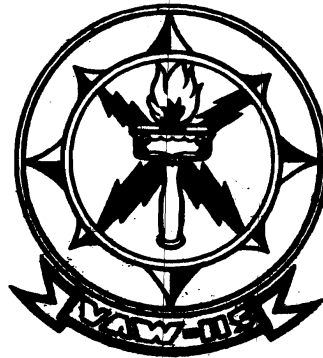


1976

CARRIER AIRBORNE EARLY WARNING SQUADRON 115
FPO SAN FRANCISCO 96801



VAW-115
ADMIN:PAO:jcb
5750
Ser: 163
22 March 1977

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~~CONFIDENTIAL~~ (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 1976
- (2) Photograph- CDR D. R. LAYTON
- (3) Change of Command Pamphlet

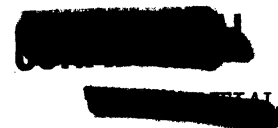
1. In accordance with reference (a), enclosures (1), (2), and (3) are submitted.

D. R. Layton
D. R. LAYTON

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

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Classified by CO, VAW-115
SUBJECT TO GDS OF E.O. 11652
AUTOMATICALLY DECLASSIFIED
ON 31 DECEMBER 1983



CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED FIFTEEN

COMMAND HISTORY
CALENDAR YEAR 1976

COMMANDER D. R. LAYTON
COMMANDING

Enclosure (1)

TABLE OF CONTENTS

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- E: PHOTOGRAPH OF CDR D. R. LAYTON
- F: CHANGE OF COMMAND PAMPHLET

PART I
BASIC HISTORY

3

Enclosure (1)

A. (U) Command Organization

1. CDR C. E. WARD, USN, [REDACTED]/1320: 1 January to 24 June 1976

2. CDR D. R. LAYTON, USN, [REDACTED]/1310: 25 June to 31 December 1976

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, ~~Carrier~~ 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 (20) officers and one hundred sixteen (116) enlisted men were assigned. Twenty seven (27) flight crew personnel (ten (10) aviators, ten (10) naval flight officers, and seven (7) 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 1976 was subdivided into four major periods as follows:

a. Period I- From 1 January to 31 March the squadron was embarked aboard USS MIDWAY (CV-41) conducting type training in the Japan, Okinawa, and Philippine Operating Areas. Major fleet exercises were conducted during this period.

b. Period II-From 1 April to 30 June the squadron was embarked aboard USS MIDWAY (CV-41) conducting type training in the Philippine, Okinawa, Korean, and Japan Operating Areas, including the first Operational Readiness Inspection (ORE) since the squadron deployed to Japan in October 1973.

c. Period III- From 1 July to 30 September the squadron was embarked aboard USS MIDWAY (CV-41) conducting type training in the Philippine, Okinawa, and northern Japan Operating Areas. Korean contingency operations were also held in that operating area.

d. Period IV- From 1 October to 31 December the squadron was embarked aboard USS MIDWAY (CV-41) conducting type training in the northern Japan, Korean, Okinawa, and Philippine Operating Areas. Intensive unit evaluations were conducted during this period.

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2. (C) Detailed Schedule

Period I:

01 - 12 JAN
 13 - 14 JAN
 15 - 21 JAN
 21 JAN
 22 JAN - 08 FEB
 09 - 10 FEB
 11 - 24 FEB
 25 - 27 FEB
 28 FEB - 12 MAR
 13 - 15 MAR
 16 MAR
 17 MAR
 18 - 19 MAR
 20 - 21 MAR
 22 - 26 MAR
 27 - 31 MAR

Inport Yokosuka
 Yokosuka Area Ops
 Okinawa Ops
 Enroute Yokosuka
 Inport Yokosuka
 Yokosuka Area Ops
 Okinawa Ops
 Enroute Yokosuka
 Inport Yokosuka
 Yokosuka Area Ops
 Okinawa Area Ops
 Taiwan Area Ops
 Enroute Philippine Op Area
 Missilex 2-76
 Philippine Area Ops
 Readex 2-76

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[REDACTED]

Period II:

01 - 04 APR
 05 - 07 APR
 08 - 09 APR
 10 APR
 11 APR
 12 - 18 APR
 19 - 22 APR
 23 - 24 APR
 27 APR - 18 MAY
 19 - 20 MAY
 21 MAY
 22 - 26 MAY
 27 - 28 MAY
 29 MAY - 02 JUN
 03 - 04 JUN
 05 - 09 JUN
 10 - 21 JUN
 22 - 30 JUN

Inport Subic
 Philippine Ops
 Enroute Okinawa Op Area
 Okinawa Area Ops
 Enroute Korean Op Area
 Tsushima Straits Ops
 Inport Pusan Korea
 Enroute Yokosuka
 Inport Yokosuka
 Yokosuka Area Ops
 Enroute Okinawa
 ORE/Ops Okinawa
 Enroute Hong Kong
 Inport Hong Kong
 Enroute Subic
 Inport Subic
 South China Sea/Northern Japan Ops
 Inport Yokosuka

Period III:

01 - 07 JUL
 08 JUL
 09 - 10 JUL
 11 - 12 JUL
 13 JUL
 14 - 18 JUL
 19 - 23 JUL
 24 JUL
 25 - 30 JUL
 31 JUL
 01 - 04 AUG
 05 - 20 AUG
 21 AUG
 22 AUG - 16 SEP
 17 - 30 SEP

Inport Yokosuka
 Enroute Okinawa
 Okinawa Ops
 Taiwan Ops
 Philippine Ops
 Inport Subic
 Philippine Ops
 Enroute Okinawa
 Okinawa Ops
 Enroute Yokosuka
 Northern Japan Ops
 Inport Yokosuka
 Enroute Korea
 Korean Contingency Ops
 Inport Yokosuka

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Period IV:

01 - 03 OCT
 04 - 07 OCT
 08 - 11 OCT
 12 - 15 OCT

Inport Yokosuka
 Northern Japan Ops
 Sea of Japan Ops
 Korean Area Ops

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[REDACTED]

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16 - 18 OCT
 19 - 31 OCT
 01 - 03 NOV
 04 - 07 NOV
 08 - 10 NOV
 11 NOV
 12 NOV
 13 NOV
 14 NOV
 15 - 19 NOV
 20 NOV - 02 DEC
 03 - 04 DEC
 05 DEC
 06 DEC
 07 - 13 DEC
 14 - 16 DEC
 17 - 31 DEC

Enroute Yokosuka
 Inport Yokosuka
 Enroute Pusan
 Inport Pusan
 Korean Ops
 Okinawa Transit
 Okinawa Ops
 Philippine Transit
 Subic Ops
 Inport Subic
 Philippine Ops
 Taiwan Ops
 Okinawa Ops
 Korean Transit
 Korean Ops
 Northern Japan Ops
 Inport Yokosuka

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3. Period I Summary

a. (C) EMCON Tactics Evaluation: A significant amount of first quarter operations were focused upon evaluation of ship/airwing EMCON tactics. The objective of the open ocean exercises was to perform Airborne Early Warning during threat vulnerability periods with a minimum of electronic emissions. Numerous sorties were completed using P3C aircraft performing the role as intruding Soviet reconnaissance elint aircraft. The E-2B and the rest of the early detection team, shipboard EA3 and EA6 aircraft, were used to detect inbound raids while the task force remained in a restrictive EMCON condition. Two modes of operation were evaluated: active and passive. In the passive mode the E-2B radar was kept in standby/dummy load until ESM detection by EA3/EA6B was obtained and then the E-2 crew shifted to the active mode. In the active mode the E-2B proceeded to station approximately 100 nautical miles from the CV in complete EMCON prior to radiating. This proved to be the most effective mode of operation. The E-2B passive mode was evaluated as possibly useful in an ocean transit and initial stages of an air threat only scenario. The major drawback of the passive mode is the uncertainty of the E-2 system status prior to radar activation. E-2B active mode was adopted by CTF 77.4 aboard MIDWAY and was used in developing SSSC, advanced AAW/ASMD, and EMCON Recovery Tactics. During an "extended" EMCON exercise 18-19 February these tactics were adopted with the squadron providing 38 hours of continuous airborne coverage.

b. (C) COMTHIRDFLT TACMEMO 280-2-75 Evaluation: During first quarter at sea operations anomalous propagation (AP) measurements were used to evaluate radar and communications effectiveness in various AP conditions. Squadron crews assisted in the CTF 77.4 study providing such data as radar target (surface and air) ranges, altitudes, positions, sensor position and altitude, radar fade zones under known weather conditions. Midway aircrews were given available AP information at pre-flight briefings. Guidelines provided by Third Fleet TACMEMOS

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280-2-75 were used by aircraft, especially the E-2, to position their sensors for optimum results. The guidelines proved very effective tactically when used by squadron aircraft during periods of abnormal atmospheric conditions.

c. (C) E-2 OVERFLIGHT DETECTION: On January 22, one day prior to USS MIDWAY's entry into homeport Yokosuka, two Bear Delta's on a reconnaissance mission were detected by a squadron crew. The E-2 crew was on a routine mission performing flight following for a Marine RF-4 photo mission. E-2 radar performance was exceptional and the Soviet aircraft were detected 250 miles south of Atsugi and intercepted 150 nautical miles from the CV by F4's under E-2 control.

d. (C) MISSLEX 76: VAW-115 aircraft provided task force command and control platforms for U.S. Naval Forces Pacific's largest 1976 surface guided missile weapons force exercise on 20 and 21 March in the Philippines Operations Area. "Liberty Bell" crews provided real time tactical data to force weapon coordinators via HF LINK II data link and UHF communication relays. Track information was entered on the LINK II for all surface and airborne contracts in the missile impact and surrounding surveillance area. "Liberties" also provided target control and surface information.

e. (C) READEX 76: This war at sea coordinated exercise on 27-31 March provided VAW-115 with an opportunity to participate in the Pacific Navy's largest multi-threat exercise of the year. E2 aircraft were assigned with numerous SSSC, war at sea, and strike control missions in addition to their traditional role as airborne early warning platforms. Dedicated early detection team assets consisting of the E-2, EA3, and EA6 aircraft improved force air threat detection over previous exercises. Numerous war at sea strikes against "ORANGE" surface combatants were directed by VAW-115 air crews. CTF 77 observed the squadron's excellent performance with the following comments: "Coordination of SSSC/STRIKE operations was very effective. E2 support and strike group execution was consistently superior. CVW-5 war-at-sea doctrine appears to be well founded and well practiced."

4. Period II Summary

a. (C) OKINAWA OVERFLIGHT: On April 10th during a transit from the Okinawa Operations Area to Korea an alert launch of F4's was called away to escort incoming Bear aircraft. During the launch the USS MIDWAY NTDS computers inadvertently dropped off the line. Fortunately, an airborne squadron aircraft detected the closing aircraft and directed the MIDWAY fighters to an intercept of two Bears at 29,000 feet and 120 nautical miles from the ship.

b. (C) OPERATIONAL READINESS INSPECTION: VAW-115, as an integral part of the USS MIDWAY's Carrier Air Wing FIVE, participated in it's first Operational Readiness Inspection (ORE) since the squadron's move to Japan in October 1973. Significantly, the Liberty Bells received a 94.5% grade (high excellent) which was the highest grade awarded in the airwing. The three day exercise commenced 26 May in the Okinawa Operating Area. Squadron aircraft were kept in a high state of readiness flying ten full system capable (FSC) out of fourteen scheduled sorties. Rough weather and high seas presented the airwing

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with a real carrier landing handicap and resulted in three airwing hard landing accidents including, unfortunately, a squadron E-2 on a night landing. Observers from Naval Forces Pacific, Carrier Group THREE, and USS RANGER participated as exercise evaluators in the demanding operational and administrative inspection. The observers were impressed with the squadron's aggressive airmanship and excellent controller proficiency. They also praised the squadron's training program producing 100% 3M professional qualification standard attainment. VAW-115 was the first squadron to achieve these results.

c. ~~(U)~~ MULTIPLEX 3-76: Liberty Bell crew's spent a productive five day inport at Subic Bay, Philippines participating in Multiplex 3-76. Traditionally designated a liberty port for other WESTPAC carriers, this Subic visit was a "port and starboard" evolution for VAW-115 maintenance men and flight crews. Fifty hours of dedicated flying in the Subic Operations Area was devoted to Multiplex 3-76 support by our squadron from 5-9 June. The squadron was tasked for "ORANGE" raid control, communications relay, LINK II tactical communications, and control missions in two ground to air missile exercises of Poro Point. All these commitments were met with 100% mission capable coverage.

5. Period III Summary

a. (C) Fair weather, smooth seas and a stroking maintenance department enabled VAW-115 to fly over 200 hours, meet all operational commitments and still fly twenty hours over July's tasking. The squadron carrier qualified one pilot and refreshed the rest. Our pilot's average 3.5 hours a day and 6 night traps. NFO's participated in a Blue Sky Taiwan air defense exercise, two missile exercises of Poro, Philippines, served night E2 controlled recoveries, and two WASEX's with the USS CHICAGO and USS GRIDLEY. The squadron took an active role with VP assets during two ASW encounters and an EP3 BEAREX's in the Okinawa Operating Area. After three weeks of fairly heavy operations in July the Squadron participated in USS MIDWAY's first INSURV inspection since coming out of the yards in 1971. An unusual aspect of the inspection was the 100% airwing participation both in the material and operational service flight phases. This contributed to the successful results of the inspection which involved more than token airwing representation.

b. (C) KOREAN CONTINGENCY: The USS MIDWAY was given unexpected sailing orders on 21 August while inport Yokosuka for contingency operations following a DMZ crisis arising from the murder of two U.S. Army officers by North Korean border troops. Squadron aircraft were prepared for a hurried fly aboard. All squadron and ship preparations were completed within 48 hours including the recall of all those members on leave and liberty. Operations in the Korean straits included AEW CAP control and B-52/strike flight following missions. During high air threat periods the squadron aircraft were employed 150-200 miles northeast of the CV. In concert with the detached PIRAZ ship, squadron crews detected numerous Soviet surveillance flights. The squadron

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returned to home port after the tensions eased on 21 September after 27 consecutive days at sea.

6. Period IV Summary

a. SEA OF JAPAN EXCURSION: USS MIDWAY and task group made its first full circle Sea of Japan excursion since 1974. During the four day transit, after leaving Yokosuka on 7 October, thirteen Soviet reconnaissance and tactical aircraft overflowed the carrier. Five of these flights were detected by Liberty aircrews. VAW-115 provided 100% coverage during cyclic ops and 5 minute alerts during nonflight hours. Full system coverage surpassed 90% during the transit. Plaudits were received by the squadron for its performance from the ship and task group. Most significant from MIDWAY's Flag, CTF 77.4; "the recent Sea of Japan excursion provided ample testing ground for the VAW-115, VF-151, and VF-161 aircrews. Of particular pride to me was the intercept of Badger aircraft 100 nautical miles from the force at an altitude of 800-1000 feet. Flow of information between "Liberty Bells", Switch Box and Rock River crews was timely, accurate, and complete in all respects. Their quick reaction and professionalism were noted with pleasure."

b. (C) UNIT NATOPS EVALUATION: The squadron successfully completed a RVAW-110 NATOPS evaluation conducted during a three day inport period 17-19 November in Subic. NATOPS instructor evaluations were completed on 2 CAPC's, 2 CICO's, and the unit's flight technician instructor. Closed book NATOPS tests were administered to flight crews and no major discrepancies were found. The squadron completed Novembers flying logging its second best month (231 hours) since its overseas residency began in Japan. In December the squadron finished the quarter with a record breaking 586 hours, the highest since the Vietnam War.

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C. Special Topics

1. (C) Statistics

a. The following squadron aircraft were assigned:

- (1) Bureau No. 151706 (01 JAN - 11 AUG)
- (2) Bureau No. 152476 (01 JAN - 11 AUG)
- (3) Bureau No. 152480 (01 JAN - 13 AUG)
- (4) Bureau No. 152488 (01 JAN - 11 AUG)
- (5) Bureau No. 150532 (12 AUG - 31 DEC)
- (6) Bureau No. 150535 (11 AUG - 31 DEC)
- (7) Bureau No. 151709 (12 AUG - 31 DEC)
- (8) Bureau No. 151716 (11 AUG - 31 DEC)

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

- (1) Total flight hours scheduled/Flown/(Day-Night)
383.6-100.6/387.5-105.9/101%-105%
- (2) Total Carrier Landings (Day/Night) 89/38
- (3) Mission Hours Scheduled/Flown/% 287.2/223.9/78%
- (4) LINK II Hours Scheduled/Flown/% 287.2/234.3/82%
- (5) Air Intercepts (Total/L4a) 162/35
- (6) Air Control Hours (Total/L4a) 176.1/22.3

c. Special Missions - Period I

- (1) Air Intercept Control 35
- (2) Missile Exercises 6
- (3) SAR Exercises 1
- (4) Allied Training Exercises 6
- (5) Bear Exercises 4
- (6) EMCON Exercises 11
- (7) Strike Control 2
- (8) War at Sea Exercises 13
- (9) Anti-PT Exercises 4
- (10) SSSC 29

d. Performance Data Period II (01 APR - 30 JUN)

- (1) Total Flight Hours Scheduled/Flown/(Day-Night)
349.8-59.1/351.0-64.8/100%-114%
- (2) Total Carrier Landings (Day/Night) 64/27
- (3) Mission Hours Scheduled/Flown/% 259.5/205.8/79%
- (4) LINK II Hours Scheduled/Flown/% 259.5/220.8/85%
- (5) Air Intercepts (Total/L4a) 210/79
- (6) Air Control Hours (Total/L4a) 121.5/16.9
- (7)

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e. Special Missions - Period II

(1) Air Intercept Control	36
(2) Missile Exercises	4
(3) SAR Exercises	1
(4) Allied Training Exercises	2
(5) Bear Exercises	0
(6) EMCON Exercises	1
(7) Strike Control	2
(8) War at Sea Exercises	3
(9) Anti-PT Exercises	2
(10) SSSC	21

f. Performance Data - Period III (01 JUL - 30 SEP)

(1) Total Flight Hours Scheduled/Flown/(Day-Night)	
391.3-141.5/397.5-141.1/104%-100%	
(2) Total Carrier Landings (Day-Night)	71/56
(3) Mission Hours Scheduled/Flown/%	331.7/202.2/61%
(4) LINK II Hours Scheduled/Flown/%	315.2/220.9/70%
(5) Air Intercepts (Total/L4a)	175/42
(6) Air Control Hours (Total/L4a)	134.9/10.5

g. Special Missions - Period III

(1) Air Intercept Control	26
(2) MISSILE Exercises	1
(3) SAR Exercises	7
(4) Allied Training Exercises	6
(5) Bear Exercises	3
(6) EMCON Exercises	6
(7) Strike Control	6
(8) War at Sea Exercises	6
(9) Anti-PT Exercises	1
(10) SSSC	13

h. Performance Data - Period IV (01 OCT - 31 DEC)

(1) Total Flight Hours Scheduled/Flown/(Day-Night)	
391.2-143.0/409.8-178.6/104%-125%	
(2) Total Carrier Landings (Day-Night)	78/69
(3) Mission Hours Scheduled/Flown/%	387.5/299.5/77%
(4) LINK II Hours Scheduled/Flown/%	358.7/294.1/81%
(5) Air Intercepts (Total/L4a)	354/61
(6) Air Control Hours (Total/L4a)	127.3/15.5

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i. Special Missions - Period IV

(1) Air Intercept Control	40
(2) Missile Exercises	8
(3) SAR Exercises	1
(4) Allied Training Exercises	1
(5) Bear Exercises	1
(6) EMCON Exercises	1
(7) Strike Control	1
(8) War at Sea Exercises	3
(9) Anti-PT Exercises	2
(10) SSSC	13

2. (U) New Equipment Modification

(1) AVC 1454 AMDI	Trigger Pulse Amp/APS96, Mod.
(2) AVC 1455	Radar Modulator/APS96, Mod.
(3) AVC 1461	Radar Control Box, Mod.
(4) AVC 1877	IFF Density Detector Clock, Mod.

3. (U) Notable Records/Firsts

(a) VAW-115 received the Naval Air Force Pacific Fleet "Battle E" (Efficiency) Award in recognition of being the best squadron in type, in the Pacific Fleet. This was consecutive to the first "Battle E" won by the Liberty Bells in April 1974. Two consecutive efficiency awards have rarely accrued in the history of Carrier Airborne Early Warning Squadrons.

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Awards and Commendations

1. Commander Naval Air Force Pacific Fleet Battle Efficiency Award

Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN

2. Armed Forces Expeditionary Medal/Navy Unit Commendation

Operation Frequent Wind

CDR D. R. LAYTON

LCDR [REDACTED]

LCDR [REDACTED]

LT [REDACTED]

LT [REDACTED]

LTJG [REDACTED]

LTJG [REDACTED]

LTJG [REDACTED]

ADC [REDACTED]

AEC [REDACTED]

AT1 [REDACTED]

AT1 [REDACTED]

AT1 [REDACTED]

AT1 [REDACTED]

AT1 [REDACTED]

AD1 [REDACTED]

AMH1 [REDACTED]

AMH1 [REDACTED]

AT2 [REDACTED]

AT2 [REDACTED]

AT2 [REDACTED]

AMH3 [REDACTED]

AMH3 [REDACTED]

AMH3 [REDACTED]

AMEC [REDACTED]

3. Mess Management Specialist of the Month: MIDWAY

MSSN [REDACTED] - APRIL

AZAN [REDACTED] - OCTOBER

4. MIDWAY Sailor of the Month

PN1 [REDACTED] - FEBRUARY

AE1 [REDACTED] - NOVEMBER

5. Letter of Appreciation

To Commanding Officer, Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN - for participation in Iruma Japanese International Aerospace Show OCT 16 - OCT 25, 1976.