



DEPARTMENT OF THE NAVY  
CARRIER AIRBORNE EARLY WARNING SQUADRON  
ONE HUNDRED FIFTEEN  
FPO SAN FRANCISCO, CALIFORNIA 96601

1980

~~CONFIDENTIAL~~

VAW-115  
ADMIN:ASP:jl  
5750  
Ser C4  
30 March 1981

**DECLASSIFIED**

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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 5750.12C  
Encl: (1) Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN  
Command History for calendar year 1980

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

  
G. E. HUXHOLD

Copy to:  
CINCPACFLT  
NAVHISTCEN (OP-09BH)

Classified by CO, VAW-115  
Subject to GDS of E. O. 11652  
Automatically Declassified  
on 31 December 1987

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B. (C) Summary of Operations.

1. First Quarter.

01 - 31 JAN Indian Ocean Contingency Operations, Gulf of Oman Area.  
(Gonzo Station)  
01 - 03 FEB Indian Ocean Contingency Operations, Gulf of Oman Area.  
(Gonzo Station)  
04 - 12 FEB Enroute Subic Bay, R. P.  
13 - 15 FEB Inport, Subic Bay, R. P.  
16 - 19 FEB Enroute, Yokosuka, Japan  
20 - 29 FEB Inport, Yokosuka, Japan  
01 - 16 MAR Inport, Yokosuka, Japan  
17 - 23 MAR Tiger Cruise, Sasebo, Japan  
24 - 31 MAR Inport, Yokosuka, Japan

2. (C) Second Quarter.

01 - 30 APR Inport, Yokosuka, Japan  
01 - 23 MAY Inport, Yokosuka, Japan  
24 - 31 MAY Cyclic Operations/Carrier Qualification, Northern, Japan  
01 - 09 JUN Inport, Yokosuka, Japan  
10 - 17 JUN Cyclic Operations, enroute Pusan, Korea  
18 - 20 JUN Inport, Pusan, Korea  
21 - 23 JUN Cyclic Operations, enroute Yokosuka, Japan  
24 - 30 JUN Inport, Yokosuka, Japan  
01 - 13 JUL Inport, Yokosuka, Japan

3. (C) Third Quarter.

01 - 13 JUL Inport, Yokosuka, Japan  
14 - 20 JUL Refresher Operations, enroute Cubi Point, R. P.  
21 - 27 JUL Inport, Cubi Point, R. P.  
28 - 30 JUL Cyclic Operations, South China Sea  
31 JUL Inport, Subic Bay, R. P.  
01 - 14 AUG Inport, Subic Bay, R. P.  
15 - 31 AUG Indian Ocean Contingency Operations, enroute Gulf of Oman  
Area (Gonzo Station)  
01 - 17 SEP Indian Ocean Contingency Operations, Gulf of Oman Area  
(Gonzo Station)  
18 - 21 SEP Enroute Mombasa, Kenya  
27 - 30 SEP Enroute, Gulf of Oman Area (Gonzo Station)

4. (C) Fourth Quarter.

01 - 31 OCT Indian Ocean Contingency Operations, Gulf of Oman Area  
(Gonzo Station)  
01 - 06 NOV Indian Ocean Contingency Operations, Gulf of Oman Area  
(Gonzo Station)  
07 - 15 NOV Enroute Subic Bay, R. P.  
16 - 19 NOV Inport Subic Bay, R. P.  
20 - 25 NOV Enroute Yokosuka, Japan  
26 - 30 NOV Inport Yokosuka, Japan  
01 - 15 DEC Inport Yokosuka, Japan  
16 - 19 DEC Carrier Qualification, R-116, Northern Japan  
20 - 31 DEC Inport Yokosuka, Japan

A. (U) Command Organization.

1. Commanding Officer.

28 February 1980. CDR G. A. HARRISON, USN, [REDACTED]/1310, 1 January to

31 December 1980. CDR G. E. HUXHOLD, USN, [REDACTED]1320, 29 February to  
(Annex C and D pertains)

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

3. (U) Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN (VAW-115) was embarked on USS MIDWAY (CV-41), homeported at Naval Station, Yokosuka, Japan, as part of the Overseas Family Residency Program. (Annex (G) pertains).

4. (U) During the year the squadron reported to Commander, Carrier Air Wing FIVE and Commander, Fighter Airborne Early Warning Wing, U. S. Pacific Fleet.

5. (U) The standard organizational structure for VAW aviation commands was maintained throughout the year. An average of 25 officers and 122 enlisted men were assigned. Eleven pilots, ten Naval Flight Officers, and five Flight Technicians comprised five aircrews for operation of the four E-2B aircraft. Two ground maintenance officers and one air intelligence officer were assigned.

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5. (C) Narrative Summary (C) On 1 January 1980, VAW-115 was deployed on Indian Ocean Contingency Operations. Throughout the year of 1980, the majority of the squadron's efforts were directed towards monitoring shipping in the Gulf of Oman, early detection of foreign aircraft attempting unescorted reconnaissance of the USS MIDWAY Battle Group, and preparedness in the event of escalation of tensions associated with the Iranian Crisis concerning American hostages in the U. S. Embassy.

a. (C) First Quarter. Battle Group vs. Battle Group exercises were scheduled on the overlapping fly days of the USS KITTY HAWK/USS NIMITZ Task groups on a battle group vs. battle group basis, and proved to be a valuable source of training in the high density air/surface traffic environment. The "Liberty Bells" were especially proud to receive CTF-77's endorsement as the Number 1 Pacific Fleet VAW Squadron for the second consecutive year at the culmination of 208 days at sea and 2315 flight hours. A significant morale builder in the latter days of the 95 day at sea period was the receipt of SECNAV's final approval of a Meritorious Unit Commendation for VAW-115 for the period 1 July 1977 - 30 June 1979.

(1) (C) HARPOONEX 1-80: Developed as battle group vs. battle group exercise to measure the battle group's ability to defend itself against a short notice HARPOONEX attack. Acting as the controlling unit for all elements in the battle group defense, the "Liberty Bells" demonstrated the importance of precision E-2 command and control each time, resulting in successful group defense.

(2) (C) AAWEX 1-80: Battle group vs. battle group exercises designed to improve battle group air defenses in the high threat, high density air traffic of the Northern Arabian Sea. The professional performance of "Liberty Bell" crews resulted in early bogey detection and intercept, with 57 percent of all bogey kills made with fighters under E-2B control. In one exercise fighters under E-2B control destroyed all raid aircraft.

(3) (C) HARPOONEX/AAWEX 2-80: The month of February began in the Indian Ocean MODLOC with routine Task Group Operations which included a HARPOONEX and an AAWEX, and the deployment ended after USS MIDWAY's 80th day on "GONZO Station".

(4) (C) SASEBO TIGER CRUISE 3-80: On this short cruise for refresher ops, a "Liberty Bell" crew conducted a no-notice, highly acclaimed fly on case II "EMCON" recovery for 29 aircraft when a power casualty affected all USS MIDWAY radar and Nav aids.

b. (C) Second Quarter: The first two thirds of the second quarter was spent in port as USS MIDWAY underwent an Extended Incremental Ship's Reduced Availability (EISRA). A great deal of excellent training was accomplished during the EISRA, beginning with a joint ACM/training complex detachment in Misawa, Japan. Attendees included both CVW-5 fighter squadrons (VF-151 and 161), 6 A-4 aggressor aircraft (VC-5), and 6 TOPGUN Instructors from Naval Fighter Weapons School, Miramar and 2 Liberty Bell Hawkeyes. A static display and aerial flyby were conducted for an airshow on Armed Forces Day. June began with a JCS ordered contingency at Cheju Do, South Korea. The tasking was subsequently reduced to a 96 hours alert enabling the Air Wing to accomplish significant training in the Okinawa OPAREA.

(1) (C) MISSLEX (6-80): The E-2B was designated OPCODEDUCTOR during four successful exercises utilizing VC-5 A-4's and towed targets.

(2) (C) AAWEX (6-80): Controlling one section of fighters for each exercise, the E-2B accounted for the early detection of all simulated bogies.

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(3) (C) WASEX (6-80): A long range strike against an initially unlocated target and a MINEX were successfully completed with Liberty Bell control to initial ingress points.

c. (C) Third Quarter. The first two weeks of July were devoted to preparation for the upcoming Indian Ocean Contingency Operations deployment. The transit schedule from 14-16 July enroute to Cubi Point was busy and included an AAWEX, a MINEX, and six MISSLEX's, during which 4 AIM-9 missiles were fired on 17 July under "Liberty Bell" OPCONDUCTOR control.

(1) MISSLEX 7-80: Following a week long inport 2 AIM-7 missiles were fired in the Poro Point operating area with the "Liberty Bells" providing range clearance, safety, and back-up control.

(2) (C) AAWEX 8-80: The transit to GONZO Station was highlighted by a six hour, long range AAWEX conducted by USS EISENHOWER against USS MIDWAY.

(3) (C) GONZOEX 9-80: Mutual long range AAWEX's were conducted between USS MIDWAY and USS EISENHOWER as IKE was returning from Diego Garcia. During the first two weeks of September VAW-115 participated in three WASEX's, three AAWEX's, one HARPOONEX, and two ASMDEX's designed on a battle group vs. battle group basis.

d. (C) Fourth Quarter. The fourth quarter began with the second of two line periods of Indian Ocean Contingency Operations in the Gulf of Oman Area (GONZO Station) consisting of dual battle group operations. During the period VAW-115:

(1) (C) Participated in Operation Rawhide (daily surface, subsurface, surveillance and control (SSSC) identification of all commercial shipping in the Gulf of Oman.

(2) (C) Defined divert procedures for Seeb International Airport, Oman.

(3) (C) Provided an aircraft to transport one CTF-70 officer and one VAW-115 officer to an E-3A AWACS conference in Riyadh, Saudi Arabia.

(4) (C) Continued routine alert launches. An exercise summary for the fourth quarter of 1980 is as follows:

BEACON SOUTH (1)	AAWEX (2)
HARPOONEX (2)	ASDEX (1)
WASEX (2)	EMCON RCVR (2)
A-8-CI/A-3-CI (5)	

The squadron dedicated the period from 26 November to 31 December inport Yokosuka to training its new aircrews for the next Indian Ocean deployment.

c. (C) Special Topics.

1. (C) Statistics.

(a) (C) Assigned Aircraft.

Bureau No. 152488  
Bureau No. 150535  
Bureau No. 151718

01 JAN - 04 FEB  
01 JAN - 04 FEB  
04 FEB - 31 DEC

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Bureau No. 150534  
Bureau No. 151714  
Bureau No. 151719  
Bureau No. 151702  
Bureau No. 152484

04 FEB - 31 DEC  
05 NOV - 31 DEC  
05 NOV - 31 DEC  
01 JAN - 05 NOV  
01 JAN - 05 NOV

b. (C) Flight Performance Data.

(1) (C) Total Flight Hours 1865.4

(2) (C) Embarked Data.

Total Day Hours 1088.9  
Total Night Hours 304.6  
Total Day Sorties 262  
Total Night Sorties 136  
Total Day Landings 257  
Total Night Landings 143

(3) (C) Disembarked Data.

Total Day Hours 412.5  
Total Night Hours 71.4  
Total Day Sorties 133  
Total Night Sorties 56  
Total Day Landings 1034  
Total Night Landings 605

c. (C) Mission Performance Data.

(1) (C) Weapon System Readiness.

Total Mission Hours 1465.8  
Full Mission Capable Hours (FMC) 817.2  
Full Mission Capable Percent 56%

(2) (C) LINK-11 Performance.

Total LINK-11 Hours 1116.5  
Total Two-way Hours 629.9  
Two-way Percent 56%  
Total one-way hours 112.4  
One-way Percent 10%

(3) (C) Intercept Data.

Total Intercepts 891  
LINK-4A Intercepts 173  
Total Air Control Hours 867.4

d. (U) Safety Statistics

As of 31 December 1980:

Total Hours Accident Free 15,742  
Total Months Accident Free 100  
& CY80 Ops in "Blue Water" 54%

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e. (C) Tactics Development.

(1) (C) Being forward deployed, VAW-115 works closely with several foreign GCI networks. In an effort to increase the understanding and efficiency of the E-2B's operations with Japanese Self Defense Force (JSDF) Ground Control Interceptor (GCI) controllers, VAW-115 stationed an experienced mission commander at a JSDF GCI site during actual control of both USN and JSDF aircraft.

(2) (C) VAW-115 conducted a brief with JSDF officers concerning E-2B tactics.

(3) (C) VAW-115 has continued to be instrumental in the development and application of anti-harpoon and anti-ship missile defense tactics. Critical to the success of MIDWAY's HARPOON defense plan is the command and control function of the E-2B, especially in the initial SSSC search and location phase.

(4) (C) As an adjunct the AAWEX tactics standardization, VAW-115 led the way in adapting vector logic for use with an F-4/A-7 pair. The "Liberty Bells" have been in the forefront of the implementation and practice of these tactics in the long range AAWEX's conducted on GONZO Station.

(5) (C) Working closely with VA-115, the "Liberty Bells" have been developing the employment of E-2B Strike Attack Vectoring (SAV) in both SSSC and WASEX's. VAW-115 has disproved the expectation of poor tracking and employment of SAV when used with the E-2B vice E-2C.

(6) (C) In the forward deployed arena VAW-115 has developed standard fly-on, fly-off procedures which greatly ease the burden on Tokyo center and enhance the ease and safety with which fly-ons and fly-offs are conducted.

(7) (C) For the second time in two years VAW-115 was tasked to provide services and expertise for E-3A AWACS coordination and liaison. The latest occasion was in the Northern Arabian Sea Area where the squadron conducted a flight to Riyadh, Saudi Arabia to attend a contingency planning conference.

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Enclosure (1)  
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A. Awards.

1. Navy Unit Commendation.

By his letter, serial 584 of 10 July 1980, the Secretary of the Navy cancelled his letter serial 1292 of 27 July 1979 which approved the awarding of the Meritorious Unit Commendation to VAW-115 for the period 1 July 1977 to 30 June 1979. The Secretary of the Navy authorized VAW-115 to participate in the Navy Unit Commendation awarded to USS MIDWAY (CV-41) and embarked Carrier Air Wing FIVE for the period 1 January 1978 to 30 June 1979 by his letter serial 09B33/525637 of 25 July 1980.

2. Navy Expeditionary Medal.

By his message, 261307Z FEB 80 (ALNAV 020/80), the Secretary of the Navy approved the second awarding of the Navy Expeditionary Medal to VAW-115 for the period 21 November 1979 to 7 February 1980.

By his message, 062024Z JUN 80, (ALNAV 063/80) the Secretary of the Navy approved eligibility for a third awarding of the Navy Expeditionary Medal to VAW-115 for the period 15 August 1980 to 26 November 1980.

3. Meritorious Unit Commendation.

By CNO 141552Z JAN 81 NOTAL, the Secretary of the Navy approved the third awarding of the Meritorious Unit Commendation to VAW-115 for the period 13 November 1979 to 8 February 1980.

4. Sea Service Ribbon.

As promulgated by his message, 062108Z JUN 80 (ALNAV 064/80), the Secretary of the Navy authorized the following periods to be considered towards eligibility of VAW-115 personnel for the Sea Service Ribbon:

15 August 1974 - 1 January 1979  
1 January 1979 - 1 January 1980  
1 January 1980 - 1 January 1981

5. Navy Commendation Medal.

AME1 [REDACTED]

6. Navy Achievement Medal.

AT2 [REDACTED]

AMH1 [REDACTED]

AVCM [REDACTED]

ATCS [REDACTED]

7. Good Conduct Medal.

AT2 [REDACTED]

AT1 [REDACTED]

AD1 [REDACTED]

AMH3 [REDACTED]

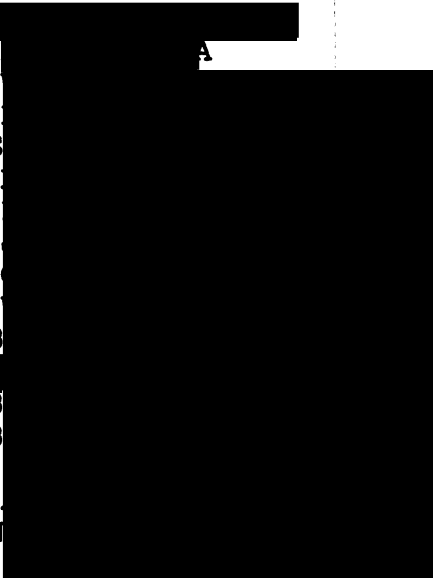
AE1 [REDACTED]



B. Commendations.

1. Letters of Commendation.

AT2  
AD3  
MS2  
AZ1  
ADCS  
ADC  
AZ1  
AK1  
AE1  
AD1  
AMS3  
AT3  
AMS3  
AMS3  
PH3  
AE2  
PNSN  
EM1



2. USS MIDWAY Sailor of the Month.

AT2  
PNSN



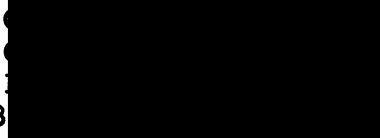
3. Carrier Air Wing FIVE, Non-rated Man of the Month

PNSN



4. VAW-115 Rated Man of the Quarter.

AT2  
PR2  
EM1  
AMS3



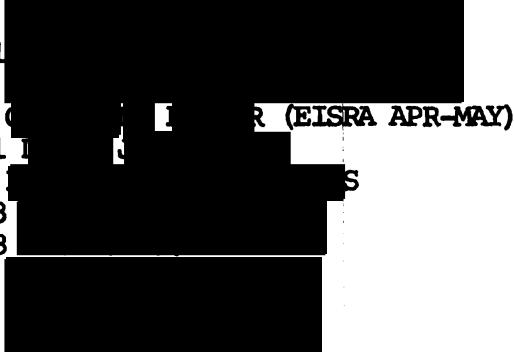
5. VAW-115 Non-rated Man of the Quarter.

AMEAN  
ADAA  
PNSA  
AMSAN



6. VAW-115 Rated Man of the Month

AT2  
AMS1  
PN3  
PR2  
AMH1  
EM1  
AME3  
AMS3  
PN2  
YN2  
AE3



7. VAW-115 NON-Rated Man of the Month.

ADAN [REDACTED]  
AMHAN [REDACTED]  
AMEAN [REDACTED]  
ADAA [REDACTED] (EISRA APR-MAY)  
AMSAN [REDACTED]  
AMSAN [REDACTED]  
PNSA [REDACTED]  
AN [REDACTED]  
ADAN [REDACTED]  
AMEAN [REDACTED]  
ADAA [REDACTED]

8. COMNAVAIRPAC Pro of the Week.

AD3 [REDACTED]  
AN [REDACTED]