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DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING SQUADRON 112
FPO SAN FRANCISCO 96601-6400

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IN REPLY REFER TO:
5750
Ser 020/C-003
18 AUGUST 1990

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From: Commanding Officer, Carrier Airborne Early Warning
Squadron 112

To: Director of Naval History (OP-09BH)

Subj: COMMAND HISTORY FOR CALENDER YEAR 1989 (U)

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Report of Command History for Calendar Year 1989

1. (U) Enclosure (1) is submitted per reference (a) for the calendar year 1989.

Cary V. Voss
C. V. VOSS

Ref# 236 568 352

Jaeger

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Carrier Airborne Early Warning Squadron 112
Command History for Calendar Year 1989

1. (U) Command Organization.

a. (U) Primary mission of the Grumman E-2C Hawkeye is to provide all weather, day and night, carrier based airborne early warning and command and control to fleet units.

(1) (U) Secondary missions are:

Air Intercept Control
Search and Rescue Coordination
Strike Control
Surface Surveillance
Communications Support/Relay

b. (U) Carrier Airborne Early Warning Squadron 112 Commanding Officer during 1989 was:

CDR G. W. DUNDAS, [REDACTED] 1310,006818-30
(01 Jan 89 to 31 Dec 89)

c. (U) Immediate seniors in command are:

Administrative: Commander Fighter Airborne Early Warning Wing, U. S. Pacific Fleet

Operational: Commander, Carrier Air Wing Nine

d. (U) Homeport: NAS Miramar, San Diego, CA.

e. (U) Summary of aircraft onboard.

1 January 1989

162619
162797
162798
162799

Transfers/Receipts

159110 received 1st quarter
162619 transferred 1st quarter
162798 transferred 1st quarter
159110 transferred 1st quarter
162797 transferred 2nd quarter
159496 received 2nd quarter
159498 received 2nd quarter
162799 transferred 2nd quarter
160703 received 2nd quarter
160703 transferred 3rd quarter
159498 transferred 3rd quarter
163538 received 3rd quarter
159496 transferred 3rd quarter
163850 received 3rd quarter
163849 received 4th quarter

31 December 1989

163538
163850
163849

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2. (C) Summary of Operations.

a. (C) 1989 Chronology.

January

1-31 Deployed aboard USS Nimitz (CVN 68)
12-13 DGOST near Diego Garcia
19 Indonesia PASSEX
21 Badger intercept at max range
21-23 Thailand PASSEX
28 Bear intercept at max range

February

1-27 Deployed aboard USS Nimitz (CVN 68)
4 Midway PASSEX
11 WASEX
21 Safety Stand Down
28 Based Ashore NAS Miramar

March

1-31 Based Ashore NAS Miramar

April

1-23 Based Ashore NAS Miramar
12 Drug Interdiction
20 Inport LINKEX
24-30 KERNAL USHER 89-2 aboard USS Nimitz (CVN 68)

May

1-3 KERNAL USHER 89-2 aboard USS Nimitz (CVN 68)
4-31 Based Ashore NAS Miramar
17-18 CNO Project - Trident missile shoot support
22 Inport LINKEX

June

1-13 Based Ashore NAS Miramar
1 Inport LINKEX
7 Safety Stand Down
14-30 NORPAC 89-1 aboard USS Nimitz (CVN 68)
20 Long range intercept of B-52's in WASEX
26 Bear intercept at max range
29 FENCER VIRGO - Joint Battle Group, Air Force intercept
of P-3 simulating Bear by F-14's and F-15's, E-2 and
E-3

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July

1-10 NORPAC 89-1 aboard USS Nimitz (CVN 68)
11-31 Based Ashore NAS Miramar
17-21 Fighter Derby
18 Safety Stand Down
24-27 EW Training with NATC Lears

August

1-31 Based Ashore NAS Miramar
9-12 Airshow at Abbotsford, CANADA
15 Received First E-2C Group 1 Aircraft
21-31 Initial Group 1 Transition Training

September

1-30 Based Ashore NAS Miramar
27-28 Command Inspection
1-30 Initial Group 1 Transition Training

October

1-31 Based Ashore NAS Miramar
1-11 Initial Group 1 Transition Training
23-24 CNO Project - SPY-1B and LINK 11 validation
30 Drug Interdiction

November

1-30 Based Ashore NAS Miramar
2 Inport LINKEX
7 Drug Interdiction
8 CNO Project - SPY-1B and LINK 11 validation
12 Integrated air defense exercise with VMFA-333
16-17 Safety Stand Down
21 Drug Interdiction

December

1-31 Based Ashore NAS Miramar

3. (C) Narrative of Events.

a. (C) VAW-112 began 1989 with the final 2 months of her Indian Ocean cruise. VAW-112 participated in several exercises with CAG-9 around Southeast Asia ranging from simple AIC to more coordinated and complex simulated strike training. VAW-112 successfully completed several maximum range intercepts with Soviet reconnaissance aircraft. Additionally, VAW-112 provided AEW/ASUW support for freedom of navigation exercises off Kampuchea.

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After returning to NAS Miramar at the end of February, VAW-112 went into a stand down status which allowed many squadron personnel to take leave in March and April. The operational tempo was reduced as the next deployment was not scheduled until 24 Apr 89 for KERNAL USHER 89-2. On April 22 - 23, VAW-112 flew 4 aircraft to NAS Whidbey Island to prepare for CQ as the USS Nimitz cruised south to conduct SOCAL OPS in W-291.

KERNAL USHER 89-2 involved a MAGTF (Marine Air Ground Task Force) defending itself from air attack while successfully moving attack forces ashore at Camp Penelton. The exercise went well, as many orange players were eliminated by Blue force F-14's from VF-24 and VF-211; however, in the end, the Marine/Navy LPA was sunk by aircraft from the north. From an E-2C standpoint, it was difficult to provide effective air coverage and protection in areas of high commercial and military traffic in a near-land environment. The E-2C was controlling F-14's to the south and east of the MAGTF while surface units were stationed north and east of the LPA. Overall, VAW-112 found the 10-day cruise very useful as the pilots completed day and night CQ periods and NFOs conducted effective training in AAW and WASEX tactics.

On June 12, the Golden Hawks of VAW-112 were again embarked onboard CVN 68 for NORPAC 89-1. The objectives of NORPAC 89-1 were two-fold: first, to operate in and very near the Aleutian Islands to evaluate the detectability of the carrier battle group and second, to conduct anti-surface/anti-air exercises with Air Force B-1B's, B-52's, and F-15's based in Anchorage. The island masking operations found several "safe havens" for the carrier which allowed ample room for launch and recovery operations while still providing masking for minimal detection ranges by enemy aircraft.

While operating near Alaska, moderate to severe fog conditions were encountered quite often. The ship's CO and CAG evaluated a new tactic for ocean navigation with the ship's radar down. The EA-6 squadron (VAQ-138 Yellow Jackets) put an EA-6 Prowler on the bow of the ship, chained it down, and powered it with ship's electricity. Then, the 2-man crew in the aircraft operated the aircraft's radar from the bow and painted a surface picture several degrees right and left. By signaling any contacts they saw to the ship's navigator, the ship was able to successfully maneuver without lighting off any of the ship's radars. This is just another example of electronic deception.

Upon returning from NORPAC 89-1, VAW-112 anxiously awaited the delivery of the new E-2C Group 1 Hawkeye aircraft from Grumman. VAW-112 received the first new aircraft on 15 August. Now known as the E-2C Plus. The change to these new aircraft involved extensive transition training. Several weeks of lectures, discussions, and flying followed to bring pilots and NFO's up to speed on the changes made to engines, instrumentation, handling, and radar detection system, finally resulting in all aircrew being E-2C Plus NATOPS qualified.

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Several squadron members submitted inputs to the MILCAP program. Five people were awarded a cash award for their ideas, with the total amount of command awarded money at \$1,800.00. Two of the inputs will possibly be incorporated throughout the fleet in the near future. The first of these involves placing a metal covering over the scorched portion of the deicing boot, thus preventing hot exhaust from damaging wing deicing boots. The second input involves using safety wire to prevent the screw-on caps of standard flotation coat CO2 canisters from falling off inadvertently and FODing an engine.

"Safety First" was the motto for VAW-112 during 1989. The squadron flew 1,539.3 accident-free hours (1255 day and 284.3 night). However, there were three driving incidents involving squadron personnel: one with a single car, one involving a single motorcycle with 2 riders, and one with a 3-wheel ATV.

VAW-112 conducted 4 all-hands safety stand downs throughout 1989: in February, June, July, and November. Most lectures were presented by out-of-squadron professionals on pertinent safety topics. Some topics covered were traffic safety, traffic regulations, home safety, hazardous materials, fire prevention, safety in recreation, tool control, cold weather operations, birdstrikes, flight deck and shipboard safety, and workcenter safety.

VAW-112 had an outstanding year retaining qualified, high-achieving individuals from the enlisted ranks. For the year, the command reenlisted 25 members of 37 eligible (68%). Ceremonies were conducted in the ship's ready room, the squadron hanger ready room, and in an airborne E-2C. All hands were present to congratulate the individual. Additionally, VAW-112 saw the advancement of several personnel during the year: one to E-7, 12 of 46 eligible to E-4, E-5 and E-6 in March and 15 of 41 in September. VAW-112 had 4 people eligible for E-8 and 1 for E-9 for the Nov 89 selection board.

VAW-112 finished 1989 expanding their skills and readiness in preparation for operations in early 1990 to be followed by the next work-up cycle. The Golden Hawks intend to continue their quest for excellence in training, readiness, and performance throughout the 1990's.

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