

1968

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FF12/VAW-112  
PAO:MFG:jde  
5750  
Ser

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5 SEP 1968

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

To: Chief of Naval Operations (OP-05D2)

Subj: Command History

Ref: (a) OPNAVINST 5750.12A

Encl: (1) VAW-112 History

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

  
D. H. OLSEN  
By direction

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

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## BACKGROUND

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". After the war the Navy continued this work through an Airborne Early Warning (AEW) Department. This department included training units at San Diego, California. In 1948 it was commissioned as VAW-1, being redesignated Composite Squadron Eleven (VC-11) after one month.

VC-11 continued 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 multi-engined 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 service for forces afloat.

In January 1964, the E-2A "Hawkeye" aircraft 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 research and development.

Although the E-2A aircraft increased the capabilities of VAW-11, it also required more highly sophisticated ground support, especially for the complex avionics system. By 1966 VAW-11 had become the Navy's largest carrier based squadron and provided E-2A Detachments to large attack carriers and E-1B Detachments to smaller CVA's and CVS's.

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 Carrier Airborne Early Warning Wing ELEVEN. Seven squadrons were placed under the admin-

istrative cognizance of the Wing: Carrier Airborne Early Warning Training Squadron ONE HUNDRED TEN (RVAW-110) which trains replacement E-2A Pilots, Naval Flight Officers, and Flight Technicians; the 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 HUNDRED TWELVE commanded by Commander Forrest Dale Goetschius, USN.

Having deployed in November 1966 while embarked in USS ENTERPRISE (CVAN-65) with Attack Carrier Air Wing Nine, CARAEWRON ONE HUNDRED TWELVE 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, COMATKCARAIRWING NINE.

In June 1967, the squadron returned to the United States after a very successful deployment in support of combat operations in Southeast Asia. Highlights of this deployment included; (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). (2) CARAEWRON ELEVEN, Detachment Mike introduced the E-2A to USS ENTERPRISE. (3) CARAEWRON ONE HUNDRED TWELVE had been 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 the Naval Air Station, North Island, California. The next two months were spent in training for 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.

## NARRATIVE

New Years Day 1968 found VAW-112 aboard the USS ENTERPRISE at NAS Alameda preparing to deploy. On the third of January, the ENTERPRISE set sail enroute to Pearl Harbor and an expected ORI. However the ORI was cancelled and on 8 January, the squadron departed for Sasebo Japan. The five day visit in Japan was quite hectic since the first nuclear aircraft carrier in a Japanese harbor precipitated considerable civil turmoil. ENTERPRISE departed on 23 January, planning to sail south to Subic Bay in the Philippine 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. This station was totally unexpected when ENTERPRISE left the states and for this reason, insufficient cold weather gear was on board. Yankee ingenuity proved satisfactory in the end as the flight deck crews improvised face masks from wool socks and sweaters from bath towels. Leaving this station on 17 February, ENTERPRISE sailed on to Subic Bay, arriving on 19 February and departing the next morning at 0630 for the Gulf of Tonkin off North Vietnam and CARAEWRON ONE HUNDRED TWELVE was represented by an E-2A - the first aircraft launched to support the strike aircraft.

That first line period of the cruise was an excellent training period and in a very short time, the crews were well indoctrinated into the type and tempo of operations. It ended on 18 March, and all hands enjoyed a well deserved rest in Subic Bay. The second line period was almost a carbon copy of the first. The four weeks in the gulf produced a high degree of professionalism and the E-2A was constantly called upon to provide assistance to the air wing.

Also during this period, CDR H. H. Bowers reported aboard to assume the duties of Executive Officer, LCDR D. E. Noel the former Executive Officer departed on 28 April while in Subic Bay. The third line period was somewhat shorter than previous ones and on the 21st of May, ENTERPRISE pulled into Subic Bay to prepare for a visit to Hong Kong.

Hong Kong was an experience not soon to be forgotten by the men of VAW-112. Without the political pressures of Sasebo, all hands had an enjoyable time and sailed for the Gulf of Tonkin on 30 May, quite rested and ready to go. The last line period went by slowly and the 27th of June signalled the end of an eventful cruise.

Although condition watches were the order of the day during Transpac, these were tolerated with little grumbling since VAW-112 was heading home. On the 16th of July, four E-2A's flew off and landed at North Island to be greeted by families, friends, and one of the biggest cakes in VAW history. VAW-112, home based at North Island, began preparations for the 1969 cruise almost immediately. Although there was an extensive change-over of personnel and many modifications to the aircraft, the squadron was completely ready for deployment six months after her return. During the turn-around period, the Golden Hawks had their first change of command. Commander Forrest Dale Goetschius was relieved of command by Commander

Henry Harrison Bowers, who brought with him the experience of having been the Officer-in-Charge of VAW-11 Det BRAVO aboard Ticonderoga.

When ENTERPRISE sailed from Alameda on 6 January 1969, no one foresaw the disaster which was to take place only 8 days later. On the morning of 14 January 1969, while conducting the final phase of her ORI, catastrophe struck ENTERPRISE. An E-2A from VAW-112 was airborne and its crew marshalled the Air Wing NINE aircraft which had been launched on the first cycle of the day. The Hawkeye crew provided those aircraft with vectors to NAS Barbers Point, Hawaii, and then returned overhead the ship to assess the damage for the staff awaiting word at Pearl Harbor.

The two months in Hawaii were very busy for VAW-112. Two aircraft had to be replaced because of extensive fire and shrapnel damage. The job of bringing the replacement aircraft up to an operationally ready state was almost overwhelming in such a short period of time. However, the Golden Hawks succeeded and again were completely ready when the ship sailed in March.

After a short stop at NAS Cubi Point, ENTERPRISE sailed for the Gulf of Tonkin to join Task Force 77. At 0600 on 31 March, VAW-112 as a part of CVW-9 began operations in Vietnam for 1969. Although the President had ordered a stop to all bombing of the North, the Air Wing was still very busy halting communist infiltrators invading the South. Operations on the line had almost become routine when ENTERPRISE was ordered to Korea after the unprovoked attack upon an unarmed Navy reconnaissance aircraft. In the Sea of Japan, VAW-112 was put to a real test as AEW had suddenly become an extremely critical mission. As had become squadron tradition, the Golden Hawks succeeded against extremes of temperature and massive supply problems to provide AEW coverage for every cycle.

After tensions relaxed and 48 days at sea, ENTERPRISE departed for NAS Cubi Point for 5 days in port and then sailed for Singapore. She then returned to Vietnam to complete her deployment. After the last line period, VAW-112 sailed back to NAS Cubi Point for 3 days and on the 22nd of June sailed for Alameda. The statistics of the cruise are quite noteworthy in that the Golden Hawks flew 892.6 hours, covering 396 cycles with an operational efficiency of over 95%. Also, four officers became ENTERPRISE centurions, 12 aircrewmembers earned Air Medals, and a Golden Hawk was selected as the only air wing sailor to become an ENTERPRISE Man of the Month.

# CHRONOLOGY

	1 JAN 68 - 30 JUN 69
1 JAN - 2 JAN	ALAMEDA
3 JAN - 6 JAN	ENR PEARL
7 JAN	PEARL
8 JAN - 18 JAN	ENR SASEBO
19 JAN - 23 JAN	SASEBO
24 JAN - 16 FEB	SEA OF JAPAN
17 FEB - 18 FEB	ENR SUBIC
19 FEB	SUBIC
20 FEB - 21 FEB	ENR GULF
22 FEB - 18 MAR	GULF
18 MAR	ENR SUBIC
19 MAR - 25 MAR	SUBIC
26 MAR - 28 MAR	ENR GULF
29 MAR - 24 APR	GULF
13 APR	CDR BOWERS RPT ABD
25 APR - 26 APR	ENR SUBIC
27 APR - 29 APR	SUBIC
28 APR	LCDR NOEL DEP
30 APR - 1 MAY	ENR GULF
2 MAY - 20 MAY	GULF
21 MAY	ENR SUBIC
22 MAY	SUBIC
23 MAY - 24 MAY	ENR HONG KONG
25 MAY - 29 MAY	HONG KONG
30 MAY - 1 JUN	ENR GULF
2 JUN - 26 JUN	GULF

27 JUN - 28 JUN	ENR SUBIC
29 JUN - 5 JUL	INPORT SUBIC
6 JUL - 17 JUL	ENR ALAMEDA
9 JUL	FLY BACK
18 JUL - 11 NOV	NORIS
6 SEP	CDR GOETSCHUIS RELIEVED BY CDR BOWERS
13 SEP	FALLON DET DEPLOYMENT
15 SEP	CO DEPLOYED FOR FALLON
27 SEP	CO AND FALLON DET RETURN
28 SEP - 12 OCT	TRAINING NORIS
13 OCT - 14 OCT	CQ ON CVA-63
15 OCT - 11 NOV	TRAINING NORIS
12 NOV - 22 NOV	OPS ENTERPRISE
23 NOV - 2 DEC	NORIS
3 DEC - 9 DEC	ENTERPRISE
10 DEC - 2 JAN	NORIS
3 JAN - 5 JAN	ALAMEDA
6 JAN - 10 JAN	ENR PEARL
11 JAN - 12 JAN	PEARL
13 JAN	ORI
14 JAN	FIRE
15 JAN - 5 MAR	BASED BARBERS POINT
6 MAR - 9 MAR	OPS HAWAII
10 MAR	PEARL
11 MAR - 27 MAR	ENR GULF

28 MAR	CUBI
29 MAR - 30 MAR	ENR GULF
31 MAR - 15 APR	GULF
16 APR	ENR KOREA
17 APR - 12 MAY	KOREA
13 MAY - 14 MAY	ENR SUBIC
15 MAY - 20 MAY	SUBIC
21 MAY - 24 MAY	ENR SINGAPORE
25 MAY - 29 MAY	SINGAPORE
30 MAY	ENR GULF
31 MAY - 15 JUN	GULF
16 JUN - 17 JUN	ENR SUBIC
18 JUN - 21 JUN	SUBIC
22 JUN - 30 JUN	ENR ALAMEDA



FLIGHT HOURS

<u>MONTH</u>	<u>TOTAL</u>	<u>SHIP</u>	<u>SHORE</u>	<u>AVE/PILOT</u>
JAN 1968	48.6	44.0	4.6	8.1
FEB	162.7	137.9	24.8	27.1
MAR	205.4	181.8	23.6	34.2
APR	183.9	163.6	20.3	30.6
MAY	204.5	200.0	4.5	34.8
JUN	320.8	320.8	0.0	53.4
JUL	30.5	0.0	30.5	5.1
AUG	50.6	0.0	50.6	5.6
SEP	130.4	0.0	130.4	25.6
OCT	147.0	15.5	131.5	29.4
NOV	145.1	61.7	83.4	26.4
DEC	110.1	74.5	35.6	18.4
JAN 1969	91.3	52.4	38.9	15.2
FEB	93.6	0.0	93.6	15.6
MAR	118.6	112.6	6.0	19.7
APR	277.3	277.3	0.0	46.2
MAY	123.1	116.2	6.9	20.5
JUN	197.7	197.7	0.0	33.0

ANNEX I

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GENERAL  
MAINTENANCE  
PILOT PERFORMANCE  
MISSION EFFECTIVENESS

MARK

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1969\*\*

MARK

GENERAL  
MAINTENANCE  
PILOT PERFORMANCE  
MISSION EFFECTIVENESS

95.00

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99.40

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\* Inspection not held to expedite arrival in Westpac.

\*\* Incomplete grades due to short duration of exercise, loss of records in ENTERPRISE disaster, and cancellation of alpha strike by target weather.

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ANNEX III

# CASUALTIES

During Fire 14 January 1969 on board USS ENTERPRISE (CVAN-65)

<u>RATE</u>	<u>NAME</u>	<u>SERVICE NO.</u>	
AMS3	[REDACTED]	[REDACTED]	Shrapnel wounds in arm and side
AMS2	[REDACTED]	[REDACTED]	Shrapnel wounds in leg

Command Location

DATES

1 JAN 68 - 2 JAN 68  
3 JAN 68 - 18 JUL 68  
19 JUL 68 - 12 NOV 68  
13 NOV 68 - 22 NOV 68  
23 NOV 68 - 2 DEC 68  
3 DEC 68 - 9 DEC 68  
10 DEC 68 - 2 JAN 69  
3 JAN 69 - 5 JAN 69  
6 JAN 69 - 28 JAN 69  
29 JAN 69 - 6 MAR 69  
7 MAR 69 - 30 JUN 69

LOCATIONS

USS ENTERPRISE (ALAMEDA)  
USS ENTERPRISE  
NORTH ISLAND  
USS ENTERPRISE  
NORTH ISLAND  
USS ENTERPRISE  
NORTH ISLAND  
USS ENTERPRISE (ALAMEDA)  
USS ENTERPRISE  
BARBERS POINT  
USS ENTERPRISE

	<u>DATES</u>	OPERATIONS	<u>HOURS</u>
FALLON	16 SEP 68 - 27 SEP 68		70.8
BEEF TRUST	3 DEC 68 - 8 DEC 68		94.6

ANNEX IX

AWARDS

1968 CRUISE -- NAVY UNIT COMMENDATION

ANNEX X