

CARRIER AIRBORNE EARLY WARNING SQUADRON 112

FPO SAN FRANCISCO 96603

1967  
FF12/VAW-112  
HISTORY:JND:de

5750  
Ser 117

27 MAR 1968


From: Commanding Officer, Carrier Airborne Early Warning Squadron ONE ONE TWO  
To: Chief of Naval Operations (OP 09B9)

Subj: Command History

Ref: (a) OPNAVINST 5750.12

Encl: (1) Carrier Airborne Early Warning Squadron ONE ONE TWO Command History

1. In accordance with reference (a), enclosure (1) is submitted.

  
J. N. DENTON  
By direction

### CHRONOLOGICAL EVENTS

- I VAW-11 Detachment MIKE was commissioned on 20 April 1967 as VAW-112 aboard USS ENTERPRISE CVA(N)-65 while in the Tonkin Gulf.
- II VAW-112 was the first E-2A Squadron embarked in ENTERPRISE.
- III In August 1967 - VAW-112 participated in evaluation of overland capabilities of Airborne Radar at Little Rock, Arkansas and received a letter of appreciation from Commander in Chief, United States Strike Command.
- IV On 3 January 1968 the Squadron once again embarked in ENTERPRISE for another deployment off Vietnam in the Tonkin Gulf.
- V 19 January 1968 ENTERPRISE sailed into the port of Sasebo, Japan as the first surface nuclear powered vessel ever to visit Japan.
- VI At 1230 on 22 February 1968 the first strikes of ENTERPRISE were launched and VAW-112 was represented as an E-2A was launched to support the strike aircraft.

## HISTORY OF CARRIER AIRBORNE EARLY WARNING SQUADRON ONE ONE TWO

During World War II, it became obvious to the Navy, due to increased speeds and ranges of aircraft, that a more effective early warning system was needed by the fleet. Research and development by MIT was begun toward the end of the war and named project "Cadillac." Early in 1948 the Navy continued this work through an Airborne Early Warning (AEW) Department. This department was training units in San Diego, California. Later that year it was commissioned as VAW-1, being redesignated Composite Squadron Eleven (VC-11) a month afterwards.

VC-11 continued the work in developing the concept of AEW and in 1950 deployed detachments which provided both Anti-Submarine (ASW) and Airborne Early Warning (AEW) protection throughout the Korean conflict.

In July 1956, VC-11 became Carrier Airborne Early Warning Squadron Eleven (VAW-11) its mission was clearly outlined - "To provide all-weather airborne early warning services to fleet forces and shore warning units."

In 1958 VAW-11 received the AD-5Q and TF-1Q aircraft. Together, these aircraft added electronic countermeasures to the Squadron's capabilities. Both aircraft were later employed by VAW-13 which was trained by VAW-11 and commissioned in 1961. Meanwhile, VAW-11 transitioned to E-1B Tracers (more commonly known as "Willy Fudds") the first E-1B Tracer aircraft was delivered to the Squadron in December 1959. The arrival of the multiengine craft was preceded by a fleet introduction program at the Naval Air Test Center, Patuxent River, Maryland where six squadron crews participated in training. In July 1960, the first E-1B Detachment deployed to the Western Pacific to provide airborne early warning for the forces afloat.

In January 1964, the E-2A "Hawkeye" was introduced into the Squadron. The "Hawkeye" promised the most significant advance in AEW to date. As the first aircraft designed explicitly for the AEW mission, the E-2A required seven years for its research and development.

Although the E-2A increased the capabilities of VAW-11, it also required more highly sophisticated ground support, especially in the complex avionics system, and resultant maintenance and supply requirements. By 1966 VAW-11 had grown to the Navy's largest carrier based squadron and supplied E-2A Detachments to larger attack carriers and E-1B Detachments to smaller CVA's and CVS's.

In order to increase combat readiness and effectiveness, all E-2A Detachments were commissioned as squadrons on 20 April 1967. Carrier Airborne Early Warning Squadron Eleven became Airborne Early Warning Wing Eleven. Under the administrative cognizances of the Wing were placed, Carrier Airborne Early Warning Training Squadron One Hundred Ten (RVAW-110) which trains E-2A Pilots and Naval Flight Officer Crews, an E-1B Squadron, Carrier Airborne Early Warning Squadron One Hundred Eleven (VAW-111) and five E-2A Squadrons, VAW's 112, 113, 114, 115, and 116.

Thus, what had begun on 1 May 1966 as Carrier Airborne Early Warning Squadron Eleven, Detachment Mike was commissioned Carrier Airborne Early Warning Squadron One One Two commanded by the Officer-in-Charge of Detachment Mike, Commander Forrest Dale Goetschius, USN.

Having deployed in November 1966 and embarked in USS Enterprise CVA(N)65 with Carrier Air Wing Nine, CARAEWRON ONE ONE TWO was commissioned at sea in ceremonies attended by RADM Roger W. Mehle, COMCARDIVONE, CAPT James G. Holloway III, Commanding Officer of USS Enterprise and CAPT James L. Shipman, COMCARAIRWING NINE.

In July 1967, CARAEWRON ONE ONE TWO returned to the United States after a very successful deployment in support of combat operations in Southeast Asia. Highlights of this deployment were; (1) Detachment Mike received the second highest grade ever earned by an E-2A Detachment from COMFAIRHAWAII's Operational Readiness Inspection, a grade of 93.00 (Highest grade 93.24) and third highest grade in Air Wing Nine. (2) CARAEWRON ELEVEN, Detachment Mike introduced the E-2A to USS Enterprise. (3) CARAEWRON ONE ONE TWO was commissioned a Squadron on 20 April 1967.

During the month of August 1967, the Squadron was selected to participate in the evaluation of the overland capabilities of airborne radar at Little Rock, Arkansas under Joint Task Force Two. Upon successful completion of the evaluation the Squadron returned to its home port, Naval Air Station, North Island, San Diego, California. The next two months were spent in training for the coming deployment. On 6 November 1967, VAW-112 embarked in Enterprise for a one month training cruise which included operation "Blue Lotus" off the coast of Southern California. Returning to North Island on 5 December 1967 the Squadron made final preparations for deployment.

On 3 January 1968, CARAEWRON ONE ONE TWO once again deployed to the Western Pacific embarked in USS Enterprise and became part of history when Enterprise called at the Port of Sasebo, Japan and became the first nuclear powered surface vessel to visit Japan. Arriving in Sasebo on 19 January Enterprise departed on 23 January planning to sail south to Subic Bay in the Phillipine Islands; However, North Korea captured the USS Pueblo (AGER-2), an intelligence gathering vessel, and Enterprise sailed into the Sea of Japan off Southern Korea. Leaving this station on 18 February, Enterprise sailed south to Subic Bay in the Phillipine Islands arriving at Leyte pier at 1330 20 February and departing the next morning at 0630 for the Gulf of Tonkin off North Vietnam. At 1230, 22 February Enterprise launched her first strikes on targets in North Vietnam and CARAEWRON ONE ONE TWO was represented as an E-2A was launched to support the strike aircraft.

PLANK OWNERS

OFFICERS

CER F. D. GOETSCHUS  
LCER [REDACTED] (DN)  
LCER [REDACTED]  
LCER [REDACTED]  
LCER [REDACTED]  
LT [REDACTED]  
LT [REDACTED]  
LT [REDACTED]  
LTJG [REDACTED]  
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LTJG [REDACTED]  
LTJG [REDACTED]  
LTJG [REDACTED]  
ENS [REDACTED]

ENLISTED

ATR3 [REDACTED]  
AN [REDACTED]  
ATR3 [REDACTED]  
ATRAN [REDACTED]  
ATR3 [REDACTED]  
AN3 [REDACTED]  
AFCH [REDACTED]  
ADJ1 [REDACTED]  
ATRAN [REDACTED]  
ATR3 [REDACTED]  
AT1 [REDACTED]  
AN [REDACTED]  
AN [REDACTED]  
AN3 [REDACTED]  
AN2 [REDACTED]  
AN [REDACTED]  
ANIAN [REDACTED]  
SN [REDACTED]  
AN3 [REDACTED]  
ATRAN [REDACTED]  
AT1 [REDACTED]  
AN3 [REDACTED]

PLANK OWNERS (CONT'D)

ATN3 [REDACTED]  
AN [REDACTED]  
PR3 [REDACTED]  
ATN2 [REDACTED]  
YNR [REDACTED]  
AIR3 [REDACTED]  
YN3 [REDACTED]  
AT1 [REDACTED]  
ADRAN [REDACTED]  
AME3 [REDACTED]  
YN3 [REDACTED]  
AA [REDACTED]  
SH [REDACTED]  
TH [REDACTED]  
AME3 [REDACTED]  
ADRAN [REDACTED]  
ADRAN [REDACTED]  
AMS3 [REDACTED]  
ADJC [REDACTED]  
ATR3 [REDACTED]  
ADJ2 [REDACTED]  
AN [REDACTED]  
ASH2 [REDACTED]  
AME3 [REDACTED]  
AK3 [REDACTED]  
AM3 [REDACTED]  
ADRAN [REDACTED]  
AME3 [REDACTED]  
AME3 [REDACTED]  
ATN3 [REDACTED]  
AN [REDACTED]  
AT1 [REDACTED]  
AIR3 [REDACTED]  
ATN3 [REDACTED]  
SH [REDACTED]  
ATN3 [REDACTED]  
AT1 [REDACTED]  
AE1 [REDACTED]  
ATR3 [REDACTED]  
AE2 [REDACTED]  
AE3 [REDACTED]  
AME1 [REDACTED]  
ATR3 [REDACTED]  
ATR3 [REDACTED]  
ATC [REDACTED]  
ADJ1 [REDACTED]  
AT1 [REDACTED]  
AT1 [REDACTED]  
AME2 [REDACTED]  
AK3 [REDACTED]

FLANK ORDERS (CONT'D)

ATW3 [REDACTED]  
AME1 [REDACTED]  
ATR2 [REDACTED]  
AMSC [REDACTED]  
ATW3 [REDACTED]  
SN [REDACTED]  
AN [REDACTED]  
AME3 [REDACTED]  
ADJ3 [REDACTED]  
ATR2 [REDACTED]  
AES [REDACTED]  
ATC [REDACTED]  
ATR2 [REDACTED]  
AMS3 [REDACTED]  
ATI [REDACTED]  
ATHE [REDACTED]  
APCH [REDACTED]  
ATC [REDACTED]  
AMS1 [REDACTED]  
AK1 [REDACTED]  
AE3 [REDACTED]  
AMEAN [REDACTED]  
AMH3 [REDACTED]  
ATR3 [REDACTED]

CIVILIANS

NEIL LOCKWOOD (GRUMAN)  
ROBERT G. WALSH (GRUMAN)  
JESSIE L. ODEY (GRUMAN)  
LEE FERNANDEZ (GRUMAN)  
ELMER J. HARRIS (LITTON)

1. 100000Z APR 67  
FM CARLETON HANSEN  
TO USN ENTERPRISE  
USS ARCTIC HAWK  
INFO COMNAVSTAFLT  
COMNAVSTA  
CPT SEVEN SEVEN  
CPT SEVEN SEVEN PT EIGHT  
COMNAVSTA

BT

BTCLAS

ESTABLISHMENT OF VAN SQUADRONS

1. 310 212057Z APR 67 PACAF

2. REQUEST COMMISSION VAN-11 DET MIKE AS VAN-112 AND DET CHARLIE  
AS VAN-114, EFFECTIVE 20 APRIL 1967.

THAT THE CHIEF'S WILL REVEAL ORDERS AS CO'S

BT



0 102500Z MAR 67  
FM COMNAVFOR PAC  
INFO USN WASHINGTON  
USS KILTY BARK  
CINCPACFLT  
AF SEVEN SEVEN  
AF SEVEN SEVEN PT NIGHT  
0 270157Z MAR 67  
FM CMC  
TO CINCPACFLT

FM

UNCLAS

REESTABLISHMENT AND ESTABLISHMENT OF CERTAIN NAVAIRPAC UNITS

1. CARRIER 3111.14L
2. CARRIER 09110.3N
3. ADVISORY CHANGE TO REGS A AND B. EFFECTIVE 20 APRIL 1967:
4. CARRIER AIRBORNE EARLY WARNING SQUADRON ELEVEN (VAW-11)  
IS DESIGNATED AS AIRBORNE EARLY WARNING WING ELEVEN (AEWW-11).  
AEWW-11 IS ASSIGNED PERMANENT DUTY STATION NAS NORTH ISLAND AND  
ARMY PAKSINGO.
5. DESIGNATE THE FOLLOWING SQUADRONS WITH PERMANENT DUTY STATION  
NAS NORTH ISLAND, ARMY AIRBORNE EARLY WARNING WING ELEVEN.
  - (1) CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON ONE HUNDRED  
TEN (VAW-110).
  - (2) CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED  
ELEVEN (VAW-111).
  - (3) CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED  
TWELVE (VAW-112).
  - (4) CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED  
THIRTEEN (VAW-113).
  - (5) CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED  
FOURTEEN (VAW-114).
  - (6) CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED  
FIFTEEN (VAW-115).
  - (7) CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED  
SIXTEEN (VAW-116).

BT

THE FOLLOWING IS AN INTERPRETATION OF APPLICABLE EXCERPTS FROM THE

The authority for commissioning is CNO message 272157Z February 1967  
and WAB-11 on page 140300Z March 1967.

The following is an interpretation of applicable excerpts from the  
Messages:

"In accordance with CNO message 272157Z February 1967, Carrier Airborne  
Early Warning Squadron 100TH Detachment MIKE is commissioned as  
Airborne Early Warning Squadron ONE ONE TWO effective 20 April 1967,  
to be based at Naval Air Station North Island, San Diego,  
California."



UNITED STATES STRIKE COMMAND  
OFFICE OF THE COMMANDER IN CHIEF  
MACDILL AIR FORCE BASE, FLORIDA, 33608

NOV 1 1967

SUBJECT: Letter of Appreciation

THRU: Commander in Chief  
U. S. Pacific Fleet  
FPO San Francisco 96610

TO: Commander Fleet Air, San Diego  
Naval Air Station  
North Island  
San Diego, California 92135

1. On behalf of the Commander in Chief, I wish to express sincere appreciation for the outstanding support provided by the officers and men of the Carrier Airborne Early Warning Squadron (VAW 112) during USSTRICOM Joint Test 1-67 which was conducted 7 August through 15 September 1967.

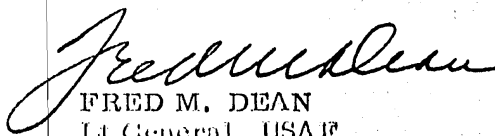
2. The objectives of this test were to develop new procedures and techniques for the early detection of airborne targets. The officers and men of VAW 112 were tasked to operate in an entirely different environment utilizing experimental techniques. Both the air crews and ground support personnel were highly motivated and trained. They enthusiastically accomplished their assigned tasks in an outstanding manner.

3. All scheduled E-2A aircraft sorties were flown. The in-commission rates of these aircraft were outstanding. A back-up aircraft was almost always provided for each mission flown. Detachment maintenance support was outstanding although the detachment was operating without the Semi-Automatic Checkout Equipment. Considering the complexities of the E-2A aircraft, this is indeed an achievement.

ENCLOSURE (2)

SUBJECT: Letter of Appreciation

4. Please convey CINCSTRIKE's appreciation to the officers and men of VAW 112 who participated in this test. Their professional skills and enthusiastic support contributed immeasurably to the success of this joint test. As a result of their efforts, valuable data has been obtained which will contribute greatly to solving the complex air defense problems.

  
FRED M. DEAN  
Lt General, USAF  
Deputy Commander in Chief