

CARRIER AIRBORNE EARLY WARNING SQUADRON 115
FPO SAN FRANCISCO 96601

VAW-115
1974

per 81 6/14/74 per 2/17/75



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VAW-115
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1 March 1975

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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 (OPNAV Report 5750-1); submission of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN
Command History for Calendar Year 1974

1. In accordance with reference (a), enclosure (1) is submitted.

J. S. Baldwin

J. S. BALDWIN

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

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CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED FIFTEEN

COMMAND HISTORY
CALENDAR YEAR 1974

COMMANDER J. S. BALDWIN
COMMANDING

Enclosure (1)

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PART I
BASIC HISTORY

A. (U) Command Organization

1. CDR F. R. MILLER, USN, [REDACTED] 1320: 1 January to 15 March 1974.
2. CDR J. S. BALDWIN, USN, [REDACTED] 1310: 15 March to 31 December 1974.

3. The squadron's primary mission utilizing four E-2B aircraft is to provide the Officer in Tactical Command (OTC) with Airborne Early Warning (AEW) data on targets entering the surrounding airspace. An Airborne Tactical Data System (ATDS) unit is incorporated in the E-2 to accomplish this mission. In addition, the ATDS unit is capable of performing many secondary command and control functions.

4. Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN was embarked on USS MIDWAY (CVA-41), homeported at Naval Station Yokosuka, Japan, in connection with the Overseas Family Residency Program.

5. During the year the squadron reported to Commander, Attack Carrier Air Wing FIVE and COMFITAEEWINGPAC.

6. The standard organizational structure for VAW aviation commands was maintained by the squadron throughout the year. An average of twenty-two (22) officers and one hundred fifteen (115) enlisted men were assigned. Twenty-five (25) flight crew personnel (ten (10) aviators, eleven (11) naval flight officers, and four (4) flight technicians) comprised four crews for operation of four E-2B aircraft. One ground maintenance officer was assigned.

B. (U) Summary of Operations

1. Calendar Year 1974 was subdivided into three major periods as follows:

a. Period I-From 1 January to 12 April the squadron was embarked aboard USS MIDWAY (CVA-41) conducting type training in the Japan, Taiwan, Subic, and Sea of Japan Operating areas. Several major fleet, inter-service, and international exercises were completed during this period.

b. Period II-From 12 April to 25 September the squadron was embarked aboard USS MIDWAY (CVA-41) conducting type training in the Japan, and Okinawa areas and included participation by the Air Wing in REFTRA and an extensive drydock period in Yokosuka.

c. Period III-From 26 September to 31 December the squadron was embarked aboard USS MIDWAY (CVA-41) conducting type training in the Japan, Subic, Taiwan, and Okinawa operating areas. Several significant fleet, inter-service, and international exercises were also completed during this period.

2. (U) Detailed Schedule

Period I:

01 JAN - 10 JAN	Inport Yokosuka
11 JAN - 19 JAN	CQ/Cyclic Ops Japan Area
20 JAN - 28 JAN	Inport Yokosuka
29 JAN - 03 FEB	Enroute Subic Area
04 FEB - 12 FEB	Cyclic Ops Subic Area
13 FEB - 14 FEB	Inport Subic
15 FEB - 21 FEB	Cyclic Ops Subic Area
22 FEB	Enroute Hong Kong
23 FEB - 28 FEB	Inport Hong Kong
01 MAR - 05 MAR	Enroute Yokosuka
06 MAR - 25 MAR	Inport Yokosuka
15 MAR	Change of Command
26 MAR - 28 MAR	CQ Japan Area
29 MAR - 30 MAR	Enroute Sea of Japan
31 MAR - 04 APR	Sea of Japan Ops
05 APR - 10 APR	Inport Pusan South Korea
11 APR - 12 APR	Enroute Yokosuka

Period II:

13 APR - 21 APR	Inport Yokosuka
22 APR - 26 APR	CQ/Cyclic Ops Japan Area
27 APR - 28 APR	Enroute Okinawa
29 APR - 02 MAY	Cyclic Ops Okinawa Area
03 MAY - 04 MAY	Enroute Yokosuka
05 MAY	CQ Ops Japan Area
06 MAY - 24 MAY	Inport Yokosuka
25 MAY - 28 MAY	CQ/Cyclic Ops Japan
29 MAY - 01 JUN	Cyclic Ops Northern Japan Area
02 JUN - 04 JUN	Cyclic Ops Japan Area
05 JUN - 13 JUN	Inport Yokosuka
14 JUN - 17 JUN	CQ/Cyclic Ops Japan Area
18 JUN - 19 JUN	Enroute Okinawa
20 JUN - 24 JUN	Cyclic Ops Okinawa
25 JUN	Enroute Yokosuka
26 JUN	CQ Japan Area
27 JUN	Inport Yokosuka
28 JUN	Dependents Day Cruise
29 JUN - 08 JUL	Inport Yokosuka
09 JUN - 16 JUL	REFTRA Japan Area
17 JUL - 22 JUL	Cyclic Ops Japan Area
23 JUL - 31 JUL	Inport Yokosuka
01 AUG - 08 AUG	CQ/Cyclic Ops Japan Area
09 AUG - 11 AUG	Cyclic Ops Northern Japan Area
12 AUG - 14 AUG	Cyclic Ops Japan Area
15 AUG - 26 AUG	Inport Yokosuka
27 AUG - 29 AUG	CQ/Cyclic Ops Japan Area
30 AUG - 01 SEP	Inport Yokosuka
02 SEP	Airwing Fly-off Japan Area
03 SEP - 25 SEP	Drydock Inport Yokosuka

Period III:

26 SEP - 01 OCT
02 OCT - 03 OCT
04 OCT - 08 OCT
09 OCT - 10 OCT
11 OCT - 18 OCT
19 OCT - 20 OCT
21 OCT - 24 OCT
25 OCT - 28 OCT
29 OCT - 31 OCT
01 NOV - 14 NOV
15 NOV - 24 NOV
25 NOV - 29 NOV
30 NOV - 01 DEC
02 DEC - 09 DEC
10 DEC - 11 DEC
12 DEC - 19 DEC
20 DEC - 31 DEC

CQ/Cyclic Ops Japan Area
Enroute Pusan
Inport Pusan
Enroute Yokosuka
Inport Yokosuka
CQ Ops Japan Area
Enroute Subic
Cyclic Ops Subic
Inport Subic
Subic Ops
Inport Subic
Subic Ops
Enroute Hong Kong
Inport Hong Kong
Taiwan Ops
Okinawa Ops
Inport Yokosuka

3. Period I Summary

a. (U) General. The new year found the CVW-5/USS MIDWAY team well established in the Overseas Family Residency Program (OFRP). After many years of operations in the familiar Gulf of Tonkin environment, renewed emphasis on major exercises, new tactics and relatively unfamiliar operating areas provided a stimulating challenge to the "Liberty Bells." The E-2B proved to be the hub of all operations and a methodical, professional approach to each new assignment produced gratifying results. During this period on 15 March CDR J. S. BALDWIN relieved CDR F. R. MILLER as Commanding Officer of VAW-115.

b. (C) Operations 1 JAN - 28 JAN: VAW-115 began the new year inport Yokosuka with flight operations primarily conducted from NAF Atsugi. NATOPS minimum landing requirements necessitated priority be given Field Mirror Landing Practice (FMLP) during all extended inport periods. However, by keeping all pilots "up to speed" in this manner and by judicious scheduling for available deck time VAW-115 has managed to keep its Carrier Aircraft Plane Commanders (CAPC's) night current and co-pilots day current as well as allowing the co-pilots to progress toward designation as CAPC. The nine day period at sea began with carrier refresher landings and terminated with cyclic operations. Surface, Subsurface, Surveillance, and Coordination (SSSC) gained in priority for the E-2B as non-allied Electronic Intelligence (ELINT) vessels were constantly "watching" Midway operations. Therefore, the first and last daylight cycles of each day were dedicated to SSSC. Additionally, the squadron participated in several Air Intercept Control (AIC) missions and two Anti-Air Warfare Exercises (AAWEX's). During the inport period from 20-28 JAN emphasis was placed on ground training and aircraft maintenance.

c. (C) Operations 29 JAN - 05 MAR: This operating period provided for the most significant increase in aircrew proficiency since departing CONUS in SEP 1973. A superb maintenance effort allowed for 31 touch and go's, 73 day and 69 night landings, 249.8 flight hours, and successful participation in a full range of tactical missions. While transiting the Okinawa area both to and from operations in the Taiwan and Subic Bay areas the Liberty Bells controlled Mini-Alpha strikes against the Island of Tori Shima. Additionally, the E-2 acted as an Airborne Command and Control Center (ABCCC) platform in communicating with Okinawa Center and coordinating passage through their airspace. On 01 FEB two E-2B's were launched in support of a Blue Sky exercise utilizing the Taiwanese Defense Forces. One E-2 functioned as a ABCCC platform for inbound strikes and one for Airborne Early Warning (AEW) for raids on the USS Midway Task Group. Operations in the Subic Bay area emphasized AIC, AAWEX, strike control, and SSSC as again a Russian AGI, ELINT vessel monitored task group operations. While in the Subic Area all daylight launches and recoveries were performed ZIP LIP or with a minimum of communication. Two successful Anti-KOMAR exercises were completed with all prosecuting aircraft under Liberty Bell control. Operations in Subic Bay were culminated with Oriskany and Midway exchanging air attacks. The Liberty Bells were initially responsible for finding the "enemy" and then directing the CVW-5 strikes. During the Midway vulnerability period the E-2 essentially "ran the war" as the ATDS functioned to perfection under the decentralized control procedures established. Having won another battle, Midway transited to Hong Kong. A second Blue Sky exercise was conducted on 2 March and proved equally as successful as the previous exercise after the E-2 ironed out several communications difficulties with Taiwanese Forces. Again, a second

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E-2 was launched for AEW and prosecuted several low flying aircraft under the radar horizon of shipboard radar. As a result of this highly successful operating period the squadron's overall readiness was significantly increased.

d. (C) Operations 6 MAR - 12 APR: The 6-25 MAR inport period was utilized to maintain aircrew proficiency in anticipation of extensive Sea of Japan Operations. On 31 March, USS Midway was the first carrier to enter the Sea of Japan since 1971, and on 1 April participated in the Commando Jade Exercise testing the defense capabilities of South Korea. The Liberty Bells provided command and control of all strike aircraft and coordinated the exercise with U.S. Air Force command centers in South Korea. While some Russian activity was expected their total reaction to Midway's excursion into the Sea of Japan was far more than anticipated. Their forces included a Kotlin destroyer, an ECHO II submarine, 2 AGI's, 2 AG's, a tug, an AOR, and 110 BEAR/BADGER raids all of which were intercepted and escorted inbound. For 2 1/2 days of nearly round-the-clock operations the Liberty Bells provided AEW, and command and control for intercepts of inbound raids and SSSC aircraft as an accurate surface picture was maintained within 100 miles of Midway. Additionally, secure voice relay was provided to the widely dispersed task group assets. For its superb performance, the Midway task force received numerous congratulatory messages from its superiors including the Commander-in-Chief Pacific Fleet and Commander Task Force SEVEN SEVEN. On 5 April Midway became the first aircraft carrier to visit Pusan, South Korea which responded with an extremely warm welcome for 3800 very tired Midway officers and men.

4. Period II Summary

a. (U) General. During this period USS Midway operated exclusively in the Japan and Okinawa areas. Poor weather and unscheduled ship repairs necessitating a long dry-dock period reduced training opportunities considerably. Due to its unique forward deployed status the squadron developed a prototype aircrew training program. Based on minimum established goals in a standard time frame, the crew concept was utilized to optimize training while remaining in a continued high state of readiness. Flight training was augmented by ground training lectures and emphasized pilot, NFO, and FT cross-training. Yokosuka was the only port visited during this time frame and VAW-115 enjoyed its home-port for a total of ninety-five days. On 28 August 1974 VAW-115 was notified that it had earned the Battle "E" Award for the competitive cycle 1 JAN 1973 to 30 JUN 1974. Congratulatory messages were received from COMNAVAIRPAC, COMFITAEEWINGPAC, Commanding Officer, USS Midway, and Commander, Attack Carrier Air Wing FIVE. The award reflected a superior combat record, nearly 4000 hours of accident free flying, highest FSC percentage, highest record of operating ready aircraft, and a superior number of CAPC and CICO aircrew qualifications. VAW-115 accepted the challenge to maintain its status as the best E-2B squadron in the Pacific Fleet under the unique criteria imposed by its forward deployed status.

b. (C) Operations 13 APR - 4 JUN: During the 13-21 April inport period the squadron completed considerable ground training and six FMLP periods to ensure pilot currency prior to the at sea period. During the CQ/Cyclic period 23-26 April nine pilots completed thirty-six refresher landings and seven ATDS system flights were completed. Proceeding south to Okinawa, a total of seven AIC and four SSSC missions were completed. Additionally, the squadron participated in two AAWEX's. Also our E-2's controlled several photo missions

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with the RF-4B of VMCJ-1, newly assigned to CVW-5 as replacements for the RF-8's. Virtually every sortie included strike control to islands in the Okinawa area as far as 180 miles from Midway. After an extremely inclement inport period from 6-24 May, another CQ period (25-27 May) allowed seven pilots to obtain 51 refresher landings. Midway then departed for the Northern Japan area (BEAR country). Extreme weather conditions (WOXOF) necessitated her return to the Yokosuka area for operations after only three days. Link-4 utilization remained limited due to F-4N link availability, however, during one AAWEX three bogies were splashed with Link-4 coupled intercepts and minimum voice communications. Maintenance problems were minimal allowing the Liberty Bells to provide full systems capable (FSC) aircraft for its assigned missions. Increased emphasis on CQ evolutions proved extremely beneficial as the following data indicated a continual increase in average pilot day/night landings:

SEP 73 - MAY 74 (9 months) 3.9 day/2.1 night
DEC 73 - MAY 74 (6 months) 5.0 day/2.3 night
APR 74 - MAY 74 (2 months) 6.4 day/2.6 night

c. (C) Operations 5 JUN - 22 JUL: Prior to departing for the Okinawa area on 18 June, fifty-one refresher landings and six systems flights were completed. The Okinawa area provided the only opportunity for training involving live ordnance in the Japan area and strike control was therefore provided by the E-2 to distant targets usually out of UHF communications range to Midway. Additionally, two Alpha strikes, two AAWEX's and numerous SSSC and AIC missions were completed. Poor weather again curtailed operations as Japan experienced an extended and tempestuous "rainy season." A Midway dependents day cruise on 28 June gave VAW-115 families and friends an opportunity to view air operations at sea. On 30 June RADM Coogan broke his flag aboard USS Midway. Shortly thereafter Midway/CVW-5 conducted REFTRA, an evolution normally conducted with the air wing disembarked and never before participated in by CVW-5. A great deal of progress in ship's company/air wing teamwork resulted. However, flight crew training suffered as only three cycles per day were launched. To offset this each crew rotated to NAF Atsugi where daily flights were completed totaling 35.1 hours. One such Atsugi flight coordinated and controlled a SAR mission which developed when an A-7 separated from his wingman and was not seen or heard from again. VAW-115 subsequently flew over 21 hours in support of the SAR but regretfully only a damaged, partially inflated life raft was recovered. Continued inclement weather limited operations to only three days from 16-21 July. Three AAWEX's and two short CQ periods precluded extensive FMLP requirements during the subsequent inport period.

d. (C) Operations 23 JUL - 25 SEP: During the short inport period 23-31 July the squadron completed one systems flight, eight FMLP periods and two NATOPS evaluations prior to the 1-14 August operating period at sea. From 8-11 August a second attempt was made to operate in the Northern Japan area but poor weather conditions again curtailed operations and Midway was again forced to return to the area near Yokosuka. Although short in duration the period provided some of the most productive training to date. A total of 22 SSSC, 15 AIC, 9 AUTOCAT, 2 FLAREX, 2 AAWEX, and 1 MEDIVAC missions were completed. However, from 15 August to 25 September only 1 1/2 days of operations at sea were completed as Midway was forced to enter drydock in Yokosuka for major repairs to its propulsion system.

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e. (C) Inport Period 3-25 SEP: The 3-25 September inport period was quite hectic. The squadron operated a detachment in Sapporo for a Japanese air show, another one in both Misawa and Atsugi for inport CVW-5 flight operations, one in Iwakuni for a brief logistics evolution, one in Taiwan for an engine change on an aircraft enroute to Cubi Point for transfer to VAW-112, and finally in Cubi Point for the actual transfer of two squadron aircraft. Therefore, in one twenty-two day period, VAW-115 operated six detachments in addition to meeting it's normal obligations aboard Midway. Although personnel were spread wafer thin and extensive operations conducted simultaneously from sites far removed from our primary source of supply support, a superb effort by all hands resulted in the successful completion of assignments at each location.

5. Period III Summary

a. (C) General: Operations during period III again ranged south from Yokosuka to Okinawa, Taiwan, and Subic Bay with ports of call including Pusan, Hong Kong, Subic Bay, and Yokosuka. Typhoon evasion and generally poor weather again limited valuable training time. As an example of the conditions encountered, a total of twenty-three operating days at sea were lost due to weather phenomena from 1 July to 24 November. The squadron's previous pace setting performance for full systems mission flights was reduced somewhat by the loss of key maintenance personnel, but most significantly by deteriorating supply support which persisted until the squadron reached a 50% NORS rate for the month of December. Additionally, the squadron experienced a 100% turnover in aircraft assets, exchanging two E-2B's with VAW-112 in September and two with VAW-116 in December as the squadron's aircraft became due for Scheduled Depot Level Maintenance (SDLM). Nevertheless, the squadron performed to near perfection in major exercises such as Multiplex 2-75 for which it received congratulations from several participants including the Officer in Tactical Command, COMCARGRU SEVEN, RADM Oberg.

b. (C) Operations 26 SEP - 24 NOV: After a lengthy drydock period the first two days of the relatively short operating period from 26 September to 1 October were dedicated to refresher landings. However, a catapult malfunction resulted in only fourteen refresher landings for the "Bells" and an unusual struggle thereafter to get pilots up to speed in day/night currency. After a second successful port call to Pusan, Korea, Midway returned to Yokosuka for a scheduled twenty day inport. This was subsequently shortened to eight days and Midway sailed for the Subic Bay operating area on 19 October. Cyclic operations were scheduled enroute, however, evasion of one typhoon and a tropical storm precluded flight operations until reaching Subic Bay on 24 October. Midway's evasion course required steaming the historic San Bernardino straits to the Subic Bay area. Flight operations were again curtailed on 28 October in evasion of still another typhoon. After a three day port call to Subic Bay, typhoons on 2 November, 6-7 November and twelve foot seas on 13-14 November again reduced flight operations as Midway/CVW-5 was plagued by a year of the most frustrating weather phenonema in recent history. Despite the poor conditions, nearly all E-2B mission capabilities were exercised including numerous AIC, SSSC, and ASCM missions; a MINEX, three double cycle AAWEX's, and four ALPHA strikes. The operating period terminated with a major fleet exercise, MULTIPLEX 2-75 during which the E-2B again proved an invaluable force asset. For a superb performance, VAW-115 received congratulations from COMCARGRU THREE, CO, USS MIDWAY, and CVW-5. RADM Oberg, the officer in tactical

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command of the exercise, was quoted as follows: "The Midway E-2 squadron was outstanding, theirs was the best performance by an E-2 squadron I have ever observed anytime, anywhere. During one period they were doing it all." His description was that of a typical all hands effort which usually gets much less attention, but nevertheless was representative of a hard earned professionalism of which the squadron was quite proud.

c. (C) Operations 25 NOV - 31 DEC: The period from 25-30 November was relatively uneventful. Refresher landings, AIC missions, and one AAMEX were accomplished, however, two full days were again lost on 28 and 29 November as Midway was forced to evade still another typhoon. While Midway proceeded to Hong Kong, VAW-115 flew two aircraft due SDLM to NAS Cubi Point for transfer to VAW-116 in exchange for two aircraft from that command. After departing Hong Kong, USS Midway participated in a third Blue Sky exercise in 1974 with the Taiwanese Air Force. Although not as successful as previous Blue Sky exercises due to inclement weather, valuable training for both forces was realized. On 13 December an E-2 and a helicopter were launched on a MEDIVAC mission for an extremely ill man on a U.S. submarine 150 miles from Midway. Shortly after launch, the E-2 located the submarine, vectored the helicopter for the pick-up and return to Midway. Upon landing, the Commanding Officer of Midway personally met the E-2 crew and congratulated them for a job well done. On 19 December, Midway participated in the Commando Diamond exercise with U.S. Air Force aircraft from Korea and Okinawa. The exercise was rigidly structured and provided no real test of the air wing's flexibility and response to an enemy threat. However, some valuable insight into Air Force operations was realized as a squadron member served as the Midway/CVW-5 liaison officer aboard the Air Force ABCCC aircraft. The Liberty Bells enjoyed the holiday season in their homeport of Yokosuka from 20-31 December.

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C. (C) Special Topics1. Statistics

- a. The following squadron aircraft were assigned:
 1. Bureau No. 151712 (01 JAN - 18 SEP)
 2. Bureau No. 151724 (01 JAN - 18 SEP)
 3. Bureau No. 150539 (01 JAN - 08 DEC)
 4. Bureau No. 151718 (01 JAN - 08 DEC)
 5. Bureau No. 151708 (18 SEP - 31 DEC)
 6. Bureau No. 151719 (18 SEP - 31 DEC)
 7. Bureau No. 150538 (08 DEC - 31 DEC)
 8. Bureau No. 150541 (08 DEC - 31 DEC)
- b. Performance data Period I (1 JAN - 12 APR)
 1. Shipboard Sorties Scheduled/Flown/% 139/118/84.9
 2. Shipboard Hours Scheduled/Flown/% 306.5/262.6/85.7
 3. Shipboard AEW Hours Scheduled/Flown/% 306.5/247.5/80.8
 4. Shipboard Link 11 Hours Scheduled/Flown/% 306.5/200.3/65.4
 5. Shipboard Hours FSC Scheduled/Flown/% 306.5/200.3/65.4
- c. Special Missions - Period I
 1. SSSC: 39.5
 2. AAWEX: 22.5
 3. KOMAREX: 4.5
 4. COMMANDO JADE: 4.6
 5. BLUE SKY: 12.8
- d. Performance data Period II (13 APR - 25 SEP)
 1. Shipboard Sorties Scheduled/Flown/% 151/138/91.4
 2. Shipboard Hours Scheduled/Flown/% 375.3/353.8/94.3
 3. Shipboard AEW Scheduled/Flown/% 375.3/314.1/83.7
 4. Shipboard Link 11 Scheduled/Flown/% 373.3/258.4/69.2

5. Shipboard FSC Scheduled/Flown/% 373.3/255.4/68.4
- e. Special Missions-Period II
1. SSSC: 114.1
 2. AAWEX: 21.0
 3. Alpha Strike: 4.0
 4. SAR: 21.8
 5. FLAREX: 2.0
 6. MEDIVAC: 2.0
- f. Performance data Period III (26 SEP - 31 DEC)
1. Shipboard Sorties Scheduled/Flown/% 114/77/67.5
 2. Shipboard Hours Scheduled/Flown/% 278.1/206.2/74.1
 3. Shipboard AEW Scheduled/Flown/% 278.1/191.9/69.0
 4. Shipboard Link 11 Scheduled/Flown/% 260.3/137.2/52.7
 5. Shipboard FSC Scheduled/Flown/% 278.1/137.7/49.5
- g. Special Missions-Period III
1. MULTIPLEX: 18.3
 2. SSSC: 9.3
 3. AAWEX: 9.0
 4. FLAREX: 1.5
 5. ASCM: 1.0
 6. Blue Sky: 2.8
 7. Commando Diamond: 5.1
 8. MEDIVAC: 3.0
 9. AAMEX: 3.0
 10. Alpha Strike: 6.0
- h. Performance data totals 1974
1. Shipboard Sorties Scheduled/Flown/% 404/333/82.4
 2. Shipboard Hours Scheduled/Flown/% 959.9/822.6/85.7

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3. Shipboard AEW Hours Scheduled/Flown/% 959.9/753.5/78.5
4. Shipboard Link 11 Hours Scheduled/Flown/% 940.1/595.9/63.3
5. Shipboard FSC Hours Scheduled/Flown/% 959.9/593.4/61.8
6. Total Flight Time (includes shore based): 1366.5
7. Total Carrier Landings DAY: 522
8. Total Carrier Landings NIGHT: 148

i. Special Mission Totals 1974

1. SSSC: 162.9
2. AAWEX: 52.5
3. KOMAREX: 4.5
4. FLAREX: 3.5
5. SAR: 21.8
6. MEDIVAC: 5.0
7. Alpha Strikes: 10.0
8. Blue Sky: 15.6
9. Commando Jade: 4.6
10. Commando Diamond: 5.1
11. MULTIPLEX 2-75: 18.3
12. AAMEX: 3.0

2. New Equipment Modification

NONE

3. Notable Records/Firsts

a. VAW-115 received the Battle Efficiency "E" Award as the best Carrier Airborne Early Warning Squadron in the Pacific Fleet for the competitive cycle from 1 January 1973 to 31 June 1974.

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