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



VAW-116/00/RHM:acm  
5750  
Ser C1  
1 March 1976

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Unclassified upon removal of enclosure (1)

From: Commanding Officer, Carrier Airborne Early Warning Squadron  
ONE HUNDRED SIXTEEN  
To: Chief of Naval Operations (OP-05D2)  
Subj: Command History for Calendar Year 1975 (OPNAV Report 5750-1)  
Ref: (a) OPNAVINST 5750.12B  
Encl: (1) VAW-116 Command History for 1975  
1. In accordance with reference (a), enclosure (1) is submitted.

  
R. H. MARTIN

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

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Carrier Airborne Early Warning Squadron  
ONE HUNDRED SIXTEEN  
VAW-116

1975

Classified in accordance with OPNAVINST 5510.142 (Op-506C1)  
Exempt from General Declassification Schedule of  
Executive Order 11652  
Exemption Category 3  
Declassify in 1990

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Enclosure (1)

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The following information contained in this document relating to E-2B tactics/mission capabilities is classified CONFIDENTIAL and subject to the declassification schedule as indicated on the title page:

1. NORAD Exercise "AMALGAM ARROW"
2. Patrol Hydrofoil Exercise (PHM)
3. "OPERATION BELL BOX"
4. Air intelligence information used in conjunction with air intercept control of Soviet aircraft overflights

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THE SQUADRON AND IT'S MISSION

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Carrier Airborne Early Warning Squadron ONE HUNDRED SIXTEEN (VAW-116) is a four plane, Airborne Early Warning (AEW) Squadron under the operational and administrative control of Commander Attack Carrier Air Wing NINE until 18 June 1975 and thereafter of Commander Attack Carrier Air Wing EIGHT. VAW-116 reports also to the functional wing commander, Commander, Fighter Airborne Early Warning Wing, U.S. Pacific Fleet (COMFITAEEWWINGPAC), and is within the fleet structure of Commander, Naval Air Force, U.S. Pacific Fleet (COMNAVAIRPAC).

VAW-116 operates the five-place, twin turboprop E-2B "Hawkeye", which is capable of both shore and carrier based operations. The E-2B is 56 feet long, has 81 foot wing span, and weighs 51,000 pounds when operationally loaded. It's most distinguishing physical characteristics are it's four vertical stabilizers and it's 24 foot diameter, dish-shaped rotodome mounted 6 feet above the fuselage. This rotodome contains the high powered airborne early warning radar and associated antennas. The interior of the aircraft is fully pressurized and is divided into four sections: the cockpit, the forward equipment compartment, the CIC (Combat Information Center) compartment, and the aft equipment compartment.

Occupying the majority of the electronics and accounting for most of the \$20,000,000+ cost of the E-2B is the Airborne Tactical Data System. This system includes the long range, million watt radar, IFF detection system, data processing and display systems, and an inflight performance monitor test unit. This highly integrated system, when coupled with a skilled crew, becomes in effect a complete airborne CIC capable of operationally controlling an entire strike flight from and aircraft carrier under all weather conditions, day or night.

The crew of the E-2B consists of five members. Four officers and one highly trained enlisted flight technician. Two pilots are utilized to perform the demanding tasks of ensuring the safe and orderly conduct of the flight, which includes the launching and recovery of one of the navy's largest carrier based aircraft. The three remaining crewmen occupy the CIC compartment where three separate and distinct stations are arranged fore and aft in the compartment. The senior officer is the CICO (Combat Information Center Officer) whose primary duty is to direct, control, and monitor the ATDS system and as the Mission Commander, is responsible for the success of the assigned mission. He is assisted by the ACO (Air Control Officer) whose duty is the control of tactical aircraft assigned. The final member of the crew, the flight technician, is responsible for in-flight maintenance and operations of all of the more than six tons of electronic equipment onboard the E-2B. He has a secondary task of assisting the CICO with the tactical problem since he also has a fully operational console at his position.

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This highly skilled crew, when working as a coordinated team can perform the following missions simultaneously:

1. Airborne Early Warning (AEW), the detection of unknown air contacts closing the Task Force.
2. Tactical aircraft intercept control (AIC).
3. Strike flight following/control.
4. Surface/subsurface surveillance coordination (SSSC).
5. Helicopter control.
6. Aerial mining control.
7. Tactical reconnaissance aircraft control.
8. Secondary approach control for carrier aircraft.
9. Communications relay (automatic and manual).
10. Airborne search and rescue coordination (SAR).

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1975 NARRATIVE

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As 1975 began, VAW-116 found itself on the brink of a long shore-based period. CONSTELLATION, "116's home away from home", was due for an extensive overhaul and would be in the shipyard in Bremerton, Washington for over one year. Therefore, the "Sun Kings" were scheduled for a lengthy and involved joint services exercise called "TACS/TADS", which would culminate in a tri-service exercise on the East Coast in early 1976. The required training cycle prior to the actual exercise would encompass all of 1975.

TACS/TADS, which stands for "Tactical Air Control System/Tactical Air Defense System", would test the unilateral standardization of high frequency (HF) tactical data relay system for use by the Army, Navy, Air Force and Marine Corps. A complex series of tests were planned, and TACS/TADS would evolve as a three phase program beginning with Technical Interface Concepts (TIC) in early/mid 1975, followed by a West Coast Procedural Exercise (WCPE) in late 1975. These two test phases would lead up to the Operational Effectiveness Demonstration (OED) in early/mid 1976 with live interface between the tri-service units.

By late January, the "Sun Kings" were involved in "back in the saddle" training after a thirty day stand down subsequent to the return from WESTPAC. The squadron had transferred two of its four aircraft to sister VAW squadrons due to their operational necessity needs. This however, did not stop VAW-116 from taking an aggressive approach to local operational commitments.

On 28 January, the squadron participated in "FALLING BRAVE", the first of three North American Defense Command (NORAD) exercises of which the "Sun Kings" would be a part. Although VAW-116 was scheduled as a backup participant, the primary VAW squadron's aircraft developed problems, and "116" assumed primary detection responsibility. The "Sun Kings" responded by detecting and reporting twenty-six raid aircraft to NORAD command centers.

Emphasis was placed on training in February. The weapons simulation trainer (WST) and the operational flight trainer (OFT), were utilized to the maximum extent possible, providing a techniques and procedures review and assisting in the overall development of crew coordination. Discussion of emergency procedures was stressed at training meetings and at flight briefings.

On 20 February, the "Sun Kings" participated in a Combined Inport Naval Tactical Exercise (CINTEX). A CINTEX is an exercise in which the participating surface units remain stationary inport. Synthetic radar video is generated to simulate an actual tactical situation. The video, along with associated data, is relayed from unit to unit via the Naval Tactical Data System (NTDS). An airborne VAW-116 E-2 entered the data link making the situation even more realistic. This

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interaction served the same purpose for surface warfare specialists that flight trainers serve for flight crews, and provided the necessary training to all units involved. The fact that the entire tactical problem was simulated made for a great savings in terms of time, money and hardware. Additionally, safety is always a major dividend in a simulated situation.

On 4 March, "OPERATION SNOWTIME," another NORAD exercise, was held. The "Sun Kings" launched both aircraft for the mission. During a five hour plus flight, the E-2Bs, operating with near perfection, tracked and reported thirty-five inbound raiders. Even though continuous electronic jamming was experienced, the E-2B's system proved most effective.

On 3 April, "AMALGAM ARROW," the third NORAD exercise of 1975 for VAW-116, was held. Again the crew and their aircraft demonstrated a high level of expertise as thirteen raids were detected, tracked and reported at ranges up to 220 nautical miles from the E-2 and 500 nautical miles from the Continental United States.

Flight crew requalification was a primary objective in February, March and April. With the upcoming TACS/TADS evaluations, training priorities were aligned to have all flight personnel qualified and ready for operational requirements. Additionally, briefings and planning sessions were held to prepare flight crews for the new concepts to be used for TACS/TADS. Air crews spent many hours at the Fleet Combat Direction Systems Facility on Point Loma during February, March and April 1975, learning the complexities and interim change proposals incorporated in the new Model IV computer tape.

May was a month of heavy flying. A CINTEX was conducted on 15 May for the purpose of checking out the Link 11 tactical data systems (TDS) for all units (E-2, P-3, S-3 and surface units) scheduled to participate in FLEETEX 2-75. A "Sun King" E-2B launched for a three hour flight, successfully entering the TDS link and exercising all airborne tactical data system (ATDS) Link 11 capabilities. In addition, the aircraft utilized it's program data extraction capability for software analysis and reconstruction purposes.

Information from reliable sources indicated that the Air Force was experiencing problems with their data link program and this compounded with delays in TIC tests generated much concern about the future of TACS/TADS. Unofficial indications were received that the OED would be postponed indefinitely due to these unresolved problems, and the question was raised as to whether VAW-116 would remain as a participant in TACS/TADS. However no official notification was received by May.

The three month training period of March, April and May saw the "Sun Kings" log over four hundred flight hours. This total exceeded

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deployed E-2 squadrons for the same period, which is most meaningful as VAW-116 was allocated only two aircraft during the majority of this time. The "Sun Kings" made this possible with a tremendous maintenance effort. During this period, maintenance personnel had developed and implemented a new tool control program which has resolved many of the problems associated with tool accounting.

On 29 May, CDR R. H. MARTIN relieved CDR J. A. MOORE as Commanding Officer of VAW-116. CDR MARTIN became the eighth Commanding Officer of the "Sun Kings."

VAW-116 deployed with three aircraft to NAS Fallon, Nevada on 2 June, joining Air Wing NINE squadrons to participate in a tactical weapons deployment. Ten flights were made in support of tactical weapons/ALPHA strikes. One aircraft was "down" with a propeller discrepancy for the duration of the deployment, and systems failures plagued the two remaining aircraft. On 5 June, the "Sun Kings" returned to Naval Air Station North Island to proceed with a busy schedule.

During the period of 9-11 June, VAW-116 participated in an anti-aircraft warfare (AAW) inport training exercise that utilized a remote site simulation unit (RSSU) to provide synthetic radar and IFF video to all TDS units including the E-2. Overall program control was maintained through the use of a master simulation program and video simulator associated with the Joint Interface Test Force (JITF) program located at the Point Loma test site in San Diego. The synthetic test video was transmitted from Point Loma to the participating units via telephone land lines. Actual UHF communications were used to coordinate the exercise.

In early 1975, VAW-116 had been chosen to participate in a Patrol Hydrofoil (PHM) Exercise with Coastal River Squadron ONE. Planning conferences had been held with COMCOSRIVRON ONE in March, April and May. The actual exercise was held on 11 June, and was to explore the E-2's capabilities with respect to the tactics and mission of the PHM. In theory, the E-2 could assist the small patrol boat by acquiring "over the horizon" surface targets and giving the PHM range and bearing data necessary to launch surface to surface missiles. Even though the PHM was not tracking the target, with precise information from the E-2, a successful "kill" could be reasonably expected.

VAW-116 has arranged with a sister CVW-9 squadron, VA-147, to use A-7E aircraft as simulated "Harpoon" surface-to-surface missiles fired by the PHM. Various techniques were tried for simulating the "Harpoon," using the A-7E aircraft with vectors from the E-2 to fly over the designated launch vessel. Another PHM, the designated target, would be positioned thirty to fifty nautical miles away. The E-2 provided an initial vector in range and bearing to the target. The A-7s would then fly a simulated "Harpoon" profile to the reported position of the

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target. Upon arrival at the final position, the A-7 pilot reported his proximity to the target PHM. The feasibility of E-2/PHM tactics was proven, and therefore, valuable knowledge was gained.

Suddenly, on 11 June, the question of this squadron's future involvement in TACS/TADS was answered. A message from Commander Attack Carrier Air Wing EIGHT advised the "Sun Kings" that they had been operationally reassigned to CVW-8, additionally calling for VAW-116 to be aboard USS NIMITZ (CVN-68) in Norfolk, Virginia on 15 June. Later communication with CAG-8 revealed that due to the type training involved and the carrier qualification environment, the "Sun King's" presence would not be required until 15 July. The "Sun Kings" had been selected to join HS-15, VA-35, VA-82, VA-86, RVAH-9, VAQ-130 and VMFA-333 as part of newly formed CVW-8 aboard the newly commissioned USS NIMITZ. Due to the short notification, an all hands effort was required to prepare the squadron for the upcoming July deployment, both from a maintenance and personnel standpoint. Administratively, personal matters were addressed in a Family Newsgram, and in daily Plan of the Day entries. A concentrated maintenance effort, including the procurement of parts and supplies, was conducted on both coasts in an attempt to obtain adequate material support for the deployment. Field carrier landing practice (FCLP) became the operational priority in late June, in an effort to prepare pilots for carrier operations.

On 18 June, the "Sun Kings" participated in "OPERATION BELL BOX." The purpose of this exercise was to determine the feasibility of utilizing a Mobile Sea Range (MSR) for live surface-to-air missile shoots. The MSR principle involves the sanitation of the exercise firing range of air and surface contacts by E-2 and P-3 aircraft coordinated by the Range Safety Officer aboard one of the participating surface units. If a contact is detected that "fouls" the exercise range, the missile firing operation is halted until the range is cleared. The E-2/ATDS was used to detect and relay real-time range data. Audio tape recordings of voice transmissions and computer data extractions were utilized to reconstruct and analyze the operation.

Also on 18 June, VAW-116 received official notification from Commander, Fighter Airborne Early Warning Wing, U.S. Pacific Fleet that they were transferred operationally to CVW-8, and officially removed from the TACS/TADS program.

In early July, with the deployment date rapidly approaching, the "Sun King's" were involved in FCLPs, reviewing E-2B mission concepts and utilizing the system trainers. A fourth aircraft had been received, and the maintenance department was busy preparing the complex avionics systems for the upcoming carrier operations.

Concurrently, the entire VAW community, a long resident of Naval Air Station North Island, was making preparations to relocate to Naval Air Station Miramar. July 1975 marked the end of a successful and

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very pleasant eight year association at North Island for the "Sun Kings." On return from deployment, Naval Air Station Miramar would be their new home.

Bidding farewell to families and friends, the "Sun King's" headed east to unite with Air Wing EIGHT and USS NIMITZ on 13 July. A successful "load aboard" was accomplished and NIMITZ sailed on 16 July for the operating waters south of Guantanamo Bay, Cuba. Three systems flights were flown by VAW-116 enroute to the Caribbean. On 19 July, the air wing "flew off" to Naval Air Station Guantanamo Bay. Plans were to requalify the CVW-8 pilots prior to beginning the normal routine of cyclic flight operations. The carrier qualification (CQ) evolution lasted until 25 July with the "Sun King's" making their quals on 23-25 July. USS NIMITZ anchored in Guantanamo Bay for two days to rest the crew. This inport period served as an ideal opportunity for the CVW-8 Change of Command ceremony, as CDR E. W. FOOTE was relieved by CDR J. H. FETTERMAN on 26 July.

Underway on 28 July, USS NIMITZ began normal cyclic operations. Additionally, Fleet Training Group (FTG) was aboard to evaluate the crew on various drills and exercises associated with overall CV operations. The "Sun King's" participated in many phases of the evaluation in which USS NIMITZ was awarded the highest overall grade that any aircraft carrier had ever received from FTG. The evaluation period continued through 5 August. A two day break for the crew on 6-7 August was followed by a week of heavy flying and damage control/flight deck drills. As an integrated part of CVW-8, VAW-116 was tasked with various AIC, flight following, close air control and SSSC. Significant strides were made in building coordination and confidence between the Air Wing EIGHT squadrons.

On 14 August, after debriefing by FTG on the performance of the ship/air wing during the evaluation period, NIMITZ set sail up the Atlantic seaboard; her destination: Wilhelmshaven, Germany, via the North Atlantic and the North Sea. USS NIMITZ was joined by USS SOUTH CAROLINA (CGN-37) and USS SEA HORSE (SSN-669) to form Nuclear Task Group '75. The Task Group's path across the Atlantic was through areas patrolled by Soviet warships and surveillance aircraft. The air wing's primary missions throughout the transit were AEW and SSSC. After flight operations were secured, an alert posture was maintained.

The excellent air intelligence system available to NIMITZ, along with a strict alert posture, made it possible for the "Sun Kings" to launch, detect and run interceptions on the Russian "Bear" surveillance aircraft. Two intercepts were made each day from 22-25 August. Additionally, on 25 August, a Krivak-class Soviet warship was detected shadowing the task group. This Soviet ship monitored the movements of the Task Group for the entire period in which Nuclear Task Group '75 was in the Northern European waters.

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USS NIMITZ received a warm welcome in Wilhelmshaven on 28 August. The German people expressed a great interest in both the ship, aircraft and the crews aboard. Many West German dignitaries and NATO officials were hosted aboard as NIMITZ conducted general visiting for five days, with over twenty-thousand people coming aboard for tours. Likewise, the German hospitality was extended to all hands and many of NIMITZ' crew of over four thousand were welcome guests in German homes. On 3 September, the "Sun Kings" left Wilhelmshaven aboard NIMITZ with memorabilia of Germany and her people. It was back to normal operations as the Task Group participated in an exercise with Standard Naval Forces, Atlantic.

On 5 September, NIMITZ dropped anchor at Edinburgh, Scotland for a three day port call. The anchorage was located five miles from the Fleet Landing which required trips of over one hour on liberty boats for the crew. All hands were able to witness a unique event as Edinburgh was hosting the Braemar Games and the interesting International Music and Drama Festival.

The Braemar Games are the annual Highlands gathering for the "heavy" sporting events. "Sun King" sporting fans were treated to such events as hammer throwing, shotputting, tossing the caber (a huge log) and other field trials. The Festival is an annual international cultural attraction. Over one hundred thousand visitors from over fifty nations witnessed nearly two hundred performances by more than two thousand artists. The main performance, and a favorite of most of NIMITZ' crew attending, was THE TATTOO, held in Edinburgh Castle. This was a massed assembly of military bands from all parts of the United Kingdom, consisting of the Royal Marines, the Pipes and Drums of the Australian Police, the Royal New Zealand Army Band and the Beefeaters Band of Canada. This three day visit passed much too quickly as NIMITZ weighed anchor on 8 September.

The Task Group participated in NIMEX on 10-11 September with units from the Royal Navy, with the "Sun Kings" flying in support of AAWEXs, combat air patrol (CAP) control, SSSC, anti-submarine warfare (ASW) and an electronic jamming exercise (JAMEX). During NIMEX, Royal Navy aircraft cross-decked aboard NIMITZ and operated with CVW-8 during some of the operations.

On 12 September, Nuclear Task Group '75 visited Portsmouth, England. With historic London only eighty miles away, many individuals took the opportunity to visit it's many attractions. For the third time, a truly enjoyable and successful port call was made.

On 16 September, the Nuclear Task Group '75 concluded Northern European Operations, stemming west for CONUS. An alert posture was maintained throughout the transit. Early morning on 17 September saw NIMITZ launch aircraft, contemplating overflights by Soviet aircraft;

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however, the threat did not materialize. The remainder of the transit was uneventful, and was necessarily utilized for training, conducting maintenance and performing administrative cunctions. Three "Sun King" aircraft flew off with the air wing on 23 September. The fourth aircraft remained aboard due to lack of supply availability.

USS NIMITZ arrived at Norfolk, Virginia on 24 September. The "off load" was completed and the remaining personnel were flown back to NAS Miramar by C-9 transport that afternoon and the morning of 25 September. The "Sun Kings" were once again united with friends and families at their new home station of NAS Miramar. A twenty day stand down period ensued which provided opportunity for leave.

The month of October was utilized to prepare for a CVW-8 weapons deployment in November to Naval Air Station Roosevelt Roads, Puerto Rico. Air crews were requalified after attending Instrument Flight Training classes and flight crew training was aimed at revising mission techniques to be evaluated during the Roosevelt Roads deployment. With the continued emphasis on training, many maintenance personnel were sent to pertinent support schools.

The month of November brought tragedy to VAW-116. AJ710 (Bureau number 150134), a "Sun King" E-2B, had been on a cross-country training flight to NAS Norfolk, Virginia. On the 2 November return trip to Miramar, after stops in Cleveland, Ohio and Des Moines, Iowa to pick up passengers, the aircraft was enroute to Offutt Air Force Base, Omaha, Nebraska, for a fuel stop. Strong head winds had made the flight longer than planned, and a low fuel state was recognized by the crew, and controlling facilities were notified. Though given expeditious handling, while on final approach to runway twelve at Offutt, both engines flammed out simultaneously from fuel starvation. The aircraft impacted the ground three quarters of a mile short of the runway. The pilot in command, LCDR [REDACTED], encountered serious injury. The copilot, LCDR [REDACTED] (RVAW-110), received minor bruises and abrasions, and the remaining crewmembers, LCDR [REDACTED], LT [REDACTED], and AMS3 [REDACTED] were uninjured. Although tragic, this accident could have resulted in much greater injury and possibly the loss of life had the pilot in command not exercised remarkable skill in controlling the aircraft after loss of both engines.

An accident investigation board was convened by RVAW-110 which included several key members from VAW-116. These men, in addition to the crew involved in the accident, were lost to the squadron for the upcoming deployment to Roosevelt Roads, Puerto Rico.

The week of 2-6 November was occupied with final preparations for the lengthy deployment and with matters pertaining to the aircraft accident. Additionally, major problems were encountered with the E-2B power lever mechanism which resulted in an engineering modification.

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Expedient action by "Sun King" maintenance personnel, as well as Naval Air Rework technicians, enabled VAW-116 to modify it's aircraft in time to meet operational commitments.

On 6 November, the "Sun Kings" left NAS Miramar to rendezvous with their sister Air Wing EIGHT squadron at NAS Roosevelt Roads. The seventeen day tactical deployment was meant not only to develop coordination between the air wing squadrons, but to demonstrate the usefulness of NAS Roosevelt Roads for future air wing deployments. Puerto Rico is relatively free of the Federal Aviation Administration's (FAA) radar control, making the simulation of the actual carrier environment much more realistic than is possible at facilities in the continental United States.

Though a normally adequate supply of "high utilization" parts were available, two of three E-2Bs encountered failures of normally "high reliability" parts (a cockpit windscreen and a rudder assembly) which were not available locally. The fear of depending on the long supply line for parts was realized as these two aircraft were lost for a great portion of the deployment.

Nevertheless, thirty-two sorties were flown in ten days of operational flying, with developments being made in the following areas: airborne intercept control, live air-to-air missile shoots, strike control, control of airborne tanking missions, airborne early warning (AEW), offensive and defensive tactics against high-speed SAM-equipped patrol boats, and search and rescue procedures. VAW-116's principal contribution to the deployment was the development of techniques and procedures for an "E-2B controlled approach" in the event of the carrier's air traffic control center (CATCC) experiencing total failures in critical recovery situations.

The squadron returned to San Diego on 23 November to enjoy Thanksgiving with their families and friends. The "Sun Kings" began preparations for the upcoming January deployment aboard the USS NIMITZ with priority again assigned to carrier qualifications (CQ). All pilots flew FCLPs, both day and night, in early and mid December. Additionally various systems flights were flown in December to meet requirements for flight crew qualifications. As 1975 ended, the Christmas/New Year holiday period presented an opportunity for much deserved leave and liberty.

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1975 FLIGHT DATA

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COMMAND HISTORY FLIGHT DATA

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LAND

<u>Aircraft Hours</u>		<u>Pilot Hours</u>		<u>Flights</u>		<u>Field Landings</u>		<u>FCLP</u>	
Day	947.0	Day	1894.0	Day	331	Day	771	Day	871
Night	178.7	Night	357.4	Night	77	Night	197	Night	375
Total	1125.7	Total	2251.4	Total	408	Total	968	Total	1246

SHIP

<u>Aircraft Hours</u>		<u>Pilot Hours</u>		<u>Flights</u>		<u>Arrestments</u>		<u>Bolters</u>		<u>Touch &amp; Go</u>	
Day	283.7	Day	567.4	Day	114	Day	145	Day	9	Day	0
Night	105.7	Night	211.4	Night	73	Night	101	Night	20	Night	1
Total	389.4	Total	778.8	Total	187	Total	246	Total	29	Total	1

SHIP and LAND

<u>Flights</u>		<u>Landings</u>		<u>Aircraft Hours</u>	
Day	445	Day	925	Day	1230.7
Night	150	Night	319	Night	284.4
Total	595	Total	1244	Total	1515.1

28

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IN CONCLUSION

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IN CONCLUSION

Recollection of 1975 will inspire a feeling of much accomplishment to the men of VAW-116. Challenges, unique to VAW-116's eight year history were met and dealt with in the traditional "Sun King" manner. The total operational shift executed in June was a dramatic example of the squadron's flexibility and adaptability. The frustration of operating within a new Carrier/Air Wing structure, in its early developmental stages, was a surprisingly new and enlightening experience for a squadron accustomed to the standardization of an established Carrier/Air Wing. The tragic accident in November produced new awareness of the "everyday operational routine." Nineteen Hundred and Seventy Five was truly a year of rewarding experiences and extensive knowledge, gained through the hard work and sacrifices of many dedicated individuals, reaffirming a proud "Sun King" heritage.

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