

1968

CARRIER AIRBORNE EARLY WARNING SQUADRON 115
FPO SAN FRANCISCO 96601

VAW-115
5700
PAO:KAD:lk
Ser: 91
11 MAR 1968

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From: Commanding Officer, Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN
To: Chief of Naval Operations (OP-05D2)
Subj: Command History; submission of
Ref: (a) OPNAV INST 5750.12A
Encl: (1) Chronology of Events 1968
(2) Basic Narrative 1968
(3) Biography of LCDR R. G. LAMBERT (Annex A)
(4) Biography of CDR L. C. PAGE (Annex B)
(5) Biography of CDR J. GARCIA (Annex C)
(6) Biography of CDR F. B. HOLLICK (Annex D)

1. In accordance with reference (a), enclosures (1), (2), (3), (4), (5), and (6) are submitted.

K.A. Doyle
K. A. DOYLE
By direction

Copy to:
Director of Naval History

Reg # 845079
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FPO SAN FRANCISCO 96601

COMMAND HISTORY 1968

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CHRONOLOGY OF EVENTS

1-5 January: In port Cubi Point, Republic of the Philippines

7 January: Commenced second combat support flight operations on Yankee Station

27 January: Departed Yankee Station for the Sea of Japan after seizure of USS PUEBLO by North Korea

1 February: Arrived Sea of Japan

10 March: Departed Sea of Japan for Sasebo, VAW-115 detached to Atsugi for maintenance and FMLP's

11-15 March: In port Sasebo, Japan

17 March: LCDR R. G. LAMBERT relieved LCDR H. V. SOUTHARD as Executive Officer

19 March: Commenced third combat support flight operations on Yankee Station

1 April: U. S. halted bombing north of 20° N Latitude

5 April: U. S. halted bombing north of 19° N Latitude

11 April: Departed Yankee Station for Subic Bay

13 April: In port Subic Bay, Republic of the Philippines

15-20 April: In port Hong Kong

22 April: Commenced final combat support flight operations on Yankee Station

8 May: Departed Yankee Station for Subic Bay

10 May: In port Subic Bay, Republic of the Philippines

18 May: "Redcarpet" flight arrived at Travis AFB, California

25 May: USS RANGER (CVA-61) arrived at NAS Alameda, California

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CHRONOLOGY OF EVENTS (CONT.)

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26 May: Squadron arrived NAS North Island, California

28 June; CDR L. C. PAGE relieved CDR G. E. R. KINNEAR as Commander Attack Carrier Air Wing TWO

3 July: CDR J. GARCIA relieved CDR J. J. WEAVER as Commanding Officer of Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN

19-30 August: Air Wing conventional weapons deployment to NAS Fallon, Nevada

12-13 September: Administrative Material Inspection

17 September: Departed NAS Alameda for shake down cruise aboard USS RANGER (CVA-61)

27-30 September: In port NAS Alameda, California

1-8 October: Operational Readiness Evaluation aboard USS RANGER (CVA-61)

17 October: CDR F. B. HOLLICK relieved LCDR R. G. LAMBERT as Executive Officer

20-23 October: Loaded aircraft aboard USS RANGER (CVA-61) for WESTPAC deployment

26 October: Departed NAS Alameda for second combat support deployment to South East Asia

29 October: Commenced flight operations in Hawaiian area

1 November: In port Pearl Harbor

2-3 November: Operational Readiness Inspection

4-5 November: In port Pearl Harbor

7 November: Began operation "Brown Bear"

14-18 November: In port Yokosuka, Japan

20 November: Operation "Blue Sky" with Chinese Nationalists off Taiwan

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CHRONOLOGY OF EVENTS (CONT.)

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- 21 November: Missile firing exercise. NE 103 from VF-21
lost at sea
- 22-23 November: In port Subic Bay, Republic of the Philippines
- 24-26 November: Missile firing exercise
- 28 November: Arrive on Yankee Station for first combat
support line period of the cruise aboard
USS RANGER (CVA-61)
- 9 December: Departed Yankee Station for Subic Bay
- 11 December: In port Subic Bay, Republic of the Philippines
- 13 December: Arrived on Yankee Station for continuation of
first combat support lime period
- 29 December: Departed Yankee Station for Subic Bay
- 31 December: In port Subic Bay, Republic of the Philippines

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Enclosure (1)

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COMMAND HISTORY 1968

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BASIC NARRATIVE

From 1 January through 5 January 1968, the USS RANGER (CVA-61) was in port Cubi Point, Republic of the Philippines. On 5 January, the RANGER departed Cubi Point for Yankee Station in the Gulf of Tonkin. Operations for this second combat support line period which commenced on 7 January brought little change to Yankee Station procedures. The usual inclement weather prevailed keeping Alpha strikes, Mohawk operations, and IR operations to a minimum. Cyclic operations continued with a large percentage of the offensive strikes being diverted to the Steel Tiger area.

The following is a flight operations statistical summary for the period 5 January through 27 January 1968:

a. Flight hours day/night	158/45
b. Carrier landings day/night	28/14
c. Sorties assigned	63
d. Sorties cancelled, aircraft down	15
e. Sorties cancelled, Air Operations	0
f. Air aborts	2

The problems facing the Maintenance Department during this period were generated mainly by the lack of spare parts available and the long periods of time required to obtain them from other sources.

Two engine changes were necessary during this period. The first was attributed to FOD damages and the second to a fuel control failure which caused an over-temp on start (in excess of 1200 degrees). A single QECA was available aboard RANGER and was installed within two days on BUNO 151714 but as there was not a second QECA on a T56 power section available from ship's supply, BUNO 151717 was NORS-G for a power section from 11 January through 29 January.

The high failure rate of the pilots VGI plagued operations during this period. Although the squadron had taken the precautions of pulling the VGI circuit breakers until just prior to launch and had discontinued the use of flat turns, it still realized an average of less than thirty flight hours per VGI. For one week during this period, the squadron was restricted from night operations because the pilots VGIs were not available from supply.

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Aircraft BUNO 151716 and BUNO 151717 were NORS-G for a phase synchronizer and a solenoid valve. Supply stocked a modified (transistor) synchronizer but the squadron aircraft had not had prop change 35 incorporated and these were useless. One phase synchronizer unit was received after being outstanding for over two weeks.

The RANGER departed Yankee Station on 27 January 1968 for the Sea of Japan after the seizure of the USS PUEBLO by North Korea. The RANGER arrived in the Sea of Japan on 1 February and the squadron commenced operations as AEW and AIC. Incoming Badgers were detected several times. In one instance, the Badgers were detected 220 NM from the E-2A and 280 NM from RANGER. The average skin paint on air contacts in the Sea of Japan was 150 NM.

Air intercept control became standard operating procedure for the Sea of Japan operations with units of all squadrons participating. In addition to airborne AIC practice, over two hundred actual intercepts were logged in the ship's CIC by squadron controllers. This opportunity presented itself as the squadron flew no operational hops during the last ten days of February.

A successful data link was achieved on thirteen of nineteen mission flights flown for a total of 161 hours. Ullung Do Island, 37° - 30'N/130° - 52'E was utilized as a primary reference point because the eastern coast line of Korea provided practically no radar significant points for the APS-96 radar.

The following is a flight operations statistical summary for the period 28 January through 5 March 1968:

a. Flight hours day/night	130.6/19.9
b. Carrier landings day/night	19/5
c. Sorties assigned	47
d. Sorties cancelled, aircraft down	24
e. Sorties cancelled, Air Operations	1
f. Air aborts	1

During the period of operations in the Sea of Japan, the squadron experienced new and unique operating conditions. Maintenance on the flight deck under the cold weather conditions was extremely difficult. Many of the tasks could not be accomplished while wearing gloves and at times, personnel could work only a maximum of ten minutes at a time.

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The squadron continued to function as the C-2A COD maintenance terminal. Our personnel performed all unscheduled maintenance required to turn the COD around for its return. Power Plants did an exceptional job of changing a prop in one deck cycle to enable the COD to return to the beach. The squadron later became AOCF for a set of prop blades until VRC-50 could return a new set to the ship.

On 10 March, the RANGER departed the Sea of Japan for Sasebo. The carrier remained in port Sasebo from 11 March through 15 March. Much of the squadron transited to Atsugi for aircraft maintenance and flight operations while a skeleton crew remained on board the ship.

BUNO 151717 underwent AFC 117 where one crack about two inches long in the rivet line of the vertical leg of the centerline rib upper capstrip was found. Upon completion, BUNO 151717 underwent AFC 117 however no cracks were found. Two rivets were found missing from the main beam butt plate.

Operating from NAS Atsugi, an intensive FCLP was undertaken with two aircraft. The pilots flew one hundred thirty-four day and forty night MLP's at Kisarazu ALF. One aircraft went down when the engine was damaged by FOD. The engine change was completed at Atsugi.

Departing Sasebo on 15 March, the RANGER returned to the Gulf of Tonkin and the squadron commenced its third combat support flight operations on 19 March. BUNO 151712 was left at Atsugi for completion of AFC 117 and BUNO 151714 was at Cubi Point for AFC 117.

During this transit period, LCDR R. G. LAMBERT reported aboard and relieved LCDR H. V. SOUTHARD as Executive Officer. (See Annex A).

Operating for the first third of the line period with two aircraft, NE 752 and NE 753, the squadron covered twenty-six scheduled commitments without an abort. Double cycles were incorporated with the total number of pilot traps increasing three hundred per cent over the prior month. Coverage was later restricted to two triple cycles per day when NE 752 went hard down with an internal oil leak in the starboard engine after eight days on the line.

A T-56 power section was flown aboard and installed but was later discovered to also be faulty. A bad fuel spray pattern in the number 3 combustion can caused damage to the

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can, the stators, the blades and burned the tops off all but six of the thermocouples in the turbine section. Another power section was procured and installed.

The primary mission was once again strike control. Data link operations varied from good to excellent, with an average link time of 3 hours per flight. This line period also saw the completion of the Clarinet Racer project with a well done extended from COMSEVENTHFLT.

The following is a flight operations statistical summary for the period 5 March through 5 April 1968:

a. Flight hours day/night	113.4/45.7
b. Carrier landings day/night	28/11
c. Total sorties assigned	77
d. Sorties cancelled, aircraft down	21
e. Sorties cancelled, Air Operations	1
f. Air aborts	1

On 1 April, the U. S. halted bombing north of 20° N latitude and on 5 April, bombing was halted north of 19° N latitude. This concentrated the air wings efforts on disrupting enemy supply lines in southern North Vietnam and DMZ area.

The RANGER departed Yankee Station on 11 April and after a short stay at Subic Bay, proceeded to Hong Kong. The carrier remained inport Hong Kong from 11 April through 20 April.

On 22 April, the squadron commenced its final combat support operations on Yankee Station. AEW/strike control was the primary mission of the E-2A. During cyclic operations, this consisted of vectoring strike and photo reconnaissance aircraft to their coast-in-point and in some instances to their targets. A-6 aircraft operated independently as did the F-4s if they had an up system. A-4s, A-7s, and A-5s frequently were vectored and were provided with flight following.

The following is a flight operations statistical summary for the period 22 April through 9 May 1968:

a. Flight hours day/night	95/29
b. Carrier landings day/night	27/8
c. Sorties assigned	52
d. Sorties cancelled, aircraft down	19
e. Sorties cancelled, Air Operations	0
f. Air aborts	0

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On 8 May, the RANGER departed Yankee Station for Subic Bay and arrived 10 May. Those members of the squadron scheduled to make another cruise, disembarked to be flown home by commercial air. On 18 May, the "Red Carpet" flight arrived at Travis AFB, California.

The squadron fly off launched from the RANGER on 24 May for NAS North Island. The next morning, the RANGER docked at NAS Alameda. The squadron gear was off loaded and placed on the surface lift. An air lift was arranged for squadron personnel arriving NAS North Island on 26 May. Leave was granted to the maximum number of personnel.

On 28 June, CDR L. C. PAGE relieved CDR G. E. R. KINNEAR as Commander Attack Carrier Air Wing TWO at a ceremony held at NAS Miramar. (See Annex B).

A Change of Command Ceremony was held at NAS North Island on 3 July at which CDR J. GARCIA relieved CDR J. J. WEAVER as Commanding Officer of Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN. Rear Admiral Constantine A. KARABERIS, Commander Fleet Air San Diego/Fleet Air Wing FOURTEEN was the guest speaker. (See Annex C).

The month of July saw the beginning of a large turn over of personnel. New billets had to be assigned, quotas had to be obtained for the necessary and the required schools, new squadron policies were promulgated, and operational training commenced.

Aircraft were at a premium during the summer months due to the required maintenance schedule. BUNO 151716, NE 752 went into PAR from 27 May through 24 July and BUNO 151717, NE 753 went into PAR from 27 June through 6 September. On 24 June, the squadron accepted BUNO 150533, NE 751, from RVAW-110. BUNO 151712, NE 750 was down consistantly for various reasons.

Even with the shortage of aircraft, the squadron was able to fly three FCLP periods from 29 through 31 July, from 19 through 20 August and from 7 through 17 September. The squadron also flew three carrier qualification periods from 6 through 9 August, from 21 through 22 August and from 7 through 17 September not to mention the numerous training flights for the backend crews.

From 19 through 30 August, the squadron joined CVW-2 for its conventional weapons deployment to NAS Fallon, Nevada. The Fallon deployment, although enlightening, did little to enhance the squadrons operational readiness. The crews had

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to rely strictly on IFF due to the E-2A's lack of overland radar capability.

As with each turn around, VAW-115 had its annual Administrative and Material Inspection on 12 and 13 September climaxed by a Personnel Inspection and Awards Ceremony.

On 17 September, the squadron departed NAS Alameda for its shake down cruise aboard the RANGER. Operations proceeded normally until BUNO 150533, NE 751 received propeller damage when a peice of yellow gear was backed into it.

From 27 through 30 September, the RANGER was in port NAS Alameda. BUNO 150533, NE 751 was off loaded to enable the maintenance crews to change the propeller and obtain the assistance of the base facilities.

On 1 October, the RANGER commenced its Operational Readiness Exercise with VAW-115 compiling a very commendable final grade of 91. The squadron obtained valuable training by providing the carrier, the force, and the Air Wing with Aiborne Early Warning, extended communications, Air Intercept Control, Strike Control, and Search and Rescue coordination.

CDR F. B. HOLLICK reported aboard on 17 October and relieved LCDR R. G. LAMBERT as Executive Officer. (See Annex D).

From 20 through 23 October, the aircraft were loaded aboard the RANGER for its deployment to the Western Pacific as a member of the Seventh Fleet. On 26 October, VAW-115 departed NAS Alameda for its second combat support deployment.

The five day transit to Pear Harbor, Hawaii was very eventful. The days were spent by long hours at General Quarters, other drills, breifings for the flight crews on upcoming flights and putting the finishing touches on the aircraft. On 29 October, the squadron commenced flight operations in preparation for the upcoming Operational Readiness Inspection.

Friday, 1 November was spent in port Pearl Harbor obtaining additional breifings and picking up the ORI observers. On 2 November the RANGER was underway for two and a half days of intensive operations. Each phase of the squadron's operations was closely checked by expert observers.

The RANGER spent 4 and 5 November in port Pearl Harbor for a much deserved rest. Wednesday, 6 November, the RANGER departed Pearl Harbor for Yokosuka, Japan.

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On 7 November, the squadron commenced operation "Brown Bear." Operation "Brown Bear" and Yankee Team procedures call for ready alert periods with the E-2A in a fifteen minute standby which would require continuous power in the INS. Coordination with the RANGER resulted in relaxing this requirement to an "Alert 30" during which:

a. An alignment is obtained periodically for check-out purposes.

b. An alignment is commenced immediately upon receipt of the word to scramble.

c. Launch occurs as soon as possible following alignment, somewhere between twenty and thirty minutes total time.

The carrier was in port Yokosuka from 14 through 18 November. On Monday, 18 November, the RANGER proceeded south to the Philippine Islands. Exercise "Blue Sky" was conducted with the Tiawan Air Force on 20 November. The exercise was conducted off Tiawan land and was concluded with a missile and gunfire display by the Tiawan Air Force at a sled towed by the RANGER.

The Air Wing continued its flight operations as the carrier proceeded on course to the Philippine Islands. On 21 November, during a missile firing exercise, NE 103 from VF-21 was lost at sea. The RIO successfully ejected and VAW-115 was instrumental in coordinating the SAR effort.

The RANGER arrived in Subic Bay on 22 November and a long day of intensive briefings commenced. A demonstration of the Fulton Skyhook concluded the briefings.

The RANGER departed Subic Bay on 24 November and commenced missile firing exercises from 24 through 26 November enroute to Yankee Station in the Gulf of Tonkin.

On 28 November, VAW-115 arrived on Yankee Station for its first combat support line period of the cruise. Yankee Station's location and the continuous relieve-on-station BARCAP requirements necessitated a 1.8 hour cycle time. This schedule virtually eliminated triple-cycling the E-2A and produced a schedule of three double and one single cycle during the twelve hours of flight operations. The single cycle was flown first rather than last to give the Maintenance Department flexibility early in the day.

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The following is a flight operations statistical summary for the period 15 October through 30 November 1968:

a. Flight hours day/night	259.6/80.6
b. Carrier landings day/night	30/15
c. Sorties assigned	66
d. Sorties cancelled aircraft down	6
e. Sorties cancelled Air Operations	5
f. Air aborts	0

The periods from 1 through 10 and 14 through 29 December were spent at Yankee Station conducting SPECOPS, while 10 through 13 and 29 through 31 December were spent in transit to and from Subic Bay. A change in schedule shortened a proposed 12 through 15 December break at Cubi Point to eight hours alongside the pier.

The continued scheduling of the single two hour cycle first followed by the three double cycles, again allowed maintenance flexibility. This resulted in only eight out of ninety sorties being missed with one air abort.

With the decrease in operations in the Gulf of Tonkin, strike control has become almost non-existent. The primary role of the E-2A has been AEW with the squadron compiling 123.5 hours of Link 11 time. The secondary missions of the E-2A have been flight following during reconnaissance missions, radio relay, middle man, parrot checks, and AIC. The squadron compiled a total of 126 actual intercepts during this period.

Operation ZIPLIP was executed while enroute to Subic Bay on 30 December, as an initial test of procedures proposed by the squadron for utilization of the E-2A during EMCON Conditions. EMCON Condition Alpha was set upon the launching of two E-2As. The primary mission aircraft and the airborne backup proceeded to a station beyond 50 miles from the RANGER. Once on station, the primary E-2A proceeded to Poro Point and gave advisory control for a BQM-34A MISSILEX. MISSILEX Sym-bology was successfully transmitted over 200 miles via Link 11. All fly-off aircraft launched EMCON from the RANGER and checked in with "Liberty Control" vice strike for parrot checks, vectors and ADIZ assistance. Additional ZIPLIP practice periods were scheduled during ship transits.

The following is a flight operations statistical summary for the period 1 through 31 December 1968:

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a. Flight hours day/night	182.3/155.8
b. Carrier landings day/night	40/46
c. Sorties assigned	90
d. Sorties cancelled aircraft down	8
e. Sorties cancelled Air Operations	0
f. Air aborts	1

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