

1976



COMMANDING OFFICER  
CARRIER AIRBORNE EARLY WARNING SQUADRON  
ONE HUNDRED TWENTY FIVE  
FLEET POST OFFICE, NEW YORK 09501

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VAW-125/14/dbm  
5750  
Ser: C116  
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(UNCLASSIFIED upon removal of enclosure (2))

From: Commanding Officer, Carrier Airborne Early Warning Squadron  
ONE HUNDRED TWENTY FIVE

To: Chief of Naval Operations (OP-0502)

Subj: Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12B

- Encl:
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  - (4) Biography of CDR Richard C. GENTZ, USN
  - (5) Biography of CDR Henry R. DOMBROWSKI, USN
  - (6) VAW-125 Officer Precedence List
  - (7) VAW-125 Enlisted Personnel assigned

*J. E. Connerton, Jr.*  
J. E. CONNERTON, JR.

Copy to:  
Director of Naval History  
COMNAVAIRLANT

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COMMAND ORGANIZATION AND MISSION

1. 1976 began VAW-125's 9th year as an operational squadron since its commissioning on October 1, 1968. VAW-125 is based at the Naval Air Station, Norfolk, Virginia and is part of Carrier Airborne Early Warning Wing TWELVE (CAEWW-12) which consists of six operational VAW squadrons; VAW-121, VAW-122, VAW-123, VAW-124, VAW-125 and VAW-126; and the Replacement Training Squadron, RVAW-120. At sea, VAW-125 is attached to Carrier Air Wing ONE based aboard the USS JOHN F. KENNEDY (CV-67).

2. In July of 1976, CDR R. C. GENTZ completed his tour as Commanding Officer of VAW-125 and was relieved by CDR H. R. DOMBROWSKI.

3. The primary mission of VAW-125 is to provide units of the fleet with early detection and warning of approaching forces. The principle is as old as warfare itself but, as practiced by VAW-125, involves the use of long range radar and sophisticated computer controlled electronic systems to detect, identify and report contacts while they are still many miles from the Task Force.

4. The squadron's aircraft, the Grumman built E2C Hawkeye, is the most advanced and effective early warning platform in the world today. Aircraft assigned to the squadron are:

AB 010	BUNO 158641
AB 011	BUNO 159110
AB 012	BUNO 160008
AB 013	BUNO 160009

The E2C Hawkeye is a twin-engine turbo-prop capable of reaching a station well ahead of the force at speeds over 300 knots and altitudes above 30,000 feet. The E2C with its 80 foot wingspan and gross weight of over 25 tons is one of the largest aircraft operated from the deck of an aircraft carrier. The crew consists of a pilot, co-pilot, Combat Information Center Officer (CICO), Air Control Officer (ACO) and Flight Technician, who fly the aircraft and operate the complex electronic equipment which it carries. This equipment, collectively called the Airborne Tactical Data System (ATDS), forms an airborne extension of the modern Navy Tactical Data System (NTDS) employed aboard all of our newer warships. The heart of the ATDS is a powerful, long range radar which transmits its energy through the 24 foot rotating antenna dome atop the aircraft.

5. Contacts detected by the radar are analyzed and identified by computer controlled electronics subsystems which simultaneously display the contacts to the operators and automatically report them back to the Task Force Commander. If a contact is a threat to the force, aircraft can be immediately dispatched to intercept, and if necessary, destroy it. The intercepting aircraft are directed in this flight by the E2C's computer through a radio data link. This assures that the aircraft reaches a position in relation to the target to permit final visual identification and attack.

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6. The inherent flexibility of the ATDS when operated by the highly trained flight crews, allows its use in a variety of secondary missions which include directing strike aircraft to their targets, automatic radio relay to assist in long range communications, and the vital role of control and coordination during search and rescue missions.

7. VAW-125 is composed of four main departments; Administration, Operations, Maintenance, and Safety.

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SUMMARY OF OPERATIONS

The most significant events of Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY FIVE for the year 1976 were:

JANUARY. Exercise LAFAYETTE. VAW-125 put the E2C/F14 LINK 4 computerized data link to the test in this US-French exercise in which the AEW capability of the USS JOHN F. KENNEDY (CV 67) was used against the French Air Force, controlled by GCI sites. VAW-125 was credited with intercepting 45% of the incoming raids during this two day exercise. VAW-125 returned to Norfolk, Virginia on 27 January, after completing a 7 month deployment to the Mediterranean.

FEBRUARY. Post-Deployment Standdown.

MARCH. VAW-125 was primarily occupied with in-squadron training, and refresher training flights for pilots and air controllers.

APRIL. VAW-125 conducted squadron training and refresher training flights for pilots and air controllers.

MAY. Operations during this month were devoted to preparing VAW-125 for sea on board USS JOHN F. KENNEDY (CV 67). Extensive FCLP was conducted to bring all pilots back to carrier readiness.

JUNE. VAW-125 participated in REFTRA and CQ operations and TYT-1 aboard USS JOHN F. KENNEDY (CV 67) in the VACAPES operating area. VAW-125's NFO's were primary controllers for MISSLEX'es with A6 and A7 aircraft.

JULY. VAW-125 participated in TYT-2 aboard USS JOHN F. KENNEDY (CV 67) in the Roosevelt Roads operating area. The highlight of TYT-2 was a 3 day missile shoot at the Atlantic Fleet Weapons Range (AFWR) at Roosevelt Roads. VAW-125 flew 23.3 hours in direct support of both F14 and A7 missile firings.

AUGUST. VAW-125 participated in TYT-3 and the Operational Readiness Evaluation (ORE). Most missions during TYT-3 consisted of air intercept control, and strike control missions. During transit from the Roosevelt Roads Operating area to the Jacksonville operating area, VAW-125's E2's were launched on two different occasions resulting in the detection and interception of two Soviet Bear "D" aircraft. 45.9 hours were flown by the squadron in support of the ORE, and VAW-125 was awarded a grade of OUTSTANDING.

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CLASSIFIED BY: VAW-125  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED AT 2-YR INTERVALS  
DECLASSIFIED ON 31 DECEMBER 1983

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SEPTEMBER. On the second of September, VAW-125 departed Norfolk aboard USS JOHN F. KENNEDY (CV 67) for a short two and one-half month deployment to the North Atlantic. VAW-125 participated in a 14 day NATO exercise named TEAMWORK 76. This was the largest North Atlantic NATO exercise ever undertaken, involving over 200 ships, 300 aircraft, 30 submarines, and over 80,000 personnel. VAW-125's primary missions were SSSC and AEW, and 580 ASI's were completed during the exercise. The squadron coordinated 4 anti-ship strikes, and detected, tracked, and intercepted 4 Soviet BEAR and 2 BADGER aircraft. During this exercise on 23 September, a TORCHBEARER crew flying a barrier of 72 degrees 18 minutes north and 20 degrees 00 minutes east, operated further north than any E2C to date.

OCTOBER. VAW-125 participated in NATO exercise BONDED ITEM, a six day exercise in the North Sea. This exercise provided an excellent opportunity for AEW and AIC training, using the F14 Tomcat against air opposition consisting of German F104's and F4's. The E2C's passive detection system (PDS) proved successful in locating and tracking a Soviet Kresta II.

NOVEMBER. VAW-125 arrived in Norfolk, Virginia on the 11th of November. After a short standdown, the squadron began preparing for the upcoming Mediterranean deployment.

DECEMBER. This month was devoted to extensive refresher training for both pilots and NFO's including FCLP's in preparation for a 15 January deployment to the Mediterranean. A significant amount of time was spent in adapting the LINK 11 program to USS JOHN F. KENNEDY (CV 67) program after the transition for both units from Model 3 to Model 4. The highlight of this month was an awards ceremony on 17 December at which, COMNAVAIRLANT, VADM GREER, presented VAW-125 with the COMNAVAIRLANT Battle "E", the CINCLANTFLT "Golden Anchor", and the CNO Safety "S" awards. VAW-125 is the only Navy unit known to date, to receive all three awards in the same year.

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CHRONOLOGICAL ITINERARY

1-3 JAN	Inport Barcelona, Spain
4-10 JAN	F14/E2C vs F1 GCI
11-15 JAN	Inport Malaga, Spain
16-17 JAN	Inport Rota, Spain
17-26 JAN	Transit Atlantic
27 JAN	Arrive Norfolk, Virginia
28 JAN-28 FEB	Standdown, Inport Norfolk, Virginia
1 MAR-1 MAY	Inport Norfolk, Virginia
2 MAY-8 JUN	FCLP, Inport Norfolk, Virginia
8-18 JUN	REFTRA/CQ Virginia Capes
19-22 JUN	Inport Norfolk, Virginia
23 JUN-2 JUL	TYT-1, Virginia Capes
3-8 JUL	Inport Norfolk, Virginia
9-12 JUL	Transit, Roosevelt Roads, PR
13-22 JUL	TYT-2
23-28 JUL	Inport Mayport, Florida
29 JUL-8 AUG	TYT-3
9-12 AUG	ORE, Jacksonville Operating Area
13 AUG	Transit to Norfolk, Virginia
14 AUG-1 SEP	Inport Norfolk, Virginia
2 SEP	Deployed aboard USS JOHN F. KENNEDY (CV-67) to North Atlantic
3-10 SEP	Transit, North Atlantic
11-23 SEP	Exercise TEAMWORK 76
24 SEP	Transit to Edinburgh, Scotland
25 SEP-1 OCT	Inport Edinburgh, Scotland
2-3 OCT	CYCLIC Operations
4-7 OCT	Inport Wilhelmshaven, Germany
8-10 OCT	CYCLIC Operations
11-16 OCT	Exercise BONDED ITEM
17 OCT	Transit Portsmouth, England
18-25 OCT	Inport Portsmouth, England
26 OCT	CYCLIC Operations
27-29 OCT	Inport Brest, France
30 OCT-10 NOV	Transit Atlantic
11 NOV-31 DEC	Inport Norfolk, Virginia