



CARRIER AIRBORNE EARLY WARNING SQUADRON  
ONE HUNDRED THIRTEEN  
FPO SAN FRANCISCO, CA. 96601

DECLASSIFIED

VAW 113  
ADMIN:MNS:eb s  
5750  
Ser: 04  
16 APR 1976

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REGISTERED AIRMAIL



(Unclassified upon removal of enclosures  
(3) and (4))

From: Commanding Officer  
To: Chief of Naval Operations (Attn: OP-05D2)  
Subj: Command History for Calendar Year 1975 (Report Symbol  
5750-1)

Ref: (a) OPNAVINST 5750.12 series

Encl: (1) VAW 113 Command History for Calendar Year 1975  
(2) VAW 113 Commanding Officers for Calendar Year 1975  
(3) VAW 113 Summary of Operations for Calendar Year 1975  
(4) VAW 113 Documentary Annex; VAW 113 ltr 3500 ser C17  
of 2 JAN 76

1. In accordance with reference (a), enclosures (1) through  
(4) are hereby submitted.

*W. H. Reed*  
W. H. REED

Copy to:  
Director of Naval History (OP-09B9)  
CINCPACFLT  
COMCARAIRWING FOURTEEN (w/o encl (4))  
COMFITAEWINGPAC (w/o encl (4))

Classified by COMNAVAIRPACINST C3500.4D  
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schedule of Executive Order 11652.  
Automatically downgrade at two year  
intervals declassified on December  
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## 1975 IN RETROSPECT

During the calendar year 1975 Carrier Airborne Early Warning Squadron ONE HUNDRED THIRTEEN was initially embarked aboard USS ENTERPRISE as a unit of Attack Carrier Air Wing FOURTEEN and deployed in the Western Pacific. In May VAW-113 returned to its homeport, Naval Air Station, North Island, San Diego, California. It was shortly thereafter on 16 July 1975 that the squadron again packed up for a move; this time to its new homeport, Naval Air Station, Miramar, San Diego, California. On 1 August 1975 at ceremonies conducted at Naval Air Station, Miramar, Commander William H. REED Jr., USN, relieved Commander Martin L. MCCULLOUGH, USN, as Commanding Officer of the squadron. On 7 December VAW-113 reached a milestone by completing three years of accident free operations. COMCARAIRWING FOURTEEN msg 130155z DEC 75 Accident Free Operations quoted in part stated:

"You have clearly demonstrated the validity of the CVW-14 watchwords; "Safety is the intangible by-product of professionalism".

The squadron closed out the 1975 flight logs with 1178.9 flight hours and 217 day/80 night carrier arrested landings.

1975 was a busy and productive year for the "Black Eagles". While in WESTPAC completing the second half of a long cruise, King Neptune was embarked as USS ENTERPRISE crossed the equator, a first for many squadron members; made an Indian Ocean deployment flying into Diego Garcia, a first for the E-2 aircraft; visited the port of Mombasa, Kenya; and aided the United States disaster relief effort when the Island Nation of Mauritius was struck by a hurricane. The last major accomplishment of the cruise was the participation of the squadron in Operation Frequent Wind, the evacuation of Siagon, South Vietnam, signalling the end of participation of United States military personnel in the Vietnam Conflict.

Returning home in late May the VAW-113 "Black Eagles" took a well deserved rest for a month then got back with the program "full speed ahead". Pilots, NFO's and Flight Technicians began an extensive squadron training syllabus in preparation for the next deployment in mid 1976. For the pilots, this training included an introduction to the Hamilton Standard Propeller, a welcomed modification to the E-2B aircraft, allowing the aircraft to operate within its full design capabilities with no airframe restrictions. The predeployment training included a deployment to NAS Fallon, for AEW support of the Third Marine Air Wing, deployment to NAS Fallon for CVW-14 Weapons Training, and a period of carrier refresher landings aboard the USS ENTERPRISE. VAW-113 flew in support of a variety of other Navy, Marine and Air Force exercises, including FALLING BRAVE, READIEX 76, EWEX's and RAID Services to HMAS PERTH.

Enclosure {1}

There were other flight related accomplishments for the "Black Eagles" during 1975. Throughout the year the squadron was among the leaders in the VAW community to volunteer its assets in the recruiting effort for both Naval Aviation among civilians and for the VAW community from the training command. Personnel and aircraft made flights to NAS Glenview, NAS Pensacola, NAS Sandpoint, and NAS Alameda in support of this effort. Another project was inter-squadron cross training, an important factor in the integration of the E-2B and other Air Wing aircraft. Extensive briefings, tours and on-deck training periods with VF, VA, VAQ, HS and VS squadrons greatly increased the mutual appreciation of the complementing capabilities inherent in the various Air Wing aircraft.

Throughout the year the "Black Eagles" of VAW-113 participated in events and projects other than in the flying environment. In Mauritius, voluntary working parties, consisting of two officers and sixteen enlisted men, daily aided the people of the island in clean up, sanitation, and repair operations. During the week of 8-12 September 1975, the squadron was scheduled for Human Resources Availability. Major emphasis was placed on Communications, Leadership/Management, Motivation, Combatting favoritism, Career Information, and Drug/Alcohol Abuse. From the results of HRAV week an Affirmative Action Plan and Command Action Plan was developed and approved by CVW-14. The action items of these plans were incorporated into VAW-113's Human Goals Plan, the policy statement for all the command's Human Goals programs.

Overall, there was a healthy and encouraging atmosphere within the command. Open communications, individual competence, and mutual confidence between squadron members built a strong sense of pride in command performance. Despite demanding operational commitments and strenuous work schedules--the test of any organization's effectiveness--this command performed admirably in meeting the challenge and maintaining a positive perspective toward VAW-113's responsibilities in the broader mission of the Navy.