

CARRIER AIRBORNE EARLY WARNING TRAINING

SQUADRON

ONE HUNDRED TWENTY

SQUADRON HISTORY

CALENDAR YEAR 1976

CHRONOLOGY OF COMMANDING OFFICERS
OF
CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON 120

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	25 JULY 1972
CDR T. P. MC CLENAHAN	6 JULY 1973
CDR J. D. LARISON	30 OCTOBER 1974
CDR H. J. BERNSEN	19 DECEMBER 1975

MISSION

To indoctrinate and train Naval Aviators, Naval Flight Officers, aircrewmen and maintenance personnel in the operation 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 1976

Flight hours: 2887

Sorties: 1084

Carrier arrested landings: (day/night) 345/152

Student pilots/IUT's completed: 26/7

Student NFO/IUT's completed: 36/3

Student aircrew/IUT's completed: 11/1

Framp students completed: 222

Squadron composition: (enlisted/officer) 165/42

Enlisted retention: (first term/career) 35.2%/83.3%

NARRATIVE

Calendar year 1976 held a number of significant accomplishments for RVAW-120.

First and foremost, RVAW-120 ran its string of major aircraft accident free hours to 7,004. In recognition of this accomplishment, much of the credit should go to our maintenance department which performed a total of 77,910 manhours of maintenance on the E-2C aircraft.

During 1976 we received a net of two additional E-2C aircraft, bringing the number of squadron planes to seven.

With respect to the squadron's pilot and NFO training programs, RVAW-120 completed 33 replacement pilots and instructors, 39 NFO's and instructors, and 12 aircrewmen and instructors in 1084 sorties involving nearly 2900 flight hours.

Under the guidance of Commander H. J. Bapsen, Commanding Officer, many special projects and tasks were undertaken in order to keep pace with needs of the Fleet, and the desire to operate as efficiently as possible in the accomplishment of the squadron mission.

A new department was organized and instituted within the squadron. Called the Technical Development Department (or TDD), it consists of a department Head, three pilots and three NFO's. This department was designed to take a systems approach to training, and to develop lesson materials and

and trainer scenarios (including the OFT) for the instruction of pilots and NFO's in the operation of E-2C aircraft.

Also a new training device called the operational Flight Trainer (or OFT) was designed and developed. The contract signing in late 1975 was followed by the mock-up review in January of 1976. During this time, the physical configuration was evaluated and restructured, and the ground work for software development was laid. In March, the hardware design was "frozen" and an in depth analysis of the training requirements was conducted to insure trainer applicability and versatility. As software foreformats for automissions, procedures displays, and flight performance were finalized, the last major area of development, the visual interface, was undertaken in December.

With development and engineering phases essentially complete, and construction well underway, in plant testing is scheduled for the summer of 1977, with this much awaited addition to fleet and replacement squadron training being available in late 1977.

The FRAMP (Fleet Readiness Aviation Maintenance Personnel) Department has been very active, during 1976, in keeping with its desires to be current, complete, and efficient as possible.

Four new courses (E-2C Maintenance Control Supervisor Course D-600-0202, E-2C Work Center Supervisor Course D-600-0305, E-2C Corrosion Control Course D-603-0271, and E-2C Survival Equipment Course D-602-02xx) were added to the curriculum, and

all of the other work center courses have been rewritten. In addition, the E-2C Navigation and E-2C Aviation Electronics and Instruments courses have been combined into one course (E-2C Electronics and Instruments D-602-0250). FRAMP has also revised and updated the E-2C nondesignated airman courses and added instructions to insure that students will be able to select the rate, in the E-2C community, that they desire to strike for.

Other improvements instituted by the FRAMP Department include the following: the development of a student guide (including PQS qual. and GSE cards) designed to provide pertinent information to all students concerning the policies and procedures of the RVAW-120 FRAMP Department; updating all instructors guides; the development of local programmed instructions dealing with E-2C training tracks; the issue of PQS manuals to all FRAMP students; and the teaching of phases I, II, and III of Flight Tech training which qualifies the student for NEC 6692.

The primary objective of FRAMP is to streamline the student curriculum so that maximum training is received in a minimum amount of time. A good indicator of the results of the FRAMP Department's efforts during 1976 are that they have gone from a student load of approximately 30 to 40, to a high of 76 students, and completed nearly 40% more students than were completed in 1975.

The squadron Safety Department, consisting of the Aviation

Safety Officer and the Pilot and NFO NATOPS Officers, continued their diligent efforts to bring safety to the forefront of everyones mind, not only in the operation and maintenance of aircraft, but also (through safety standdowns) the practices of safe driving, boating, etc. RVAW-120 continued to serve as model manager for the E-2C, and instituted a number of interim changes to the NATOPS manual.