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1768

CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED SIXTEEN
FPO SAN FRANCISCO 96601

FF12/VAW-116
ADMIN:DSJ:rs
5750
Ser 002
29 MAR 1969

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~~SECRET~~ declassified upon removal of enclosure (1))

From: Commanding Officer, Carrier Airborne Early Warning Squadron
ONE HUNDRED SIXTEEN
To: Chief of Naval Operations (OP-05A5G)
Subj: Command History for the Calendar Year 1968 (OPNAV REPORT 5750-1);
submission of
Ref: (a) OPNAVINST 5750.12A
Encl: (1) VAW-116 Command History - 1968
1. In compliance with reference (a), enclosure (1) is submitted.

D. G. W. Terry
D. G. W. TERRY

Copy to:
Chief of Naval Operations (OP-09B9)
COMFAIRSDIEGO
CCAEW-11

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JANUARY-FEBRUARY 1968

SCHEDULE OF EVENTS

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11ND-GEN-1720/1 (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	JANUARY 1	2	3	4	5	6
7 CLARINET RACER	8	9	10	11	12	13
	CUBI POINT				HONG KONG	
14	15	16	17 CLARINET RACER	18	19	20
21	22 RADAR SCOPE PHOTO	23	24	25 LIFEGUARD	26	27
28	29	30	31 CLARINET RACER	FEBRUARY 1	2	3

FEBRUARY-MARCH 1968

SCHEDULE OF EVENTS **DECLASSIFIED**

11ND-GEN-1720/1 (4-58) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
FEBRUARY 4	5 RADAR SCOPE PHOTO	6	7	8	9 NIGHTHAWK	10
11	12	13	14	15	16	17
18	19	20 NIGHTHAWK	21	22	23	24
25	26	27	28	29	MARCH 1	2
3	4	5	6 OVERFLIGHT	7	8	9
					FORMATION STAR OPERATIONS	

CUBI POINT, P.I.

SASEBO, JAPAN

MARCH-APRIL 1968

SCHEDULE OF EVENTS **DECLASSIFIED**

IIND-GEN-1720/1 (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
MARCH 10	11	12	13	14	15	16	
FORMATION STAR OPERATIONS							
17	18	19	20	21	22	23	
YOKOSUKA, JAPAN							
24	25	26	27	28	29 CHOP TO 1st FLEET	30	
CHOP TO CCAEW-11							
31 CROSS LINE	31 DATE	APRIL 1	2	3	4	5 FLY-OFF TO NORIS	6 SHIP ARRIVES CONUS
CHOP TO CCAEW-11							
7	8	9	10	11	12	13	

APRIL-MAY 1968

SCHEDULE OF EVENTS

DECLASSIFIED

IND-GEN-1720/1 (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
APRIL 14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	28	30	MAY 1	2	3	4
5	6	7	8	9	10 CHANGE OF COMMAND	11
12	13	14	15	16 MLP	17 MLP	18

MAY-JUNE 1968

SCHEDULE OF EVENTS

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IIND-GEN-1720/1 (4-58) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
MAY MLP 19	MLP 20	MLP 21	MLP 22	CAR QUAL MLP 23	HANCOCK 24	CAR QUAL 25
26	CAR QUAL HANCOCK 27	CAR QUAL MLP 28	29	30	31	JUNE 1
MLP 2	3	⁴	⁵	SQUADRON ADMAT INSPECTION ⁶ YUMA MISSILE OPERATIONS WITH VC-3, VF-151, VF-161		⁷ 8
9	10	11	PT. MUGU TEST ¹²	13	14	15
MLP 16	MLP 17	MLP 18	CAR QUAL CORAL SEA MLP 19	20	21	22
NAAS FALLON WEAPONS DEPLOYMENT FOR CVW-15						

JUNE-JULY 1968

SCHEDULE OF EVENTS

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11ND-GEN-1720/1 (4-59) 0190.005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
JUNE 23	24	25	26	27	28	29
			YUMA MISSILE EXERCISE WITH VF-161		STRIKE EXERCISE VA-44	STRIKE EXERCISE 268 VAW-116
BEARER BURDEN IN ORANGE FORCE AGAINST HANDCOCK (BLUE)						
30	JULY 1	2	3	4	5	6
7	8	9	10	11	12	13
					OPEN HOUSE	
14	15	16	17	18	19	20
21	22	23	24	25	26	27

JULY-AUGUST 1968

SCHEDULE OF EVENTS

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IND-GEN-1720/1 (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
CHOP TO CVW-15 JULY 28 MOVE ABOARD SHIP	29	30	31	AUGUST 1	2	3
ALAMEDA, CALIFORNIA			AT SEA PERIOD			
4	5	6	7	8	9	10
ALAMEDA, CALIFORNIA						TUCUMCARI PROJECT
11	12	13	14	15	16	17
					CLARINET RACER	CLARINET RACER
						BULLPUP MISSILE EXERCISE
				USS CORAL SEA (CVA-43) OPERATIONAL		READINESS
18	19	20	21	22	23	24
CLARINET RACER	CLARINET RACER	CLARINET RACER		MOVE TO NORIS		
EXERCISE AT SEA PERIOD						
25	26	27	28	29	30	31

SEPTEMBER-OCTOBER 1968

SCHEDULE OF EVENTS

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IND-BEN-1720/1 (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
SEPTEMBER 1	2	3	MOVE TO CVA-43	5	6	7
ALAMEDA, CALIFORNIA						
8	9	10 CLARINET RACER	11 CLARINET RACER	12	13	14 FIREFISH EX
PEARL HARBOR OPERATIONAL READINESS						
15	16	17	18	19	CROSSED DATE LINE NO DAY	21
INSPECTION PEARL HARBOR, HAWAII						
22	23 CHOP TO 7th FLT	24	25	26	27	28
YOKOSUKA, JAPAN						
29	30	OCTOBER 1 OKINAWA MISSLEX	2	3	4	5

OCTOBER-NOVEMBER 1968

SCHEDULE OF EVENTS

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IND-GEN-1720/1 (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
OCTOBER 6	7	8 AAMEX	9 CHANGED AIRCRAFT MODEX SERIES TO OLX	10	11	12
CUBI POINT, PHILIPPINES			YANKEE STATION SPECIAL OPERATIONS COMME			
13	14	15 HOT SPOT	16	17	18	19
20	21	22 NIGHTHAWK HOT SPOT	23	24	25	26
27 LIFEGUARD	28	29	30	31	NOVEMBER 1	2
3	4	5	6	7	8	9
CUBI POINT, PHILIPPINES						

NOVEMBER-DECEMBER 1968

SCHEDULE OF EVENTS

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IND-GEN-1720/1 (4-59) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
NOVEMBER 10	11	12	13	14	15	16
17	18	19	20	HOT SPOT CLARINET RACER 21	22	23
24	HOT SPOT 25	26	27	HOT SPOT CLARINET RACER 28	29	HOT SPOT 30
DECEMBER 1 HOT SPOT	HOT SPOT 2	CLARINET RACER 3	4	HOT SPOT 5	HOT SPOT 6	7
8	9	10	11	12	13	14
						YOKOSUKA JAPAN

DECEMBER 1968

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SCHEDULE OF EVENTS

IND-GEN-1720/1 (4-99) 0190-005-9500

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
DECEMBER 15	16	17	18	19	20	21
YOKOSUKA, JAPAN						
22	23	24	25	26	27	28
 						
29	30 CLARINET RACER	31				
 						

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VAW-116 SQUADRON HISTORY 1968

NARRATIVE

COMMAND ORGANIZATION

Carrier Airborne Early Warning Squadron ONE HUNDRED SIXTEEN (VAW-116) is an Airborne Early Warning Squadron in the sense of article 312 of NWP 32C, Anti Air Warfare and as defined in chapter 2 of NWIP 10-3(A), Naval Warfare Terms, to the extent implied by the radar, radio, and data link capabilities of the E-2A aircraft². VAW-116 is currently a self-supporting squadron under the administrative control of Commander Carrier Airborne Early Warning Wing ELEVEN (CCAEW-11), Commander Fleet Air San Diego (COMFAIRSDIEGO), and Commander Naval Air Force Pacific (COMNAVAIRPAC). VAW-116 is charged with the operational training, organizing, and equipping of a combat ready airborne early warning squadron for deployment and service to any Pacific Fleet Attack Carrier Air Wing (CVW). VAW-116 can provide fleet commanders with a long range airborne early warning¹, air surveillance¹, communications, and aircraft control¹.

PERSONNEL

1968 was VAW-116's second calendar year as a commissioned squadron. Commander Kenneth E. WOLFF, USN, was Commanding Officer from the commissioning date (20 April 1967) until 10 May 1968. Commander Daniel G. W. TERRY, USN, became Commanding Officer on 10 May 1968 and remained in that billet for the remainder of the calendar year.

Lieutenant Commander Francis C. GEHRES, USN, was Executive Officer from squadron commissioning until 23 April 1968. Lieutenant Commander

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Harold K. TRAYLOR, USN, was acting Executive Officer from 23 April 1968 to 13 May 1968. Lieutenant Commander Leo B. SMITH, USN, assumed duties as Executive Officer on 13 May. He remained aboard until 11 November 1968. Commander Arthur M. POTTER, Jr., USN, became Executive Officer on 11 November 1968 and remained in that billet for the rest of the calendar year. Appendix 1 contains biographies and photographs of the squadron Commanding and Executive Officers.

Appendix 2 contains the rosters and pictures of the squadron officers as of 1 January 1968 and 31 December 1968. Appendix 3 contains two diagrams of the officer billets arranged in departmental headings as of 1 January 1968 and 31 December 1968.

Appendix 4 contains the muster rolls of the enlisted personnel as of 1 January 1968 and 31 December 1968. Appendix 5 contains lists of the squadron flight personnel as of the same dates.

AIRCRAFT ASSIGNED

During 1968 Carrier Airborne Early Warning Squadron ONE HUNDRED SIXTEEN had a total of five E-2A aircraft assigned. Bureau numbers: 150539, 151711, and 151715 were assigned for the entire year. Bureau number 151719 was assigned from January to August and bureau number 151703 was assigned from July through December. Aircraft statistics are listed in appendix 13.

An item that deserves note is that on 9 October 1968, VAW-116's four assigned aircraft, BUNO's 150539, 151711, 151715, and 151703 changed modex numbers from 760, 761, 762, and 763 to 010, 011, 012, and 013 respectively.

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HISTORICAL CHRONOLOGY

On January 1, 1968 Carrier Airborne Early Warning Squadron ONE HUNDRED SIXTEEN was temporarily based on board USS CORAL SEA (CVA-43) under the operational control of Carrier Air Wing FIFTEEN (CVW-15). VAW-116 was engaged in operations on "Yankee Station" from 17 December 1967 to 6 January 1968. (VAW-116's specific part in "Yankee Station" operations is detailed in the squadron's Tactical Doctrine Appendix 6) On 7 January the first of fourteen successful CLARINET RACER missions was conducted. Two other successful CLARINET RACER missions were conducted on 17 and 31 January. The CLARINET RACER mission is described in VAW-116 Techniques and Procedures; Secret Supplement, CLARINET RACER (appendix 7).

The ship entered port at NAS Cubi Point Republic of the Philippines on 8 January for a one day visit for upkeep and provisioning. On 11 January the ship arrived at Hong Kong for four days of liberty. VAW-116 was on the line again at "Yankee Station" from 16 January until 20 February.

On 22 January and 5 February tactical photographs were taken of the E-2A's scope presentation in Gulf of Tonkin. A representative example of these photographs can be seen in Appendix 8.

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On January 25th a VAW-116 aircraft coordinated a Lifeguard mission off the coast of North Viet Nam. The pilot of an A-4 aircraft from the CORAL SEA ejected about 5 miles from land and with the aid of E-2A control, was picked up within four minutes. Appendix 16 contains detailed report of this SAR incident.

VAW-116 was the controlling agency on two NIGHTHAWK missions on 9 and 20 February. (NIGHTHAWK missions are described in the Footnotes and Definitions at the end of this section (Section II)).

The ship was in port at NAS Cubi Point on 21 February and in port at NS Sasebo, Japan, from 26 February to 4 March. Between 4 and 17 March the USS CORAL SEA was involved in Operation Formation Star in the Sea of Japan. During this period on 6 March VAW-116 became the air controlling agency in a classic AAW problem on an attempted overflight of two Russian Beagles. Appendix 9 contains complete report of this incident.

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On 19 March CORAL SEA arrived in port Yokosuka, Japan, for its final port call of the 1967-68 cruise. The ship left Japan on 27 March and Chopped¹, to First Fleet on 29 March. On 5 April VAW-116's four aircraft flew off the ship to NAS North Island and the squadron Chopped to CCAEW-11. The ship arrived in Alameda, California, the following day, ending an eight month deployment for the men of VAW-116.

On 10 May the Change of Command ceremony was held at the squadron's spaces in front of hangar 311 at NAS North Island. Commander D. G. W. TERRY, USN, relieved Commander K. E. WOLFF, USN, as Commanding Officer.

The squadron's mirror landing practices (MLP) for the 1968-69 training cycle started on 16 May and lasted until 19 June. Carrier qualification landings (Car Quals) were held on the carriers USS HANCOCK and USS CORAL SEA during May and June. Between 4 and 7 June VAW-116 controlled various air to air missile shoots in the Yuma area, supporting VF-151 and VF-161.

On 6 and 7 June VAW-116 was given a Command Inspection after its first full year of operations, most of which was spent in the combat zone. The outstanding results are recorded in Appendix 10.

Between 16 and 23 June the bulk of the squadron's personnel were deployed to NAAS Fallon, Nevada, for a weapons training deployment with CVW-15. VAW-116 provided the air wing aircraft with navigational assistance, PIRAZ⁶ simulation, and practice SAR coordination.

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Between 25 and 28 June VAW-116 again controlled missile shoots in the Yuma area, working with VF-161. On 27 June VAW-116 also flew with VA-44 on an airborne strike exercise. From 28 June through 2 July the squadron flew as AEW control against USS HANCOCK in that ship's Operational Readiness Exercise (ORE). VAW-116 found the HANCOCK on radar, deceptively jammed its voice radio communications and vectored strike aircraft in for a simulated kill of the carrier.

On 12 July VAW-116 held Open House at NAS North Island. Dependents and friends of the squadron's personnel were invited to see the work centers, aircraft static displays, and the flight and radar trainers in action. Three public information sheets and copies of the NORTH ISLANDER (newspaper) with a two page photo spread on the squadron were passed out to the visitors. These handouts are enclosed in Appendix 11.

On Sunday, 28 July the squadron Chopped to CVW-15 and moved aboard USS CORAL SEA at NAS Alameda, California. Two days later, on 30 July the CORAL SEA began an 11 day at sea period arriving back at Alameda on 9 August. On 14 July the ship went to sea again for its 9 day Operational Readiness Exercise. During this period VAW-116 ran five CLARINET RACER missions, two missile exercises, and participated in a test of radar control and detection of the USS TUCUMCARI, while providing USS CORAL SEA with AEW coverage and air intercept control against incoming raids. VAW-116, working with COMCARDIV NINE, devised a dispersion and deception tactic for the carrier which enabled the CORAL SEA to evade detection by the simulated enemy forces. At the completion of the ORE on 22 August the squadron moved back to NAS North Island.

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On 4 September the squadron moved back aboard CORAL SEA and on 7 September the ship departed Continental United States. Enroute to Pearl Harbor, VAW-116 ran two additional CLARINET RACER missions. Between 13 and 15 September the ship had its Operational Readiness Inspection (ORI). VAW-116 provided AEW and Cap¹ control during this entire time. 74% of all incoming bogies were detected by the SUN KING⁷ aircraft. This is the highest percentage ever recorded and credited to an AEW squadron. Cap control was supplied by the air controllers aboard the E-2A's. (See message concerning ORI in appendix 15)

The ship re-entered Pearl Harbor on the 15th of September for two days and then left for Yokosuka, Japan, chopping to Seventh Fleet on 23 September. USS CORAL SEA arrived in Yokosuka on 25 September and left on 29 September for NAS Cubi Point. On 1 October while enroute to Cubi Point, VAW-116 participated in a missile exercise off the coast of Okinawa.

The ship was in port at NAS Cubi Point from 6-8 October. On 8 October VAW-116 controlled an AAW exercise off the coast of the Philippines. On 9 October VAW-116's aircraft modex were changed from the 76X series to the 01X series.

October 10th was the first day of special operations on "Yankee Station" for VAW-116 in the 1968-69 cruise. The first line period ended on 1 November. Two HDT SPOT⁸ missions were controlled on 15 and 22 October and a LIFEGUARD mission was completed under SUN KING's control on 27 October.

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The ship was in port NAS Cubi Point from 4-12 November and on "Yankee Station" on 14 November for the second line period of the cruise. Eight more HOT SPOT missions and three CLARINET RACER missions were conducted by VAW-116 during this line period. The ship's departure from "Yankee Station" was 9 December and CORAL SEA arrived in Yokosuka, Japan, on 12 December for fourteen days of liberty and upkeep. On 26 December USS CORAL SEA departed port and on 29 December was back on "Yankee Station". VAW-116 ran its last CLARINET RACER mission on 30 December.

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VAW-116 CONCLUSIONS AND RECOMMENDATIONS

All tabulations, conclusions, and recommendations of VAW-116 for 1968 can be found in: Appendix 6-- Carrier Airborne Early Warning Squadron ONE HUNDRED SIXTEEN E-2A Tactical Doctrine; Appendix 7-- VAW-116 Techniques and Procedures, Secret Supplement, Clarinet Racer; Appendix 12-- Periodic Operating Reports; Appendix 13-- Aircraft and Flight Statistics; Appendix 14-- (1) Techniques and Procedures, (2) KY-28 Tactical Doctrine Supplement, (3) IFF Tactical Doctrine Supplement, (4) End of Cruise Report (1967-68), (5) Training Flight Syllabus; and the 3M Monthly Maintenance Summaries.

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FOOTNOTES AND DEFINITIONS

1. NWIP 10-3(A) Naval Warfare Terms
2. NATOPS (Naval Air Training And Operating Procedures Standardization Program), E-2A, Flight Manual, Crew Operations, NAVAIR 01-85WBA-1C
3. CTF-77 Op Order 320 YR
4. NIGHTHAWK-A mission in which an OV-1B aircraft (Mohawk) uses its side-looking radar to locate a moving land or waterborne target. The E-2A plots this IP¹ from a common reference point known to both aircraft on the computerized indicators (radar scopes). Then air strike¹ aircraft are vectored to the IP or the most probable position of the moving targets by the E-2A. Flares are dropped for positive identification and then an attack is made on the visually identified targets.
5. LIFEGUARD-A search and rescue mission (SAR)
6. PIRAZ³-Positive Identification Radar Advisory Zone in the Gulf of Tonkin.
7. SUN KING-Call sign for VAW-116 E-2A aircraft.
8. HOT SPOT-A mission in which an A-3 aircraft with infra-red equipment finds emitting heat targets. A position is called to the controlling E-2A aircraft and air strike aircraft are vectored over the area to destroy the targets.
9. POWERHOUSE-A-4 aircraft VA-153
10. MUSTANG-USS CORAL SEA (CVA-43)
11. SADDLEBACK-A-4 aircraft VA-155

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FOOTNOTES AND DEFINITIONS

12. GUARD-UHF/VHF Emergency Frequency
13. FEET WET¹-Aircraft over water.
14. NECKWARE-CTU 77.1.2, Commander Surface Action (SEADRAGON³)
15. JASON-A-7 aircraft
16. BIG MOTHER-Rescue Helicopters HC-3

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