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

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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 1986
 Ref: (a) OPNAVINST 5750.12D
 Encl: (1) Summary of Operations for Calendar Year 1986
 Abbreviated Format (U)
 (2) Summary of Operations for Calendar Year 1986
 Narrative Format (U)
 (3) History of CARAEWRON 113 (U)
 (4) Commanding Officer's Biography (U)
 (5) Executive Officer's Biography (U)
 (6) General Squadron Statistics (C)
 (7) Miscellaneous Information (U)

1. In accordance with reference (a), enclosures (1) through (7) are submitted.

F. J. Bush Jr.
 F. J. BUSH, JR.

Copy to:
 Director of Naval History (OP-09B9)
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SUMMARY OF OPERATIONS FOR CALENDAR YEAR 1986 (U)
ABBREVIATED FORMAT

JANUARY

01-05 NAS MIRAMAR
06-17 FAST/HEY RUBE - NAS MIRAMAR
18-27 NAS MIRAMAR
28-31 FLT DECK CERT (CV-64)

FEBRUARY

01-03 FLT DECK CERT (CV-64)
04-10 NAS MIRAMAR
10-14 VAW/VAQ EW EXERCISE - NAS MIRAMAR
18-24 CARQUAL (CV-64)
24-28 RDX 86-2

MARCH

01-05 RDX 86-2
06-09 NAS MIRAMAR
10-21 IRFT (CV-64)
22-25 NAS MIRAMAR
26-31 ORANGE AIR RDX 86-3

APRIL

01-13 ORANGE AIR RDX 86-3
14-23 NAS MIRAMAR
24-30 AIROPS SOCAL

MAY

01-09 SOCAL AIROPS
09-19 NAS MIRAMAR
19-23 DIVISION TACTICS
24-30 NAS MIRAMAR
31 WEPS DET FALLON

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JUNE

01-14 WEPS DET FALLON
16-22 NAS MIRAMAR
23-30 FFARP - EL CENTRO

JULY

01-15 FFARP - EL CENTRO
15-31 NAS MIRAMAR

AUGUST

01-18 NAS MIRAMAR
19-21 CARQUAL (CV-64)
25-28 AIROPS SOCIAL

SEPTEMBER

01-04 INPT SAN DIEGO
04-11 ENROUTE VANCOUVER B.C.
12-15 INPT VANCOUVER B.C.
15-23 MARCOT 2-86
24-26 INPORT ANCHORAGE AK
27-30 MARCOT 2-86

OCTOBER

01-03 MARCOT
04-11 FLEETEX 86-2
12-15 INPORT SEATTLE WA
16-19 FLEETEX 86-2
20-31 NAS MIRAMAR

NOVEMBER

01-03 NAS MIRAMAR
04-24 READIEX 87-1
25-30 NAS MIRAMAR

DECEMBER

1-31 NAS MIRAMAR

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SUMMARY OF OPERATIONS FOR CALENDAR YEAR 1986 (U)
NARRATIVE FORMAT

VAW-113, commanded by CDR Frank J. Bush, Jr. began 1986 with the successful completion of the Fleet Air Superiority Training Syllabus (FAST) and participation in FEWSG "HEY RUBE" EW exercises, providing Command and Control of both Orange and Blue assets. January concluded with an intensive field carrier landing practice effort in preparation for the year's initial at-sea period for Flight Deck Certification aboard USS Constellation (CV-64).

In February, the "Black Eagles" worked in conjunction with Airwing VAQ assets to conduct an exercise designed to expand VAW-VAQ interoperability and tactics. By operating in READIEX 86-2 VAW-113 was instrumental in preparing another Airwing for an extended deployment. After a brief but dedicated FCLP effort the "Black Eagles" participated with CVW-14 and USS Constellation in the year's first Refresher Training, consisting of both shipboard drills and intensive CV Air Operations. March concluded with another READIEX in which VAW-113 provided Orange Air Command and Control.

The majority of April was utilized to conduct Orange air operations and prepare aircrew for a two week CV air operations period off the Southern Californian coast.

Upon completion of the April at-sea period, the "Black Eagles" commenced an intensive three week "over-land" intercept and detection training syllabus culminating with a four day division tactics exercise. Utilizing both CVW-14 VF, VFA and NFWS assets, the Black Eagles improved aircrew tactical knowledge and proficiency throughout the Airwing.

In June the "Black Eagles" deployed to NAS Fallon Nevada to participate in CVW-14 Weapons Detachment. Tasked with both air superiority and close air support control, they provided the first test of the newly acquired advanced radar processing system (APS 138) and developed new overland air superiority tactics.

The fast pace of Summer 1986 continued its' momentum with a highly successful weapons detachment at NAF El Centro for CVW-14 Fleet Fighter Air Combat Readiness Program (FFARP). Again aircrew proficiency and inventive overland detection tactics proved extremely effective in enhancing VAW/VF interoperability within CVW-14.

After a brief respite in early August, it was back to the task of preparing aircrew for yet another carrier qualification and CV air operations period in the SOCAL operating area. This was to be our final training prior to an extended deployment to the North Pacific and Gulf of Alaska in early September.

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The "Black Eagles" greeted September by steaming into the frigid North Pacific waters aboard USS Constellation. A quick one week transit brought the squadron into its' first NORPAC port - Vancouver, British Columbia.

Out of Vancouver, after an abbreviated CQ refresher the "Black Eagles" began their participation in MARCOT 86, a joint U.S.-Canadian exercise designed to evaluate and improve maritime coastal defense capabilities of Canadian Naval forces. The exercise, lasting sixteen days, was enhanced by a welcome port call to Anchorage, Alaska where the USS Constellation became the first aircraft carrier to visit these Alaskan waters.

The conclusion of MARCOT became increasingly challenging as inclement weather and pitching decks created hazardous conditions. In some instances zero-zero weather cancelled air operations.

October weather improved permitting the conclusion of MARCOT with a fleet exercise combining assets from three battle groups. Working in conjunction with the USS Ranger and the Battleship New Jersey, the "Black Eagles" operated in a variety of command and control roles in a dynamic, multi-battle group scenario. 1986 concluded with a three week at-sea period in the SOCIAL operating area, in which the "Black Eagles" provided orange air control to prepare the airwing for WESTPAC Deployment.

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HISTORY OF CARAEWRON 113 (U)

Carrier Airborne Early Warning Squadron One One Three (VAW-113) had its beginning at the end of World War II as a research project designed to explore the feasibility of the airborne early warning concept. In 1948, the Navy formed the first Airborne Early Warning Squadron, VAW-11, homeported at Naval Air Station, North Island. VAW-11 continued to work on developing both ASW (Anti-Submarine Warfare) and AEW (Airborne Early Warning) protection throughout the Korean conflict. The mission of the squadron was clearly defined to provide all-weather early warning services to the fleet and shore warning nets.

On 20 April 1967, VAW-11 was divided into seven individual squadrons. On 29 April 1967, VAW-113 deployed to the Western Pacific flying the E-2A aircraft aboard the USS Constellation (CV-64), as a member of Attack Carrier Air Wing Fourteen.

The Black Eagles of VAW-113 have made nine deployments to the Western Pacific aboard the USS Constellation (CV-64), USS Enterprise (CV-65), and the USS Coral Sea (CV-43). The squadron has been awarded two Battle Efficiency "E's", the Chief of Naval Operation (CNO) Aviation Safety Award, the Presidential Unit Citation and the Navy Expeditionary Medal. World Famous "Black Eagle" crews participated in Vietnamese Operations starting in 1967 and climaxing in May of 1975 with "Operation Frequent Wind", the evacuation of American Forces from South Vietnam.

During the 1975 deployment aboard USS Enterprise, VAW-113 became the Navy's first E-2B squadron to operate with the F-14A "Tomcat". As such, the squadron was instrumental in developing tactics which best utilized the E-2 "Hawkeye" with the expanded capabilities of the Navy's most sophisticated fighter.

In July of 1975, VAW-113 changed homeports from NAS North Island to NAS Miramar. VAW-113 was the first recipient of the Annual CNO AEW Excellence Award in September of 1976. This distinction designated the "Black Eagles" as the premier AEW squadron in the U.S. Navy.

VAW-113 currently flies the E-2C APS-138 aircraft and with their 1985 WESTPAC Deployment, became the first Hawkeye squadron to operate with the new F/A-18 Hornet again providing substantial input to the tactical development and utilization of this impressive dual role platform.

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THE BLACK EAGLES (U)

Only one aircraft in Carrier Airwing Fourteen can play an integral part in every mission flown from the deck of USS Constellation. That aircraft is the "Black Eagles'" multi-mission E-2C Hawkeye, with its sophisticated radar and electronic surveillance systems enhanced by high speed digital processing and displays.

Our E-2C acts as an airborne command and control center for our Carrier Battle Group. The five man crew searches the skies and ocean for contacts far in excess of the range of shipboard sensors. While airborne, the missions of the E-2 include: directing fighters toward unidentified or hostile aircraft; providing coordination and vectors for bombing strikes; controlling aircraft in their search for surface contacts; organizing search and rescue missions; providing airborne early warning to the Battle Group and acting as a communications relay platform.

As soon as our aircraft carrier leaves port, "Black Eagle" crews are standing around-the-clock alerts, ready to launch in minutes against possible threats to the Battle Group. Predawn launches of the E-2 often occur while most of the carrier still sleeps. Before reveille sounds, the Hawkeye will be "on station," a position carefully chosen to maximize the search capabilities of the E-2C's airborne radar system. If an unidentified air contact approaches the Battle Group, a call from the airborne E-2 generates the immediate launch of F-14 Tomcat fighters who streak to defensive positions or are vectored by the Hawkeye to intercept the intruder. At least one of our four squadron aircraft is airborne whenever other Airwing aircraft are flying. As one plane lands, another has already launched to relieve it. Minor discrepancies are corrected as soon as the propellers stop turning, while time consuming inspections, major maintenance and corrosion control efforts proceed 24 hours a day.

It is impossible to imagine a more difficult environment for such a sophisticated piece of equipment. The supply of parts, tools and technical assistance starts thousands of miles away and yet the requirement for maximum system capability is at its peak aboard the deployed carrier. The success or failure of most Battle Group evolutions hinge on the performance of the E-2C Hawkeye. This monumental task calls for professionalism, expertise, and dedication to an important mission. The key to fulfilling our mission is the 145 men who make-up the "Black Eagles" of VAW-113. While the requirements placed on the E-2C continue to increase, our men prove day after day that our squadron can meet the tasking that is so essential to our Battle Group, no matter how difficult the environment or remote the location.

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