

CARRIER AIRBORNE EARLY WARNING SQUADRON 115  
FPO SAN FRANCISCO 96601

1975



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VAW-115  
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5750  
Ser C1  
1 March 1976

~~REDACTED~~ (Unclassified upon removal of enclosure (1))

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 1975

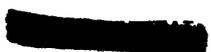
1. In accordance with reference (a), enclosure (1) is submitted.

*C. E. Ward*  
C. E. WARD

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

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ON 31 DECEMBER 1982



CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED FIFTEEN

COMMAND HISTORY  
CALENDAR YEAR 1975

COMMANDER C. E. WARD  
COMMANDING

Enclosure (1)

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PART I

BASIC HISTORY

A. (U) Command Organization

1. CDR J. S. BALDWIN, USN, [REDACTED]/1310: 1 January to 25 March 1975.
2. CDR C. E. WARD, USN, [REDACTED]/1320: 26 March to 31 December 1975.

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 (CV-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 COMFITAEWINGPAC.

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.

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B. (C) Summary of Operations

1. Calendar Year 1975 was subdivided into four major periods as follows:

a. Period I - From 1 January to 30 March the squadron was embarked aboard USS MIDWAY (CV-41) conducting type training in the Japan, Okinawa, and Subic Operating Areas. Major fleet and interservice exercises were conducted during this period.

b. Period II - From 31 March to 06 June the squadron was embarked aboard USS MIDWAY (CV-41) conducting type training in the Japan, Okinawa, and Philippine Operating Areas, including participation in Vietnamese contingency and refugee operations.

c. Period III - From 07 June to 11 September the squadron was embarked aboard USS MIDWAY (CV-41) conducting type training in the Japan and Okinawa Operating Areas. Several fleet, interservice, and international exercises were conducted during this period.

d. Period IV - From 12 September to 31 December the squadron was embarked aboard USS MIDWAY (CV-41) conducting type training in the Japan, Philippine, Okinawa, and Indian Ocean Operating Areas. Several significant fleet, interservice, and international exercises were conducted during this period.

2. (C) Detailed Schedule

Period I:

01 JAN - 12 JAN	Inport Yokosuka
13 JAN - 22 JAN	Subic Ops
23 JAN - 01 FEB	Inport Subic
02 FEB - 04 FEB	Enroute Subic
05 FEB - 11 FEB	Philippine Ops
12 FEB - 14 FEB	READEX 1-75
15 FEB - 16 FEB	Okinawa Area Opr
17 FEB	Enroute Yokosuka
18 FEB - 10 MAR	Inport Yokosuka
11 MAR - 12 MAR	Yokosuka Area Ops
13 MAR - 14 MAR	Okinawa Area Opr
15 MAR - 17 MAR	MULTIPLEX III - 75
18 MAR - 20 MAR	Enroute Yokosuka
21 MAR - 30 MAR	Inport Yokosuka

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Period II:

31 MAR - 02 APR	Yokosuka Area Ops
03 APR - 04 APR	Okinawa Ops
05 APR	Enroute Subic
06 APR	Philippine Ops
07 APR	Enroute Vietnam

08 APR - 12 APR  
13 APR  
14 APR  
15 APR - 18 APR  
19 APR  
20 APR - 28 APR  
29 APR - 30 APR  
01 MAY - 05 MAY  
06 MAY - 10 MAY  
11 MAY  
12 MAY - 15 MAY  
16 MAY - 19 MAY  
20 MAY - 22 MAY  
23 MAY - 25 MAY  
26 MAY  
27 MAY - 29 MAY  
30 MAY - 06 JUN

Period III:

07 JUN - 08 JUN  
09 JUN - 14 JUN  
15 JUN  
16 JUN - 06 JUL  
07 JUL - 09 JUL  
10 JUL - 19 JUL  
20 JUL  
21 JUL - 03 AUG  
04 AUG - 12 AUG  
13 AUG - 14 AUG  
15 AUG - 17 AUG  
18 AUG - 21 AUG  
22 AUG - 11 SEP

Period IV:

12 SEP - 21 SEP  
22 SEP - 03 OCT  
04 OCT  
05 OCT - 06 OCT  
07 OCT  
08 OCT  
09 OCT  
10 OCT - 13 OCT  
14 OCT - 19 OCT  
20 OCT - 26 OCT  
27 OCT - 28 OCT  
29 OCT - 11 NOV  
12 NOV - 16 NOV  
17 NOV - 28 NOV  
29 NOV - 06 DEC  
07 DEC - 08 DEC

Vietnam Ops  
Enroute Subic  
Philippine Ops  
Inport Subic  
Enroute Vietnam  
Vietnam Area  
Vietnam Evacuation  
Gulf of Thailand  
Enroute Guam  
Aircraft Offload Guam  
Enroute Philippines  
Philippine Ops  
Inport Subic  
Philippine Ops  
Okinawa Ops  
Enroute Yokosuka  
Inport Yokosuka

Yokosuka Area Ops  
Okinawa Ops  
Enroute Yokosuka  
Inport Yokosuka  
Yokosuka Ops  
Okinawa Ops  
Enroute Yokosuka  
Inport Yokosuka  
Okinawa Area Ops  
Yokosuka Area Ops  
Inport Yokosuka  
Yokosuka Area Ops  
Inport Yokosuka

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Yokosuka/Misawa Area Ops  
Inport Yokosuka  
Yokosuka Area Ops  
Enroute Okinawa  
Okinawa Ops  
Enroute Philippines  
Subic Area Ops  
Inport Subic  
Enroute Singapore  
Inport Singapore  
Transit Straits of Malacca  
Indian Ocean Ops  
Inport Karachi  
MIDLINK 75 Exercise  
Indian Ocean Ops  
Transit Straits of Malacca

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09 DEC - 10 DEC  
11 DEC - 13 DEC  
14 DEC - 18 DEC  
19 DEC - 31 DEC

Enroute Philippines  
Inport Subic  
Enroute Yokosuka  
Inport Yokosuka

3. Period I Summary

a. (U) General. The initial days of this period were primarily designated for preparations for READEX 1-75, as well as representing VAW-115's recovery from a period of operational frustration. In retrospect, this period culminated in a rapid reiteration of the usual VAW-115 standard of operational efficiency following a most welcome holiday period of rest and relaxation. Participation in a variety of major exercises, each marked by admirable operational expertise, provided an auspicious commencement of calendar year 1975.

b. (C) Operations 1 JAN - 14 FEB. At sea during the period 13-22 January, the squadron fulfilled a heavy schedule with only four full crews. In addition to maximum scheduling of AIC, SSSC, and AAWEX's, the "Liberty Bells" were tasked with primary TOMCAT and alternate PIRAZ responsibilities during this period.

Following an inport period at Subic Bay, RP, the period of 2-11 February was utilized in final preparations for READEX 1-75. During READEX 1-75 the "Liberty Bells" established a squadron first by flying a total of 71.7 hours in support of the exercise, providing continuous coverage from 0600, 12 February to 1800, 14 February 1975. The exercise also afforded VAW-115 the opportunity of working with the combined CORAL SEA/MIDWAY embarked exercise during a multi-threat environment.

c. (C) Operations 15 FEB - 30 MAR. Routine cyclic operations in the Okinawa area preceded an inport period in Yokosuka which enabled the squadron to complete essential aircraft maintenance and training.

March 13-17 found the squadron participating in air operations off Okinawa, where the "Liberty Bells" efficiently assumed significant command and control responsibilities during MULTIPLEX III-75. Squadron crews performed CAP control, SSSC, and AEW functions within this triple threat war-at-sea environment.

Returning to Yokosuka, an Autumn Flower exercise was conducted. The "Libertys" controlled air strikes against targets defended by the Japanese Self Defense Force in a smooth and beneficial exercise. Inter-service/international exercises are particularly unique examples of VAW-115 professional expertise. The squadron has adapted readily to the advantages of their specific status, and these exercises have become demonstrations of both proficiency and implacability.

The inport period which brought this period to its completion offered Overseas Family Residency Program rest and relaxation (a particularly unique experience), as well as the opportunity to complete necessary maintenance and training evolutions. These activities were supplemental to the

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events of 25 March 1975 when LCDR Charles E. Ward relieved CDR John S. Baldwin as Commanding Officer of Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN. The traditional ceremony was held aboard USS MIDWAY (CV-41) at Yokosuka, Japan with CAPT Richard J. Schulte, Commanding Officer USS MIDWAY as guest speaker.

4. Period II Summary

a. (C) General. Two extended at-sea periods and three inport periods are included in the summation of Period II. Initial operational expectations were cast aside in light of the situation in South Vietnam. A multitude of operational and schedule changes emerged in association with Vietnamese contingency and refugee evacuation operations. Although at-sea for sixty days during this period, ambient factors limited the Air Wing to 15 full flying days (nine or more hours). A combination of excellent aircraft availability and judicious scheduling permitted the maintenance of crew proficiency. The squadron utilized the additional time to log 55 hours of formal aircrew ground training. Though Air Wing FIVE flight time was limited, the USS MIDWAY (CV-41) was affectionately labeled CV (H) -41 as a result of her extensive helo activities during these operations.

b. (C) Operations 31 MAR - 06 APR. Air Wing carrier refresher landings were conducted on 1 April in anticipation of a 50-day deployment. All "Liberty" pilots were refreshed as a total of 27 traps were logged by the squadron. Four war-at-sea scenarios were conducted utilizing the E-2 as the primary command and control platform prior to onloading over 30 Marine helicopters off Okinawa. The helicopters were transferred to the USS HANCOCK on 06 April.

c. (C) Operations 07 APR - 18 APR. MIDWAY was enroute to waters off South Vietnam on 7 April, and from 8-15 April cyclic operations were conducted in a blue water environment off the coast of South Vietnam. With two of four Flight Technicians grounded for medical reasons, all-NFO backend crews facilitated the accomplishment of AIC, SSSC, and AAWEX missions prior to returning to the Philippines.

d. (C) Operations 19 APR - 11 MAY. On 19 April, the MIDWAY was again enroute to Vietnam carrying the minimum number of fixed wing aircraft for contingency operations. On the 20th and 22nd of April, VAW-115 crews were providing vectors for Air Force CH-53 helicopters from Utapao, Thailand to the MIDWAY. Operation FREQUENT WIND for the evacuation of Saigon was conducted April 29-30, and squadron personnel assisted in the organization and transfer of over 3000 refugees from MIDWAY to MSTIS ships. In early May the MIDWAY continued to maintain station in the South China Sea, alert for contingencies. Concurrently, F-5 and A-37 aircraft from Sattahip, Thailand were added to the already crowded flight deck of the MIDWAY. The remaining Vietnamese refugees and all transient aircraft were unloaded at Guam on May 11.

e. (C) Operations 12 MAY - 06 JUN. Returning to CV status once again, USS MIDWAY/CVW-5 conducted cyclic operations in the Philippine area.

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These "refresher" operations were followed by a well-deserved liberty period in Subic. As operations resumed on 24 May, the "Liberty Bells" provided communications coordination and range surveillance for a successful AAMEX off Poro Point. When an A-7 CHAMP aircraft (413) from MIDWAY squadron VA-56 experienced control difficulties and ejection after bombing one of the small boy spars, the "Liberty" crew on station was the first to verify an emergency and control a MIDWAY helicopter to a successful pickup of the pilot. Full day cyclic operations occupied the transit to Yokosuka and an eagerly awaited homeport period of rest. In addition to rest and relaxation, the inport period included four NATOPS check flights and FCLP periods for all squadron pilots.

#### 5. Period III Summary

a. (U) General. While the earliest portion of this period is indicative of the best and brightest of VAW-115 in terms of consistency and performance, the latter portion characterized the difficulties encountered following the issuance of an Aircraft Transfer Order. Despite the highest personnel turnover rate of its extended participation in the Overseas Family Residency Program, the squadron was able to optimize both crew training and professional performance in a demanding series of War-At-Sea Exercises (WASEX). The positive results of COMFAIRWESTPAC's semi-annual Maintenance/Material Inspection further enhanced the competent record of the squadron's Maintenance Department, and maintenance personnel continued to demonstrate their resilience and professional competence during the transfer of aircraft.

b. (C) Operations 07 JUN - 06 JUL. Four days of the 7-15 June operational schedule were devoted to the avoidance of inclement weather, with the resultant cancellation of some scheduled air operations. Two Anti-Air Warfare Exercises were conducted by the "Liberty Bells" on 11 June, and a successful War-At-Sea Exercise was conducted against USS WORDEN (DE-18) on 15 June. The 16 June - 06 July inport period was marked by the continuance of the squadron's aggressive damage control PQS program.

c. (C) Operations 07 JUL - 03 AUG. This period commenced auspiciously with an outstanding Carrier Qualification refresher period during which Liberty pilots logged 28 traps and 4 touch and go's. War-At-Sea Exercises were conducted nearly every other day, as the E-2 utilized SSSC assets to detect the threat and direct strike group attacks. The repetition of these exercises culminated in the adoption of increasingly sophisticated tactics by both defensive and threat elements. The "Liberty Bells" also controlled VP aircraft for surface surveillance missions, and on 18 July, a P3 on a SSSC mission under "Liberty" control visually located the Soviet AGI AMPEMETER trailing the Task Group. The E-2 also acted as the primary control agency for three AAMEX's during this period, and during the return to Yokosuka "Liberty" crews participated in the Japanese Air Self Defense Force/FIFTH Air Force Cope Cherry Air defense exercise, providing communications relay and track coordination to participating Japanese GCI sites while simultaneously providing bogey dope to CVW-5 "aggressor" aircraft.

d. (C) Operations 04 AUG - 11 SEP. Nearly half of the 4 August-21 August at-sea time was spent dodging typhoons Ora and Phyllis. However, even inclement weather was beneficial to the opportunistic "Liberty Bells"

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as they instituted a full schedule of maintenance and aircrew training. The period was highlighted by a very productive Anti-Submarine Warfare Exercise with the USS TROUT. A P-3 under E-2 control was able to isolate the conventional submarine to a 100 nautical mile area, and the E-2 crew subsequently observed the submarine periscope at 60 nautical miles. After concluding this period with a variety of exercises, NATOPS and FCLP flights were completed during the 22 August to 11 September Yokosuka inport period.

#### 6. Period IV Summary

a. (C) General. This period, while physically representing the conclusion of another year of the Overseas Family Residency Program, operationally summarizes the competence and expertise of Air Wing FIVE and VAW-115 as international representatives of the United States Navy. While the early portion of this period was marked by preparations for Indian Ocean operations, VAW-115 participated notably in a P-3C Bear Exercise with successful "Zip Lip" Link 4A intercepts under E-2 control. Additionally, on 23 September, MIDWAY welcomed dependents aboard for a one day cruise which included two cycles of air operations. On 14 October, departing from the Philippines, USS MIDWAY/CVW-5 commenced the 77-day Indian Ocean cruise, longest to date of the Japanese Overseas Family Residency Program.

b. (C) Operations 12 SEP - 13 OCT. Flight operations from 12-21 September were conducted southeast of Yokosuka and off Misawa in northern Japan. VAW-115 crews provided communication relay and range clearance prior to a successful surface-to-air Exercise with effective Link 4A "Zip Lip" intercepts. The inport period 22 September to 3 October was utilized for final preparations for the Indian Ocean cruise and RVAW-110 evaluation of VAW-115 NATOPS instructors and their alternates. In transit from Yokosuka to the Philippines from 4 to 10 October, Liberty crews had the opportunity to participate in the Cope Diamond joint Navy/Air Force strike and air defense exercise. VAW-115 performed strike control of Navy aircraft and directed intercepts of incoming FIFTH Air Force raids from Korea with notable success. October 10-13 was spent in Subic, with superb weather and maximum liberty providing a welcome respite.

c. (C) Operations 14 OCT - 16 NOV. After departing the Philippines, a War-At-Sea Exercise was conducted on 17 October as a prelude to operations in the Indian Ocean. Having anticipated heavy surface traffic in the Indian Ocean, simple location and classification procedures were utilized. The success of these procedures, despite sophisticated tactics utilized by the "ORANGE" threat forces, led to their adoption throughout this cruise. Following an enjoyable visit to Singapore, the Task Group proceeded to the Indian Ocean, transiting the Malacca Straits on the 28th and 29th of October. Almost 80% of the squadron participated, however reluctantly, in the traditional "Crossing-the-Line" ceremony, and LTJG [REDACTED] of VAW-115 epitomized the "Pollywogs" as "Miss Polly Bell" the chosen Queen to King Neptune. On 11 November, a Liberty crew successfully vectored an SH3 to the Frigate JESSE L. BROWN and back to MIDWAY on a MEDEVAC mission. MIDWAY visited the port of Karachi, Pakistan from 12-16 November, a stay which was enjoyed despite limited liberty and recreational facilities. VAW-115 hosted a Pakistan Naval Air contingent on 14 and 15 November, conducting briefs and tours in relation to the visit.

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d. (C) Operations 17 NOV - 31 DEC. MIDLINK 75 was the primary exercise conducted during the excursion into the Indian Ocean. This year the exercise was conducted under the auspices of the Imperial Iranian Navy, and participation by the U.S. Pacific Fleet Task Group was augmented by U.S. Middle East Forces units USS JESSE L. BROWN, USS VALDEZ, and USS LASALLE. For VAW-115, MIDLINK posed interesting and challenging problems. Extensive experimentation was conducted for proper stationing in light of the land-locked Gulf of Oman operating area, and unexpectedly, the higher altitudes proved to be more effective. The air war began in earnest during Phase III of MIDLINK, requiring quick reactions to counter the high-speed and quick-maneuvering Iranian F-4E and USAF F-111 threats. RAF Canberras and Iranian P3's extended the threat axis to a full 360 degrees. The Post Operational Report noted that "Aggressive air control by the E2 crews combined with outstanding ESM support provided by VQ-1 crews resulted in the E2/EA3 team being credited with much of the success of the Air War. Over 55 intercepts were conducted on 25 November, primarily by VAW-115 Frisbees. In addition to their professional flight performance during MIDLINK, VAW-115 provided the services of LCDR [REDACTED] as an advisor to the Commander of the Imperial Iranian Persian Gulf Naval Forces aboard the IIN BABR (D7) on matters concerning carrier air operations. The Liberty representative assisted AAW command operations, established and maintained the flagship on the SNIP/net, and assisted in operational preparation of a defunct KW-7 RAITT Command circuit. The superb airmanship and professional expertise demonstrated by each squadron member of VAW-115 during MIDLINK could be considered representative of an entire year of disciplined performance. During the transit back to Japan an F4 and RF4 under E-2 control located a major Soviet task group headed toward the Indian Ocean. On 11 December a brief stopover in the Philippines provided welcome rest, and following a brief bout with inclement weather the MIDWAY returned to Yokosuka on 19 December. For all essential intents and purposes, the "Liberty Bells" of VAW-115 devoted the remainder of the year to fullest enjoyment of the Holiday Season and eager anticipation of a New Year.

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C. Special Topics1. (C) Statistics

a. The following squadron aircraft were assigned:

- (1) Bureau No. 150538 (01 JAN - 05 SEP)
- (2) Bureau No. 150541 (01 JAN - 05 SEP)
- (3) Bureau No. 151708 (01 JAN - 06 OCT)
- (4) Bureau No. 151719 (01 JAN - 06 OCT)
- (5) Bureau No. 151706 (06 OCT - 31 DEC)
- (6) Bureau No. 152476 (05 SEP - 31 DEC)
- (7) Bureau No. 152480 (06 OCT - 31 DEC)
- (8) Bureau No. 152488 (05 SEP - 31 DEC)

b. Performance data Period I (01 JAN - 30 MAR)

- (1) Shipboard Sorties Scheduled/Flown/% 150/137/91.3
- (2) Shipboard Hours Scheduled/Flown/% 379.6/365.2/96.2
- (3) Shipboard AEW Hours Scheduled/Flown/% 379.6/365.2/96.2
- (4) Shipboard Link-11 Hours Scheduled/Flown/% 379.6/289.2/76.1
- (5) Shipboard Hours FSC Scheduled/Flown/% 379.6/289.2/76.1

c. Special Missions - Period I

- (1) AIC: 35.1
- (2) AAWEX: 11.5
- (3) PIRAZ: 10.2
- (4) MISSILEX: 20.7
- (5) SAREX: .5
- (6) READEX I: 72.0
- (7) MULTIPLEX III-75: 30.5
- (8) AAMEX: 12.0
- (9) AUTUMN FLOWER: 3.5

d. Performance data Period II (31 MAR - 06 JUN)

- (1) Shipboard Sorties Scheduled/Flown/% 72/69/95.8
- (2) Shipboard Hours Scheduled/Flown/% 178.8/173.6/97.1
- (3) Shipboard AEW Hours Scheduled/Flown/% 178.8/162.1/90.7
- (4) Shipboard Link-11 Hours Scheduled/Flown/% 178.8/85/47.5
- (5) Shipboard Hours FSC Scheduled/Flown/% 178.8/85/47.5

e. Special Missions - Period II

- (1) AIC: 34.0
- (2) AAWEX: 4.5
- (3) SSSC: 26.2
- (4) SAR: .5
- (5) WASEX: 6.0
- (6) HELO CONTROL: 5.0
- (7) AAMEX: 1.5

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f. Performance data Period III (07 JUN - 11 SEP)

(1) Shipboard Sorties Scheduled/Flown/%	103/99/96.1
(2) Shipboard Hours Scheduled/Flown/%	247.8/237.3/95.7
(3) Shipboard AEW Hours Scheduled/Flown/%	247.8/218.4/88.1
(4) Shipboard Link-11 Hours Scheduled/Flown/%	247.8/188.1/75.9
(5) Shipboard Hours FSC Scheduled/Flown/%	247.8/177.4/71.2

g. Special Missions - Period III

(1) SSSC:	56.5
(2) WASEX:	11.1
(3) AAMEX:	11.3
(4) BEAREX:	7.5
(5) COPE CHERRY:	4.0
(6) MIGEX:	1.0
(7) AAWEX:	.6

h. Performance data Period IV (12 SEP - 31 DEC)

(1) Shipboard Sorties Scheduled/Flown/%	166/160/90.1
(2) Shipboard Hours Scheduled/Flown/%	380.4/356.1/93.6
(3) Shipboard AEW Hours Scheduled/Flown/%	380.4/336.1/88.3
(4) Shipboard Link-11 Hours Scheduled/Flown/%	380.4/326.7/85.8
(5) Shipboard Hours FSC Scheduled/Flown/%	380.4/247.0/64.9

i. Special Missions - Period IV

(1) SSSC:	162.5
(2) MIDLINK 75:	91.6
(3) MERLION 75:	11.6
(4) COPE CHERRY:	2.5
(5) AAMEX:	10.2
(6) ALFA STRIKES:	5.1
(7) AAWEX:	2.1
(8) SAR:	1.0
(9) EMCONEX:	2.0
(10) WASEX:	4.3

2. (U) New Equipment Modification

NONE

3. (U) Notable Records/Firsts

a. VAW-115 received the Chief of Naval Operations Aviation Safety Award in recognition of the finest safety record among Carrier Airborne Early Warning Squadrons in the Pacific Fleet for the competitive cycle from 1 January to 31 December 1975.

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