

DECLASSIFIED 1978

CARRIER AIRBORNE EARLY WARNING SQUADRON 115
FPO SAN FRANCISCO 96801

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VAW-115
ADMIN:RWS:arr
5750
Ser C-4
5 March 1978

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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 5750-1); submission of
Ref: (a) OPNAVINST 5750.12B
Encl: (1) Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN
Command History for Calendar Year 1978
(2) Photograph - CDR G. A. HARRISON
(3) Change of Command Pamphlet

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


G. A. HARRISON

Copy to:
CINCPACFLT
NAVHISTCEN (OP-09B9)

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CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED FIFTEEN

COMMAND HISTORY
CALENDAR YEAR 1978

COMMANDER G. A. HARRISON
COMMANDING

TABLE OF CONTENTS

PART I: BASIC HISTORY

- A. COMMAND ORGANIZATION
- B. SUMMARY OF OPERATIONS
- C. SPECIAL TOPICS

PART II: DOCUMENTARY ANNEXES

- A. AWARDS
- B. BIOGRAPHY OF CDR G. A. HARRISON
- C. CHANGE OF COMMAND PAMPHLET

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PART I
BASIC HISTORY

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Classified by: COMNAVAIRPAC
Declassify on: 1 April 1980

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Enclosure (1) to VAW-115 ltr
5750 Ser C-4 of 5 March 1979
[REDACTED]

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A. (U) Command Organization

1. CDR R. C. FREDERICKS, USN, [REDACTED] 1320: 1 January to 3 November 1978.

2. CDR G. A. HARRISON, USN, [REDACTED] 1310: 3 November to 31 December 1978.

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 COMFITAEWINGPAC.

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 thirty six (136) enlisted men were assigned. Twenty-seven (27) flight crew personnel (eleven (11) Naval Aviators, eleven (11) Naval Flight Officers, and five (5) Flight Technicians) comprised five aircrews for operation of four E-2B aircraft. Two ground Maintenance Officers and one Air Intelligence Officer were assigned.

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B. (C) Summary of Operations

1. (U) Calendar Year 1978 was operationally divided into four quarters as follows:

a. (C) Period I - From 1 January to 31 March the squadron was embarked aboard USS MIDWAY (CV-41) for 45 days conducting type training and participated in two major fleet exercises: "READEX 1-78" in the Okinawa OPAREA and "Team Spirit 78" in the Sea of Japan. At sea operations included the successful intercept and escort control of several Russian Bear (TU-95) aircraft. Pilot and aircrew proficiency training was conducted during the inport period with aircraft basing at NAF Atsugi, Japan.

b. (C) Period II - From 1 April to 31 June the squadron was embarked onboard USS MIDWAY (CV-41) for 44 days conducting type training and a multitude of fleet exercises in the Subic OPAREA. Seven different major AEW exercises were completed during this period culminating in an Operational Readiness Evaluation (ORE) Exercise. The squadron received an adjective grade of "outstanding" (numerical 96.1) for the ORE, the highest grade assigned in Air Wing FIVE.

c. (C) Period III - From 1 July to 12 October the squadron was embarked for 54 days onboard USS MIDWAY in the Sea of Japan, Northern Japan, and in the Okinawa OPAREA. Exercises included the normal CV task group type training in addition to a major two aircraft carrier exercise, "READEX 1-79" off Okinawa. During this complex graded evolution, squadron aircraft successfully conducted simultaneous missions of AAW (Anti-Air Warfare) Coordination, SSSC (Surface Search, Surveillance and Control), and fleet communications relay as a Command and Control platform, as well as controlling EMCON recoveries for the Air Wing. On 1 October, a "real world" alert was launched as a squadron E-2 controlled F-14 aircraft from USS ENTERPRISE on a three flights of Russian Bear surveillance mission which closed both carriers.

d. (C) Period IV - From 13 October to 31 December the squadron was embarked aboard USS MIDWAY for 45 days conducting type training in the Subic and Okinawa OPAREA. The Annual Unit NATOPS Evaluation was conducted from 6-11 December and an assigned grade of "satisfactory" was received from the AIRPAC Evaluators.

2. (C) Detailed Schedule

Period I:

01 - 24 JAN
25 - 27 JAN
28 JAN
29 - 31 JAN

Inport Yokosuka
R-116 Flt OPS (Off Tokyo Bay)
Enroute W-173 (Okinawa)
W-173 OPS (Okinawa)

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Period I: (Cont'd)

01 - 08 FEB
 09 - 11 FEB
 12 - 17 FEB
 18 - 20 FEB
 21 FEB - 01 MAR
 02 - 12 MAR

 13 - 20 MAR

 21 - 31 MAR

At Sea off Okinawa
 READEX Work-up
 READEX
 Enroute Yokosuka
 Inport Yokosuka
 Refresher OPS, Transit, OPS
 Tsushima Straits
 Exercise Team Spirit, Western
 Sea of Japan
 Inport Yokosuka

Period II:

01 - 10 APR
 11 - 16 APR
 17 - 20 APR
 21 - 23 APR
 24 - 26 APR
 27 APR
 28 APR - 02 MAY
 03 - 04 MAY
 05 - 12 MAY
 13 - 16 MAY
 17 - 20 MAY
 21 - 22 MAY
 23 MAY - 12 JUN
 13 - 15 JUN
 16 - 27 JUN
 28 - 30 JUN

Inport Yokosuka
 Refresher Operations (R-116)
 ASWEX J-78
 Cyclic Operations, Okinawa
 Exercise Bluesky, Taiwan
 Exercise Newboy, Philippines
 Inport Subic
 CQ, Philippines
 Cyclic Operations, Okinawa
 MULTIPLEX 1-78, Okinawa
 ORE, Okinawa
 Cyclic Operations, Okinawa
 Inport Yokosuka
 CQ Refresher, Northern Japan
 Cyclic Operations, Northern Japan
 Inport Yokosuka

Period III:

01 - 17 JUL
 18 - 19 JUL
 20 - 29 JUL
 30 - 31 JUL
 01 - 21 AUG
 22 - 25 AUG
 26 - 29 AUG
 30 - 31 AUG
 01 - 04 SEP
 05 - 07 SEP
 08 - 18 SEP
 19 - 23 SEP
 24 - 30 SEP
 01 - 03 OCT
 04 - 08 OCT
 09 - 12 OCT

Inport Yokosuka
 CQ Refresher, Northern Japan
 Cyclic Operations, East China Sea
 Northern Japan
 Inport Yokosuka
 CQ Refresher, Northern Japan
 Cyclic Operations
 East China Sea
 Inport Pusan, Korea
 Enroute Yokosuka
 Inport Yokosuka
 Cyclic Operations, Northern Japan
 READEX 1-79 Okinawa/Tsushima Straits
 Cyclic Operations, Northern Japan
 Inport Pusan, Korea
 Cyclic Operations, Northern Japan

Period IV:

13 OCT - 08 NOV
09 - 14 NOV
15 - 19 NOV

20 - 27 NOV
28 - 30 NOV
01 - 06 DEC
07 - 11 DEC

12 - 16 DEC
17 - 21 DEC

22 - 31 DEC

Inport Yokosuka
Cyclic Operations, Northern Japan
Cyclic Operations, South China
Sea
Cyclic Operations, Subic OPAREA
Enroute Pattaya Beach, Thailand
Inport Pattaya Beach, Thailand
Cyclic Operations, Enroute
Philippines
Inport Subic Bay, Philippines
Cyclic Operations, Enroute
Yokosuka
Inport Yokosuka

3. (C) Period I Summary: 1 JAN - 31 MAR 78. The quarter started with VAW-115 and USS MIDWAY preparing for and participating in READEX 1-78. The exercise was developed to incorporate dual CV operations in WASEX (War At Sea), AAWEX (Anti-Air Warfare Exercise), and Power Projector Ashore scenarios. Each cycle the squadron was tasked with SSSC and CAP (Combat Air Patrol) control terminating each cycle by controlling an EMCON (Emergency Control) recovery for all aircraft. The multi-tasking evolutions once again proved the value of effective crew coordination as the E-2B Hawkeye assumed a most vital role in the exercise. The remainder of this quarter was concluded by squadron participation in exercise TEAM SPIRIT 78 off South Korea. Squadron aircraft provided Strike/BARCAP (Barrier Combat Air Patrol) control during this joint US/Korean Exercise. During TEAM SPIRIT, the E-2, assisted by a DLG (USS JOUETT), tracked and controlled intercepts on fourteen Soviet Reconnaissance aircraft. This "real world" evolution enabled our aircrews to receive outstanding AEW training and received strong interest from Seventh Fleet level.

4. (C) Period II Summary: 1 APR - 30 JUN 78. This quarter started with intensive FCLP (Field Carrier Landing Practice) at NAF Atsugi prior to a dedicated four day carrier refresher landing period off Tokyo Bay which brought our pilots "up to speed" after three weeks inport. Several fleet training exercises were conducted in April including three international AAWEX evaluations by Japan, Taiwan, and the Philippines. During these exercises VAW-115 flew AEW/intercept control missions in support of CVW-5 and provided communications relay and assumed command control functions for the Task Group. The remainder of the cruise focused on two major exercises: MULTIPLEX 1-78 and the 1978 Operational Readiness Evaluation. In MULTIPLEX, the E-2 Hawkeye proved again to be the most vital link in Airborne Tactical Reporting as squadron aircraft kept the air and surface NTDS (Naval Tactical Data System) displays updated for the entire Task Group; this allowed early detection of opposing forces as well as provided excellent strike control for the coordinated groups. During the ORE VAW-115 excelled in every graded phase completing 46 flight hours with 100% FSC (Full System Capable) aircraft, and over 40 hours of Link 11 NTDS reporting. Maintenance

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was judged as outstanding and the aircrews produced an overall operational test average of 90+ on exams. The aggregate score of "96.1" assigned was easily the highest in CVW-5 and a credit to all personnel in the command. Following a short inport period, the squadron completed the quarter with two weeks of cyclic operations in Northern Japan near Misawa AB. A variety of missions were flown and excellent weather allowed maximum pilot carrier landing training.

5. (C) Period III Summary: 1 JUL - 12 OCT 78. This period was highlighted by the presentation of the 1977 Chief of Naval Operations Safety Award to VAW-115; RADM W. A. GURECK, Commander, Carrier Group SEVEN presented the award to the squadron on 20 July. The 12,000+ accident free flight hours covered a seventy-one month period for VAW-115. A short cyclic operations period was accentuated by completion of a successful "Fortress Warrior" (short notice AAWEX) Exercise. Two P-3 aircraft, simulating Russian "Badgers" were detected by Liberty Bell Hawkeyes over 130 miles from the Task Force. F-4 aircraft were vectored for a successful intercept. Following a three week FCLP build up period at NAF Atsugi, a CV cyclic period commenced in the East China Sea. Aircrews participated in several wing exercises including a MASEX (Maritime Air Superiority Exercise). Again, early detection of two P-3's simulating "Badger" aircraft (Fortress Warrior Exercise) allowed airborne intercept of the intruders by F-4 aircraft over one hundred miles from the Task Group. On 2 August, one of the squadron aircraft was displayed at the International Airshow in Sapporo, Japan; the Hawkeye received maximum visibility due to Japan's interest in purchasing E-2 aircraft in the near future. During the remainder of the period the squadron participated in exercise "READEX 1-79" which was conducted off Okinawa. The E-2 once again provided expert AEW, SSSC, Command/Control, and communications relay services allowing the Task Group to operate in selective EMCON postures for maximum protection. The period closed with a final emphasis on the Corrosion Control Program which documented over 23,000 manhours during 1978; two COMFAIRWESTPAC Semi-Annual Material Inspections resulted in outstanding comments and assigned "satisfactory" grades to reinforce a fine production effort.

6. (C) Period IV Summary: 13 OCT - 31 DEC 78. This period commenced with a two day, two plane FCLP detachment for nine squadron pilots. The landings provided excellent preparation for the carrier refresher period and a long deployment into the South China Sea. During the initial stages, a CV versus CV exercise was conducted against USS CONSTELLATION (CV-64); VAW-115 aircraft provided targeting and vectoring information for a CVW-5 Strike Group which successfully simulated a missile attack against CV-64. CTG 77.4 cited the effectiveness of VAW-115 aircrews as the key to the success of the exercise. After completing a week of cyclic operations in the Subic OPAREA, USS MIDWAY paid a port visit to Pattaya Beach, Thailand for a six day visit, the first such port call in the history of CV-41. Following a very successful port call the RVAW-110 AIRPAC Unit NATOPS Evaluators arrived to administer the Annual NATOPS Exams and check flights. Squadron aircrews scored over 3.7 on the exams, consid-

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erably above the AIRPAC average and all administrative work was judged "satisfactory". The squadron completed the year with a strong operational effort and was justly rewarded by COMNAVAIRPAC when the Battle Efficiency "E" Award was presented to VAW-115 for outstanding professional AEW service from 1 July 1977 through 31 December 1978.

C. (C) Special Topics

1. (C) Statistics

a. (C) The following squadron aircraft were assigned:

- (1) Bureau No. 151704 (01 JAN - 24 MAY 78)
- (2) Bureau No. 151714 (01 JAN - 27 JUN 78)
- (3) Bureau No. 151725 (01 JAN - 04 OCT 78)
- (4) Bureau No. 152479 (01 JAN - 06 SEP 78)
- (5) Bureau No. 151706 (24 MAY - 31 DEC 78)
- (6) Bureau No. 152488 (27 JUN - 31 DEC 78)
- (7) Bureau No. 151707 (06 SEP - 31 DEC 78)
- (8) Bureau No. 150535 (04 OCT - 31 DEC 78)

b. (C) Performance Data

(1) Embarked Data

- (a) Total Day Hours: 1,286
- (b) Total Night Hours: 512
- (c) Total Day Sorties: 314
- (d) Total Night Sorties: 307
- (e) Total Day Landings: 320
- (f) Total Night Landings: 219

(2) Disembarked Data

- (a) Total Day Hours: 317
- (b) Total Night Hours: 139
- (c) Total Day Sorties: 112
- (d) Total Night Sorties: 65
- (e) Total Day Landings: 219
- (f) Total Night Landings: 54

(3) Total Flight Hours: 2,253

c. (C) Mission Data

(1) Achievements in Weapons Systems Readiness

- Average FSC 57.3%
- Average OPREADY 60.2%
- Average Monthly Utilization 46.5 hrs

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(2) Full Mission Capable Hours

Scheduled	1,594
Flown	1,058
Percentage	66%

(3) Data Link Specifics

Link 4A (UHF) Intercepts	443
Total Intercepts	1,076
Link 11 (HF) Hours	1,004
Link 11 Two Way Percentage	70%
Link 11 One Way (EMCON)	90%

(4) Special Mission Exercises

Anti-Air Warfare Exercise	40
Airborne Early Warning Exercise	46
Airborne Intercept Control Exercise	26
Anti-Ship Cruise Missile Exercise	7
Bear Exercise	12
Buzzard Exercise	4
Close Air Support Exercise	2
Electronic Warfare Exercise	2
Emergency Control Exercise	26
FLARE Exercise	6
KOMAR Exercise	10
Lost Plane Exercise	5
Link 11 Exercise	2
Maritime Air Superiority Exercise	2
Mine Exercise	4
Missile Exercise	3
SLY FOX Exercise	3
Surface Search, Surveillance, Control Exercise	12
SAM Exercise	2
SINK Exercise	6
Strike Control Exercise	2
War At Sea Exercise	23

d. (C) Combat Exercise Narrative Summary

(1) (C) WASEX 1-78: In this exercise against the KITTY HAWK Task Group Liberty Bells provided long range (250 nm) night strike control for CVW-5 strike aircraft in addition to AEW/CAP Control. Continuous mission coverage was provided for seventeen hours. Initial detection of KITTY HAWK Task Group was provided by alert E-2 30 minutes after launch. Subsequent raids disabled the enemy before they could mount a significant threat. CVW-5 fighters were vectored by VAW-115 for numerous kills on opposing F-14, A-7, A-6, E-2 and EP-3 aircraft.

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(2) (C) READEX 1-78: 12-17 FEB 78. This exercise was developed to incorporate dual CV operations with WASEX, AAWEX, and STRIKE scenerios. During a three day period, VAW-115 was tasked with SSSC and CAP Control followed by EMCON recoveries at the end of each cycle. The squadrons SSSC effort was the mainstay of keeping "AS" and CVTG appraised of the constantly changing surface picture.

(3) (C) EXERCISE TEAM SPIRIT 78: 13-20 MAY 78. VAW-115 provided all SSSC Control in addition to strike/BARCAP control during this joint US/KOREAN exercise. The E-2 in conjunction with a DLG picket and E-P3/EA-3 aircraft was highly effective and accounted for the detection, tracking and intercept of all unidentified aircraft beyond the normal fleet defensive perimeter. During Team Spirit the VAW-115/MIDWAY Team intercepted fourteen (14) Soviet Reconnaissance aircraft. During the most intensive period 13-16 March, VAW-115 flew a total of 49.2 hours which included 38.4 hours FSC. Link 11 coverage was nearly 100% giving all participants access to real time information.

(4) (C) EXERCISE ASWEX J-78: 17-20 APR 78
EXERCISE BLUESKY: 24-26 APR 78
EXERCISE NEWBOY: 27 APR 78

Three major operations were conducted in April 1978 with three different nations: ASWEX J-78 with the Japanese Maritime Self Defense Force, BLUESKY against the Taiwanese Air Defense, and NEWBOY against the Philippines Air Defense. In all exercises the E-2B was the primary Command and Control facility and coordinated the entire exercise.

(5) (C) MULTIPLEX 1-78: 13-16 MAY 78. This exercise was designed to see how well the CVTG could defend itself against surface and air units. The E-2's ability to provide a complete surface picture to "AS" while maintaining effective Command and Control for coordinated strikes against surface threats was invaluable to the Task Group during this exercise.

(6) (C) OPERATIONAL READINESS EVALUATION: 12-20 MAY 78. VAW-115 demonstrated the capability to perform all assigned missions during the ORE, especially the effectiveness in coordinating major air wing evolutions. Specifically, the Command and Control during SSSC, WASEX and KOMAREX's was judged to be outstanding. The squadron flew 46.2 hours, all with 100% mission capable aircraft including 40.4 hours of Two-Way Link 11. The squadron received an adjective grade of outstanding (numerical score 96.1) for the ORE, which was highest in the Air Wing.

(7) (C) MISSILEX: 17 JUN 78. VAW-115 was assigned OPCONDUCTOR for an Air to Air Missile Exercise in an open ocean environment. Poor weather caused significant changes in pre-briefed plans. The E-2 coordinated the changes smoothly and safely and conducted a highly successful missile shoot.

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(8) (C) EXERCISE COPE CHERRY: 21 JUN 78. COPE CHERRY was conducted to test the air defense capabilities of the Japanese Air Self Defense Forces stationed on Okinawa. The E-2B was responsible for all communications between the Japanese GCI sites, air wing aircraft, and USS MIDWAY.

(9) (C) FORTRESS WARRIOR EXERCISE: 19 JUN 78. Two S-3 aircraft simulating Badgers were detected 237 nm from the carrier and intercept of both Badgers occurred 105 nm from the ship at 500' altitude. VAW-115 received significant praise from CTG 77.4 and CTF 77.

(10) (C) FORTRESS WARRIOR EXERCISE: 25 JUL 78. Two P-3 aircraft simulating Badgers were detected 230 nm from the Task Group. Vectors were provided from the E-2 to a section of F-4 aircraft which intercepted the "Badgers" at 123 nm from the CV at 2000' altitude. Again, CTG 77.4 and CTF 77 praised the AAW performance of VAW-115.

(11) (C) WASEX/MASEX/AAWEX: 26-29 AUG 78. VAW-115 aircrews flawlessly executed a major WASEX, MASEX, and AAWEX during the period 26-29 August. During the WASEX an F-4 was forced into a SSSC role. Using the Link 4A, the E-2/F-4 combination was able to prosecute targets with minimum radio transmissions. The MASEX and AAWEX scenarios were high density raids with multiple missile deliveries. The E-2B was able to accurately track inbound raids data link the information to "AW" and direct the intercept of many missile and raid aircraft.

(12) (C) BUZZARDEX: 25 SEP 78. Several TALOS missiles were launched as targets from USS OKLAHOMA CITY and engaged by other surface combatants. The E-2B provided range safety and missile CAP/SAM Coordination using sea and air launched drones as targets.

(13) (C) SINKEX: 26-27 FEB 78. VAW-115 was assigned on Scene Commander for a two day SINKEX conducted by CVW-5 aircraft from USS MIDWAY and CVW-14 aircraft from USS ENTERPRISE. Numerous attacks were conducted on the targets; a sea-going oil barge. The entire evolution was conducted in an uneventful, safe, and professional manner with the Liberty Bells of VAW-115 providing range clearance for all runs.

(14) (C) READEX 1-79: 24-30 SEP 78. The scenario for READEX was an opposed transit of a geographic "Choke Point" by MIDWAY, ENTERPRISE and their task group against orange air, surface, and sub-surface forces. All units remained in EMCON A for 2 1/2 days. VAW-115 conducted simultaneous missions of AAW, SSSC, EMCON recoveries, and middle man. Despite one of the worst radar environments in WESTPAC (land drag, maximum merchant traffic and fishing fleet activity) the orange SAG was initially detected by CVW-5 aircraft under VAW-115 control. VAW-115 then coordinated continuous war-at-sea strikes by both CVW-5 and CVW-14 aircraft for 12 hours.

(15) (C) REAL WORLD BEAR: 1 OCT 78. A VAW-115 E-2 and F-14's from CVW-14 launched from alert status to detect and intercept three sections of Bear aircraft which closed both MIDWAY and ENTERPRISE.

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(16) (C) WASEX: 10 OCT 78. USS OKLAHOMA CITY, simulating a KYNDA class surface threat, was detected and struck by A-6/A-7 aircraft under VAW-115 control.

(17) (C) CV/CV ENCOUNTEREX: 16 NOV 78. USS MIDWAY and USS CONSTELLATION conducted a CV versus CV exercise on 16 November. VAW-115 successfully located and targeted the CV and simulated Soviet SAG even though no SSSC assets were provided.

(18) (C) EXERCISE BLUESKY: 18 NOV 78. VAW-115 aircrews controlled CVW-5 aircraft which flew thirty (30) different "FAKER" profiles. The E-2B provided all coordination with the Taiwanese Air Defense, USS MIDWAY, CVW-5 raid aircraft and tankers.

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AWARDS

1. VAW-115 received the Naval Air Force Pacific Fleet Battle "E" Award recognizing the best VAW squadron in the Pacific Fleet during an eighteen (18) month competitive period 1 July 1977 through 31 December 1978. This was the third "E" award in the last four competitive periods for the Liberty Bells, a record unparalleled in AEW history.

2. VAW-115 received the 1977 Chief of Naval Operations Safety Award in recognition for the six years 13,000 hour accident free record. This is the second "S" awarded to the squadron in the last four years.

3. NAVY COMMENDATION MEDAL

CDR [REDACTED] [REDACTED] for sustained outstanding performance as Maintenance Officer during 1978.

4. NAVY ACHIEVEMENT MEDAL

LT [REDACTED] [REDACTED] [REDACTED] for sustained outstanding performance as First Lieutenant during 1977.