

**CARRIER AIRBORNE EARLY WARNING TRAINING
SQUADRON
ONE HUNDRED TWENTY**

**SQUADRON HISTORY
CALENDAR YEAR 1972**

CHRONOLOGY OF COMMANDING OFFICERS
OF
CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON ONE HUNDRED TWENTY

CAPT S. L. CORNER	1 JULY 1967
CDR T. E. NEWARK	1 OCTOBER 1968
CDR R. A. PETTIGREW	8 AUGUST 1969
CDR D. G. W. TERRY	17 JULY 1970
CDR R. A. SPARGO	12 JULY 1971
CDR W. P. COURTNEY, JR.	25 JULY 1972

NARRATIVE

Throughout 1972, CARAWRON ONE TWO ZERO, based at hanger SP-2, Naval Air Station, Norfolk, Virginia, 23511 has maintained its three year safety record of accident free flight while carrying out the squadron mission: "to indoctrinate and train Naval Aviators, Naval Flight Officers, aircrewmembers, and maintenance personnel in the operations and maintenance of carrier airborne early warning aircraft and systems in order to provide a maximum level of air combat readiness in the fleet airborne early warning units." In addition, RVAW-120 has maintained its position as E-1B model manager as prescribed by the Chief of Naval Operations.

Safety continues to be emphasized in all areas and at all levels of squadron operation. The 10,000 hour accident free milestone was passed this year and the number of safe flight hours continues to grow.

On 25 July 1972, CDR Warren P. COURTNEY, Jr. relieved CDR Richard A. SPARGO as Commanding Officer. Guest speaker for the ceremony was CAPT Thomas D. QUINN, project manager for the E-2, C-2, and Airborne Tactical Data Systems.

The E-2 Propeller Balancing Program was a major problem faced by the maintenance department during Calendar year 1972. The program was moving slowly and causing noticeable aircraft down time due to the small number available and mostly inoperative condition of the Propeller Vibration Analyzers (PVA) that are used to ballance the E-2 propellers. The problem was almost totally solved by implementing special handling procedures and special training of

operators for the PVA test sets. The addition of several PVAs also contributed to quicker propeller balancing.

The FRAMP program continues to provide for Fleet Readiness of Aviation Maintenance Personnel. Through CARAEWING TWELVE efforts, RVAW-120 FRAMP recently received custody of two strike aircraft, an E-1B and an E-2A, for training vehicles. The E-2A aircraft's Weapons System is not compatible to E-2B or E-2C Organizational Weapons System training. In an effort to develop a full time training vehicle for E-2B Weapons System training, FRAMP is working with WING 12 and the resident LITTON Industries representative to produce a weapon system maintenance trainer for E-2B developmental surplus equipment and portions of the FRAMP E-2A aircraft Weapons System. In addition, through the efforts of NAESU engineers and WING TWELVE, FRAMP has available an Inertial Navigation System "hot bench" for INS training. These projects, when completed, plus those underway for E-2C training, will assist FRAMP in obtaining maximum practical "hands on" training in the Avionics area.

STATISTICS 1972	<u>E-1B</u>	<u>E-2A/B</u>
Flight hours:	720	2450
Sorties:	740	1020
Carrier arrested landings, day/night:	79/18	346/107
Student pilots completed:	8	20
Student NFOs completed:	3	29
Student aircrewmembers completed:	2	5
FRAMP students completed:	54	5
Operational ground training hours, PILOT/NFO:	300/160	1500/1400
Maintenance ground training hours, formal/OJT:	2970/3230	