

COMMANDING OFFICER  
CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON  
ONE HUNDRED TWENTY  
NAVAL AIR STATION  
NORFOLK, VIRGINIA 23511

*RVAW-120*

*1973*

*C-*

RVAW120/15/dlc  
5750  
Ser: 158

**27 MAR 1974**

**From:** Commanding Officer, Carrier Airborne Early Warning Training Squadron  
ONE HUNDRED TWENTY, Naval Air Station, Norfolk, Virginia 23511

**To:** Chief of Naval Operations (OP-05D2)

**Subj:** OPNAV Report 5750-1 (Command History)

**Ref:** (a) OPNAVINST 5750.12B

**Encl:** (1) RVAW-120 1973 Command History

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

*S D Johnson*

S. D. JOHNSON

By direction

**Copy to:**  
Director of Naval History

**CARRIER AIRBORNE EARLY WARNING TRAINING**

**SQUADRON**

**ONE HUNDRED TWENTY**

**SQUADRON HISTORY**

**CALENDAR YEAR 1973**

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**CHRONOLOGY OF COMMANDING OFFICERS**

**OF**

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

<b>CAPT S. L. CORNER</b>	<b>1 JULY 1967</b>
<b>CDR T. E. NEWARK</b>	<b>1 OCTOBER 1968</b>
<b>CDR R. A. FETTIGREW</b>	<b>8 AUGUST 1969</b>
<b>CDR D. G. W. FERRY</b>	<b>17 JULY 1970</b>
<b>CDR R. A. SPARGO</b>	<b>12 JULY 1971</b>
<b>CDR W. P. COURTNEY</b>	<b>25 JULY 1972</b>
<b>CDR T. P. MC CLENAHAN</b>	<b>6 JULY 1973</b>

## MISSION

To indoctrinate and train Naval Aviators, Naval Flight Officers aircrewmen, 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.

### STATISTICS 1973

	<u>E-1B</u>	<u>E-2A/P/C</u>
Flight hours:	458.8	2,271.0
Sorties:	89	520
Carrier Arrested landings, day/night 15/6		128/52
Student pilots completed:	6	19
Student NFOs completed:	7	25
Student aircrewmen completed:	1	10
FRAMP students completed:	18	145
Squadron Composition:	<u>Enlisted</u> 243	<u>Officer</u> 45
Enlisted Retention	<u>First Term</u> 33%	<u>Career</u> 94%

## NARRATIVE

During calendar year 1973 CARAEWTRARON 120 trained a total of 25 replacement pilots, 43 replacement naval flight officers and aircrewman, and 163 maintenance personnel. Five carrier qualification deployments on 4 different carriers were conducted, resulting in a total of 143 day and 58 night carrier landings. Twelve RVAW 120 staff officers and three aircrewman received 1000 hour certificates in the E1B/E2 aircraft in 1973.

The squadron suffered its first and only fatal aircraft accident on 19 June 1973 when an E-2B from RVAW 120 crashed on take off near the East Ocean View bay area. The five crewmembers, all fatally injured, were LCDR Randall M. Moore, LT Walter J. Macleod, LT Arthur D. Dunn, Lt Edward W. Cassel, and ENS Howard E. Wagoner.

Special projects and new programs initiated during 1973 included: several fund raising efforts by the squadron and its officers wives club on behalf of the Tidewater Association for Retarded Children; prearrangements for conversion of selected military billets to civilian personnel in accordance with Department of Defense substitution program; expansion of the human resources development effort and the assignment of a racial awareness facilitator; and the sponsorship of Navy Junior ROTC units at Granby High School, Norfolk, VA., and Valley High School, Valley Station, KY.

The arrival of the Grumman E-2C Hawkeye in 1973 opened a new chapter in airborne early warning history and brought about a period of transition at CARAEWTRARON One Hundred Twenty. As initial recipient of the new aircraft, and having responsibility for training and transition of the fleet VAW squadrons within the wing, top priority was given to the establishment of the E2C training program.

Utilizing Grumman factory training experience, a comprehensive ground school and flight syllabus was formulated encompassing the future arrival of a computerized cockpit trainer for pilots and a sophisticated tactical system trainer for crewmen. Despite the decreased emphasis and eventual termination of the E-1B and E-2B programs, the quality of training was maintained at its previous high level.

On July 6, 1973, CDR T. P. Mc Clenahan relieved CDR W. P. Courtney, Jr. as Commanding Officer. Guest speaker for the ceremony was Rear Admiral Martin D. Carmody, Commander, Operational Test and Evaluation Force.

On November 7, 1973 RVAW 120 was visited by the Japanese Air Self Defense Force Airborne Early Warning Team. The team received a presentation on the new E-2C aircraft, and several members were given indoctrination flights.

The major project faced by the squadron maintenance department during 1973 was implementation of the E-2 main landing gear strut modification program sponsored by COMNAVAIRLANT. This program necessitated changing all main landing gear struts and often had considerable effect on aircraft availability. Once completed, however, minimum landing gear problems were encountered.

The arrival of the new E-2C brought with it the usual problems of familiarization with new aircraft electronic systems, but on board representatives of the Grumman Aerospace Corporation and a demanding training program assisted in providing a smooth transition.

During the past year, the Fleet Readiness of Aviation Maintenance Personnel (FRAMP) program phased out all E-1B training and designed a new E-2C training schedule for replacement maintenance personnel. Preparations consisted of generating new lesson plans and curricula, assisting in technical publications reviews, and developing the new Personnel Qualification Standards for the various rates. A new task of the department which facilitated the training effort, was quota control over a great deal of the available training for all Wing Twelve squadrons.