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DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED THIRTEEN
FPO SAN FRANCISCO 96601

5750 IN REPLY REFER TO:
Ser OPS/C-001

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and (5))

From: Commanding Officer, Carrier Airborne Early Warning Squadron
ONE ONE THREE

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

Subj: COMMAND HISTORY FOR CALENDAR YEAR 1985

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Ref: (a) OPNAVINST 5750.12C
(b) CNO (OP-0502) ltr 5750 Ser 0502/000482 dtd 22 Jul 1986

- Encl:
- (1) Black Eagle Chronological Summary of Operations 1985
 - (2) Black Eagle Operational Statistics 1985
 - (3) Black Eagle Operations Narrative 1985
 - (4) Black Eagle Maintenance Narrative 1985
 - (5) Black Eagle Training Narrative 1985
 - (6) Black Eagle Safety Narrative 1985

1. In accordance with references (a) and (b), enclosures (1) through (6) are submitted.

DASE
D. A. ERSEK
Acting

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

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DETERMINATION REQUIRED

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BLACKEAGLE CHRONOLOGICAL SUMMARY OF OPERATIONS 1985 (U)

JANUARY

01-14 INPORT SAN DIEGO
14-26 READIEX 85-1/ORE
27-31 INPORT SAN DIEGO

FEBRUARY

01-18 INPORT SAN DIEGO
19-28 TRANSITEX/BGAREM

MARCH

12-28 TRANSITEX/BEAR ALERT
21 7TH FLEET INCHOP DATE
28-31 INPORT SUBIC

APRIL

01 INPORT SUBIC
02-07 TRANSITEX
07-10 INPORT SINGAPORE
11-15 TRANSITEX I.O.
15-30 NAS OPS

MAY

01-17 NAS OPS
11-16 BEACON FLASH 85-6
18-20 TRANSIT TO MOMBASA
21-25 PORT VIST MOMBASA
26-31 TRANSIT TO DIEGO GARCIA

JUNE

01-04 COVERT TRANSIT TO NAS
05-30 NAS OPS
12-13 MULTIPLEX

JULY

01-07 NAS OPS
05-06 PASSEX WITH MIDWAY
08-18 TRANSIT TO FREMANTLE
19-23 INPORT FREMANTLE
24-31 TRANSIT SUBIC

AUGUST

01-02 INPORT CUBI PT., R.P.
03-14 TRANSIT PEARL HARBOR
09 OUTCHOP 7TH FLEET
09-10 PASSEX BG BRAVO
15-17 INPORT PEARL HARBOR
18-24 TRANSIT SAN DIEGO
23 FLY OFF NAS MIRAMAR
24-31 POST DEPLOYMENT STANDDOWN

SEPTEMBER

01-25
26-30

POST DEPLOYMENT STANDDOWN
NAS MIRAMAR

OCTOBER

01-03
04-07
07-10
10-17
17
18-22
22-24
25-31

CNO PROJ 108-1
CNO PROJ 25-1
COMPTUEX 86-1
NAS MIRAMAR
TOPGUN GRADEX
NAS MIRAMAR
LINK-4 T & E
NAS MIRAMAR

NOVEMBER

01-08
09-23
24-30

NAS MIRAMAR
RED FLAG 86-1 NELLIS AFB, NV
NAS MIRAMAR

DECEMBER

01-15
16-20
21-31

NAS MIRAMAR
RISING FIGHTER
NAS MIRAMAR

BLACK EAGLE OPERATIONAL STATISTICS 1985 (U)

TOTAL FLIGHT HOURS - 2,501.9

TOTAL CARRIER LANDINGS (DAY/NIGHT) - 401/232

TOTAL SORTIES - 697

NUMBER OF E-2C's ATTACHED -	01 JAN	-	30 JAN	4
	31 JAN	-	09 SEP	5
	10 SEP	-	30 OCT	3
	31 OCT	-	01 NOV	4
	02 NOV	-	31 DEC	3

Enclosure (2)

BLACK EAGLE SAFETY NARRATIVE 1985 (U)

(U) January was a productive month for the Safety Department. Following the holiday period, a day long Safety Standown was conducted. All lectures and training evolutions were geared toward our upcoming ORE and WESTPAC Deployment. The NAS Miramar Physiology training group provided cold water survival and predeployment stress reduction lectures. The highlight of the day was ditch and bailout drills conducted in full cold weather flight gear. It was an eye opener for everyone involved. When was the last time your squadron inventoried, inspected and checked the fit of your cold weather survival gear?

(U) We finished the month up with extensive CV Ops in conjunction with our ORE. Once again the E2 human safety chain paid big dividends. There were two instances in one day of a "blue shirt" and "red shirt" crash crew member trying to chop themselves up. I cannot over emphasize the importance of the safety chain and the requirement for the members of the chain to stay alert!

(U) Safety spent the first part of the month preparing for the deployment. STAN checks were completed early, and all pilots and NFO's within the 60 day window completed IFTD. Since deployment, the Safety Department has concentrated on shipboard safety. A safety inspection of all spaces was completed and blindfold egress drills conducted for each squadron member from his berthing/stateroom.

(U) E-2 props continue to pose problems on the flight deck. Despite extensive training and indoctrination of all flight deck personnel our "Human Safety Chain" continues to save people on a regular basis.

(U) The month of March was a productive month for the Safety Department. On the 15th the squadron conducted a Safety Standown in conjunction with the airwing and ship. Personnel assigned to the flight deck participated in helo hoist demonstrations. The aircrew reviewed airborne crew switch procedures and formulated an emergency landing matrix to assist our tower flowers in determining what type of recovery to recommend to the air boss (i.e. normal, pull forward or next available). On the 21st we took advantage of a no fly day and requested VAQ-139 conduct a command safety survey. The inspectors left with an outstanding impression of the Black Eagles and several good ideas to incorporate into their own safety program.

(U) Throughout the month of March we conducted lectures on hazardous liberty ashore, boating safety and tips on surviving Olongapo liberty. We wrapped up the month on a positive note with zero mishaps or injuries.

(U) A ship wide Safety Standown was conducted on 11 April. The Black Eagles used this unexpected opportunity to conduct an in-hous safety standown. It provided valuable training at all levels within the command.

Enclosure (6)

(U) During USS Constellation Quarters, AMS1 [REDACTED] was presented the COMFITAEWWINPAC Pro-of-the-Week award by CAPT Calhoun, Commanding Officer, USS Constellation. The award was presented to AMS1 Shaw for his quick action which prevented a Connie crash crewman from taking a short cut through turning E-2 prop. This incident combined with several nearly identical others, have proven that the "Human Safety Chain" must be in place whenever you have a E-2 turning on the flight deck. The squadron passed 12,000 safe flying hours on the 24th of April.

(U) Monthly Safety Standown are the standard while attached to the 7th Fleet. The squadron held the May Standown on the first day out of Mombasa. Emphasis was directed towards a CV NATOPS review, high winds, pitching decks and low visibility flying.

(U) Our quarterly ditch and bailout drills were held in the afternoon of the standown with some interesting results. Crews were assembled and required to brief both ditch and bailout procedures. A safety representative then flashed a card with either the work "Ditch" or "Bailout". The crew then performed the appropriate drill. The interesting part was that one co-pilot performed ditching procedures while everyone else in this crew bailed out, and another crew had a crew member improperly route his ICS cord under his shoulder strap during a bailout. The end result was a very beneficial drill for all aircrew.

(U) June was not only a extremely productive month operationally but a safe month for the Black Eagles. We completed the record setting month with zero mishaps or personal injuries. Complacency, pitching flights decks and wet ladders combined with the endless routine of Gonzo Station tested our command's safety awareness posture. Aggressive prosecution of all safety programs and instructions have kept the "Gonzo Bug" from biting.

(U) The squadron completed 7 years accident free on 1 July and passed 13,000 hours mishap free on 26 July.

(U) July was our transition period from the mid-cruise blues to get-home-itis. With the high paced operations of the North Arabian Sea behind us and San Diego seemingly just over the horizon, it was time to stress the continued importance of adherence to established safety programs during the remainder of the deployment. The Safety Department's goal has been to eliminate complacency during these known let-down periods through Safety Standowns, Workcenter Safety Training and POD notes. Upon leaving Perth the squadron conducted a standown focused on safe operations through the fly off and into the post cruise standown.

(U) We almost discovered the hard way a missing link in our human safety chain. With two E-2's parked side by side, in the hummer hole, a troubleshooting entered the forward aircraft which was already turning. While he was occupied inside the forward aircraft the aft E-2 started it's engine. When finished, the troubleshooter exited the forward aircraft, went behind the port

nacelle, proceeded outboard to clear the port prop arc, turned right to go forward and almost walked into the starboard prop of the E-2. Fortunately the troubleshooter realized the situation at the last moment and a side-step to the right saved his life as he passed between the two turning props. A special retraining session was held to highlight this very hazardous situation. Does your squadron have a missing link in your human safety chain?

(U) Float Coats. During random inspection of float coats the Safety Department discovered that the inflation labe would twist in the shoulder area from repeated donning and removal, preventing complete inflation by the CO2 or oral inflation system. Current inspection procedures only require the internal inflation labe to be inspected on a quarterly basis. The squadron has added the requirement to check the internal lobe for twisting on a daily basis. VAW-113 Hazard Report 01-85 will recommend the daily inspection of the lobe and a change in the design to prevent the lobe from twisting during use.

(U) In November, the Safety Department initiated steps to heighten the safety awareness of squadron personnel who ride motorcycles. The first step was a questionnaire involving both safety facts and survey questions. The results are being used to determine the experience level of those who ride as well as the types of riding they do and their safety awareness. From this start we seek to create a situation where those who choose to ride motorcycles know and use safety precautions.