

CARRIER AIRBORNE EARLY WARNING SQUADRON 115
FPO SAN FRANCISCO 98601

1977

DECLASSIFIED



VAW-115
ADMIN:PAO:arr
5750
Ser C5
8 March 1978

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 1977

(2) Photograph - CDR R. C. FREDERICKS

(3) Change of Command Pamphlet

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

R. C. Fredericks
R. C. FREDERICKS

Copy to:
CINCPACFLT
NAVHISTCEN (OP-09B9)

Classified by CO, VAW-115
SUBJECT TO GDS OF E.O. 11652
AUTOMATICALLY DECLASSIFIED
ON 31 DECEMBER 1984

DECLASSIFIED

CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED FIFTEEN

COMMAND HISTORY
CALENDAR YEAR 1977

COMMANDER R. C. FREDERICKS
COMMANDING

1

Enclosure (1)

TABLE OF CONTENTS

PART I: BASIC HISTORY

A: COMMAND ORGANIZATION

B: SUMMARY OF OPERATIONS

C: SPECIAL TOPICS

PART II: DOCUMENTARY ANNEXES

A: AWARDS AND COMMENDATIONS

B: OFFICER ROSTER

C: ENLISTED ROSTER

D: BIOGRAPHY OF CDR D. R. LAYTON

E: BIOGRAPHY OF CDR R. C. FREDERICKS

F: CHANGE OF COMMAND PAMPHLET

PART I

BASIC HISTORY

A. (U) Command Organization

1. CDR D. R. LAYTON, USN, [REDACTED]/1310: 1 January to 15 September 1977

2. CDR R. C. FREDERICKS, USN, [REDACTED]/1310: 15 September to 31 December 1977.

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 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 five (25) officers and one hundred forty three (143) enlisted men were assigned. Thirty (30) flight crew personnel (eleven (11) naval aviators, twelve (12) naval flight officers, and seven (7) flight technicians) comprised six crews for operation of four E-2B aircraft. Two ground maintenance officers and one Air Intelligence officer were assigned.

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

B. (C) Summary of Operations

1. Calendar Year 1977 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 and participating in major fleet exercises in the areas of Japan, the Philippines, Okinawa, Hong Kong, and Korea.

b. Period II - From 1 April to 30 June the squadron was embarked on the USS MIDWAY (CV-41) until 4 May. Maintenance and flight operations were then transferred to NAF Atsugi, Japan due to the scheduled drydock period for the USS MIDWAY (CV-41). At sea operations with the USS MIDWAY (CV-41) included type training and intercept and escort control of several Russian Badger (TU-16) type aircraft. Pilot aircrew proficiency training was conducted throughout the inport period. At sea areas of operation were Yokosuka, Japan, Subic Bay, R.P., and Korea.

c. Period III - From 1 July to 30 September the squadron operated from NAF Atsugi, Japan, until the release of the USS MIDWAY (CV-41) from drydock 26 September. The recertification of aircrews began on 15 July with Carrier Landing Qualifications. At sea operating areas were off Yokosuka, Japan, Okinawa, and Subic Bay, R.P.

d. Period IV - From 1 October to 31 December the squadron was embarked aboard USS MIDWAY (CV-41) conducting type training in the areas off Yokosuka, Japan, Subic Bay, R.P., Western Australia, Pakistan, Iran, and Singapore. Several major fleet exercises, including MIDLINK 77 were scheduled while operating in the Indian Ocean.

2. Detailed Schedule

Period I:

01 - 11 JAN	Inport Yokosuka
12 - 14 JAN	South of Japan Operations
15 - 16 JAN	Okinawa Operations
17 - 22 JAN	Philippines Operations
23 - 28 JAN	Inport Subic Bay
29 - 31 JAN	Philippines Operations
01 - 11 FEB	South China Sea Operations
12 - 18 FEB	Inport Hong Kong
19 - 28 FEB	South China Sea, Okinawa and South of Japan Operations
01 - 21 MAR	Inport Yokosuka
22 - 23 MAR	Enroute Tsushima Straits
24 - 31 MAR	Korean Operating Area

DECLASSIFIED

~~CONFIDENTIAL~~

Enclosure (1)

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

Period II:

01 - 08 APR
09 - 18 APR
19 - 25 APR
26 - 30 APR
01 - 04 MAY
05 - 31 MAY
01 - 30 JUN

Korean Operating Area
Inport Yokosuka
Enroute Subic Bay
Inport Subic Bay
Enroute Yokosuka
NAF Atsugi, Japan
NAF Atsugi, Japan

Period III:

01 - 31 JUL
01 - 07 AUG
08 - 14 AUG
15 - 17 AUG
18 - 31 AUG
01 - SEP
02 - 26 SEP
27 - 30 SEP

NAF Atsugi, Japan
NAF Atsugi, Japan
Enroute Subic Bay
Inport Subic Bay
Refresher Training
Enroute Yokosuka
Inport Yokosuka
Enroute Subic Bay

Period IV:

01 - 03 OCT
04 - 06 OCT
07 - 16 OCT
17 - 22 OCT
23 - 31 OCT
01 - 07 NOV
08 - 10 NOV
11 - 19 NOV
20 - 30 NOV
01 - 03 DEC
03 - 05 DEC
06 - 07 DEC
08 - 10 DEC
11 - 13 DEC
14 - 15 DEC
16 - 20 DEC
17 - 18 DEC
21 - 31 DEC

Enroute Subic Bay
Inport Subic Bay
Enroute Indian Ocean
Inport Perth, Australia
Enroute Karachi, Pakistan
Enroute Karachi, Pakistan
Inport Karachi, Pakistan
Operation MIDLINK
Operation COMPASS
Operations Indian Ocean
Operations South China Sea
Operation MERLION V
Inport Singapore
Enroute Subic Bay
Inport Subic Bay
Enroute Yokosuka
WASEX 1-78
Inport Yokosuka

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

3. Period I Summary

This quarter started with VAW-115 and USS MIDWAY preparing for and participating in READEX 1-77. This exercise included the entire spectrum of modern naval warfare including scale SSSC/WASEX strikes, CV versus CV competition (MIDWAY vs ENTERPRISE), coordinated AAW strikes, CV tactics and a SINKEK finale. VAW-115 contributed significantly in all areas, particularly in the CV versus CV phase. VAW-115 was credited with initial detection and strike coordination within one hour of commencing exercise. The squadron was visited by the Naval Safety Center Survey Team in February. The senior officer of the team indicated that VAW-115 had a good safety program with strong command attention. In March, VAW-115 participated in the joint Korean/U.S. Team Spirit exercise. This exercise enabled aircrews to perform several missions such as strike control, BARCAP control, PIRAZ assistance, and the pleasure of flying RADM SPEER, COMCARGRU ONE on a MINEX mission.

4. Period II Summary

In April, on Northern Defender Station in the Sea of Japan, two flights of two TU-16 Badger aircraft were intercepted by MIDWAY's F-4's under E-2 control on separate occasions. The intercepts were completed at ranges in excess of 100 nautical miles from the task force. On May 5th, VAW-115 commenced a three month shore duty assignment in Atsugi, Japan. This was in conjunction with MIDWAY's second drydock period since becoming forward deployed. The Liberty Bells were able to complete MODEL IV program transition during the shore stay in Atsugi.

5. Period III Summary

In August, the VAW-115 along with the MIDWAY's Airwing FIVE began a shake down cruise. After a three month lay off it was once again time to show the value of a forward deployed carrier. Two weeks were dedicated to refresher training for both ships and air wing personnel in preparation for an upcoming three month Indian Ocean deployment.

6. Period IV Summary

This period started with VAW-115 enroute to the Indian Ocean for an extended at sea period. Initial portions of this period were devoted to preparation for Exercise MIDLINK 77 conducted with USAF, Royal Iranian Air Force and RAF aircraft. During MIDLINK, CTG 77.4 credited the Liberty Bells with detection of one hundred sixteen raid aircraft in a three day period. VAW-115 was able to vector cap aircraft to intercept and destroy 747 and 707 tankers during tanking operations. The E-2 also played a vital role in successful War at Sea efforts. On the final day of MIDLINK, forty plus aircraft performed an impressive air show near Bandar Abbas, Iran, with Liberty Bell aircraft exercising positive control of all aircraft. COMPASS 77 involved surface units of USN, Royal Navy and the Royal Australian Navy. During the engagement phase of this exercise, SSSC assets under E-2 control located the orange surface force within one hour of commencing exercise at 300 nautical miles. On 25 November, two Bear aircraft were

7
DECLASSIFIED

~~CONFIDENTIAL~~
Enclosure (1)

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

intercepted by F-4s and under E-2B control from the task force. VAW-115 concluded it's Indian Ocean deployment with WASEX 1-78, during which MIDWAY and it's Task Group opposed KITTY HAWK and escorts. The Liberty Bells were responsible for initial detection of and successful control of all strikes against KITTY HAWK. The squadron flew 629 hours this period with an all time high of 267 hours for November.

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

C. Special Topics

1. (C) Statistics

a. The following squadron aircraft were assigned:

- (1) Bureau No. 151716 (01 JAN - 25 MAY)
- (2) Bureau No. 150535 (01 JAN - 23 JUN)
- (3) Bureau No. 151709 (01 JAN - 03 AUG)
- (4) Bureau No. 150532 (01 JAN - 09 SEP)
- (5) Bureau No. 151714 (25 MAY - 31 DEC)
- (6) Bureau No. 151725 (22 JUN - 31 DEC)
- (7) Bureau No. 151704 (03 AUG - 31 DEC)
- (8) Bureau No. 152479 (09 SEP - 31 DEC)

b. Performance Data (Period Breakdown):

	I	II	III	IV
(1) Total flight hours scheduled (day)	375.6	289.3	393.9	430.6
(2) Total flight hours scheduled (night)	103.8	49.6	121.6	161.0
(3) Total flight hours flown (day)	349.1	256.9	360.2	435.4
(4) Total flight hours flown (night)	99.1	46.8	116.1	193.9
(5) Percentage - scheduled vs flown (day)	93	89	91	101
(6) Percentage - scheduled vs flown (night)	95	94	95	120
(7) Total Carrier Landings (day)	101	17	76	101
(8) Total Carrier Landings (night)	44	4	76	80
(9) Mission Hours scheduled	233.9	147.2	305.7	542.8
(10) Mission hours flown	177.5	87.5	142.3	357.7
(11) Percentage - scheduled vs flown	76	59	47	66
(12) Link 11 hours scheduled	211.6	50.9	205.8	454.1
(13) Link 11 hours flown	157.5	15.0	66.9	273.1
(14) Percentage - scheduled vs flown	74	29	30	60
(15) Air intercepts - total	336	110	70	267
(16) Air intercepts - Link 4A	72	0	19	41
(17) Air control hours - total	129.4	301	31.3	222.4
(18) Air control hours - Link 4A	17.3	0	4.3	24.0

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

c. (C) Special Missions (Period Breakdown):

	I	II	III	IV
(1) AAWEX	0	0	0	9
(2) FLAREX	0	0	0	8
(3) MINEX	1	0	0	0
(4) MISSILEX	0	1	0	6
(5) SINKEK	1	0	0	0
(6) SSSC	3	0	0	0
(7) WASEX	1	1	0	4
(8) Airborne Controlled Approach	0	0	3	12
(9) Air Demonstration Control	0	0	0	3
(10) Link 11 Tactical Communication	0	0	1	0
(11) Lost Plane Exercise	0	0	2	4

2. (U) New Equipment Modification

List of Avionic Changes, compliances in 1977:

AVC 1901 Radar Match Filter, Mod.

Bureau No. 151725	16 Sep 1977
Bureau No. 151714	16 Sep 1977
Bureau No. 152479	01 Oct 1977
Bureau No. 151704	01 Oct 1977

AVC 1972 Computer Indicator Group Memory, Mod.

Bureau No. 151704	24 Aug 1977
Bureau No. 151725	24 Aug 1977
Bureau No. 151714	24 Aug 1977
Bureau No. 152479	13 Sep 1977

DECLASSIFIED

~~CONFIDENTIAL~~

Enclosure (1)

AWARDS AND COMMENDATIONS

1. Navy Commendation Medal

LT [REDACTED]

2. Joint Service Commendation Medal

ADCS [REDACTED]

3. COMCVW-5 Letter of Commendation

AT1 [REDACTED]