron aircraft. This action, coupled with other minor maintenance, solved the RPM fluctuation problem on squadron aircraft. Aircraft BUNO 152477 required a starter change due a faulty turbine section.

Airframes encountered a problem with stuck flaps on aircraft BUNO 152476, which was corrected by thoroughly cleaning and lubricating all flap tracks. Aircraft BUNO 152477 encountered several wing problems. Excessive play was discovered in the starboard aileron drop actuators. Also, the residual pressure valve failed, resulting in full extension of the aft wing locks. Replacement of each component solved the problem.

Three weapons systems were made operational during this line period; however, avionics had its problems. Aircraft BUNO 152476 lost three trailing wire antennas before it was discovered that a gear was slipping, allowing the antenna to free wheel to its full length when the antenna out switch was depressed with subsequent loss of the antenna. The complete system was replaced, and the problem was solved.

September 19 - November 8

This period includes the trip to and operations on Defender Station, Sea of Japan, the inport period at the Naval Base Yokosuka, Japan and operations on Yankee Station during the fifth and final line period.

During the period a NARF field mod team incorporated AFC 124's and AFC 138's in all squadron aircraft. These modifications took place during the visit to Yokosuka, Japan and during the first week of the line period.

Airframes removed and replaced an improper lateral feel system cam in aircraft BUNO 152489, thus solving the problem of stiff lateral controls in this aircraft. Soon after this action was completed, this same aircraft suffered three crunches in less than a week. Fortunately, none of these crunches involved major damage to the aircraft.

Aircraft BUNO 152489 finished the line period with two fodded engines at night: one on the number two catapult, and the other in flight. The first was caused by a helicopter lifting off on the bow, blowing FOD into the engine. The second is suspected to have been loose rivets in the torque meter shaft.

Avionics had very few problems during this period, with no ASQ-2 or KG-23 failures. This good fortune can be attributed partly to the lower temperatures and humidity in the Sea of Japan and in the Gulf of Tonkin during October and November.

November 9 - December 31

This period includes the trip to NAS Norfolk, Virginia via Subic Bay, Sidney, Rio de Janeiro and Norfolk; and the stand-down period at NAS Norfolk. There were no major maintenance operations during this time.

## Awards, Citations, and Special Congratulatory Messages

1. Awards Received:
   a. Bronze Star - CDR J. H. KARLEN, USN, 526771/1310
   b. First and Second Strike Flight Air Medal
      (1) CDR J. H. KARLEN, USN, 526771/1310
      (2) CDR C. G. NORRINGTON, USN, 605845/1320
      (3) LCDR C. F. LAVENDER, USN, 626877/1310
      (4) LCDR K. C. PETROSKE, USN, 627987/1310
      (5) LCDR M. V. FLEMTZ, USN, 640958/6802
      (6) LT R. W. STRIMER, USN, 642889/1320
      (7) LT B. K. ATCHLEY, USN, 647886/1310
      (8) LT D. C. MORRILL, USN, 673727/1320
      (9) LT R. S. LEVERETTE, USNR, 720237/1315
      (10) LT J. R. HORNE III, USNR, 722585/1315
      (11) LT W. G. MCBRIDE, USN, 717817/1310
      (12) LTJG R. J. FIESHOUR, USNR, 726143/1325
      (13) LTJG F. G. ARROW, USN, 719112/1320
      (14) LTJG D. A. SANBORN, USNR, 734005/1325
      (15) LTJG B. M. JOHNSEN, USNR, 735355/1325
      (16) AT1 J. L. HARTLEY, USN, 515 01 10
      (17) ATN2 T. J. DUNAWAY, USN, B61 32 68
   c. First Strike Flight Air Medal
      (1) CDR W. O. EDBERG, USN, 544873/1310
      (2) LT J. B. RUSSELL, USN, 678559/1320
      (3) LT D. R. BELL, USN, 690350/1310
      (4) LT C. RITTER, USNR, 702965/1315
      (5) LT T. J. FLAHERTY, USN, 703954/1320
      (6) LT E. F. CAREY, JR., USNR, 723909/1325
      (7) LTJG C. R. HAMM, USNR, 732752/1315
      (8) ATN2 R. E. NOLAN, USN, 137 33 88
      (9) ATR2 W. D. MEADOR, USN, B71 33 04
      (10) ATN2 P. M. O'CONNOR, USN, B40 91 27
   d. Republic of Vietnam Campaign Medal: Squadron personnel on board USS AMERICA (CVA-66) for six (6) month period from 26 May 1970 to 7 November 1970.
   e. Vietnam Service Medal: Squadron personnel on board USS AMERICA (CVA-66) for at least one (1) day during the period 26 May 1970 to 7 November 1970.

2. Awards Recommended:
   a. Navy Commendation Medals
      (1) CDR C. C. ROSE, USN, 525323/1310
      (2) LCDR K. C. PETROSKE, USN, 627987/1310
      (3) CWO-2 A. R. ZERBE, USN, 697136/7612
      (4) AT1 J. L. HARTLEY, USN, 515 01 10
   b. Navy Achievement Medals
      (1) AMEC D. P. ANTHONY, USN, 452 02 78
      (2) ADCS D. L. CONDOR, USN, 229 11 21
      (3) ADJC R. J. SMITH, USN, 490 29 42

(4) ADJ1 G. G. BROWN, USN, 586 31 08
(5) AMH1 K. C. ROBERTS, USN, 793 24 96
(6) ATR2 E. J. SHEFFIELD, USN, B32 37 70

c. Armed Forces Expeditionary Medal (Korea): Squadron personnel on board USS AMERICA (CVA-66) during operations in Sea of Japan

d. COMSEVENTHFLT Letters of Commendation
(1) ADJ1 D. J. KAYSER, USN, 447 63 78
(2) AK2 D. A. SORENSEN, USN, 798 17 76
(3) PR3 S. S. [illegible], USN, B21 34 82

3. Citation: COMNAVAIRLANT Citation for Achievement in Aviation Safety, Fiscal Year 1970.

4. Congratulatory Messages:

a. FY-70 Accident Free Record
(1) MSG 132317 JUL 70, From COMNAVAIRLANT
(2) MSG 141656 JUL 70, From CFAD NORO
(3) MSG 161310 JUL 70, From COMFAIRNORFOLK
(4) MSG 041840 SEP 70, From COMFAIRNORFOLK

b. E-2A AEW Performance
(1) MSG 220030 SEP 70, From CTF-77
(2) MSG 252025 SEP 70, From COMFAIRNORFOLK
(3) MSG 252157 SEP 70, From ADMINO COMNAVAIRLANT