

1977



DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON 120
NAVAL AIR STATION, NORFOLK, VA. 23611

IN REPLY REFER TO

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From: Commanding Officer, Carrier Airborne Early Warning Training Squadron 120
To: Chief of Naval Operations (OP-05D2)
Subj: Command History for Calendar Year 1977 (OPNAV Report 5750-1)
Ref: (a) OPNAVINST 5150.12B
Encl: (1) RVAW 120 Command History, CY-77
1. In accordance with reference (a), enclosure (1) is submitted.

C. J. King, Jr.
C. J. KING, JR.

Copy to:
Director of Naval History

CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON

COMMAND HISTORY, CALENDAR YEAR 1977

1. COMMAND ORGANIZATION. Commanding Officers to date:

CDR C. J. KING, JR., USN	15 April 1977 - Present
CDR H. J. BERNSEN, USN	19 December 1975 - 14 April 1977
CDR J. D. LARISON, USN	25 July 1974 - 18 December 1975
CDR T. P. MCCLENAHAN, USN	6 July 1973 - 24 July 1974
CDR W. P. COURTNEY, USN	25 July 1972 - 5 July 1973
CDR R. A. SPARGO, USN	12 July 1971 - 24 July 1972
CDR D. G. W. TERRY, USN	17 July 1970 - 11 July 1971
CDR R. A. PETTIGREW	8 August 1969 - 16 July 1970
CDR T. E. NEWARK	1 October 1968 - 7 August 1969
CAPT S. L. CORNER	1 July 1967 - 30 September 1968

Enclosure (1)

2. SUMMARY OF OPERATIONS. RVAW-120 was exceptionally successful in accomplishing its mission during 1977; a mission which assures that flight personnel and maintenance crews are fully trained and qualified to maintain and operate a highly sophisticated multi-sensor system aircraft, the Grumman E-2C "Hawkeye". The outstanding performance exhibited by the squadron can be specifically attributed to a safety conscious attitude which was instilled into every command member and inspired by a tremendous sense of loyalty and "can do" spirit. This dedication for top performance was the RVAW-120 Hallmark for 1977.

The Operations Department provided the overall scheduling and coordination which enabled the 42 pilots, 24 NFO's and 8 flight technician personnel to complete the E2C training syllabus. In addition, with the introduction of the E-2C Advanced Radar Processing System (ARPS), a comprehensive ARPS transition syllabus was developed in-house and has, to date, been presented to 32 fleet and staff NFO's.

The year's training effort required a total of 3577 flight hours and represented the best annual flight hour and student through-put since the inception of the E-2 training program in 1968. As part of their training replacement NFO's logged over 900 live intercepts and pilots logged 10,180 field and 370 day/150 night arrested landings. A highlight of the year occurred on 30 September 1977 when the squadron completed its first 1000 flight hour quarter.

The concept of aircrew training underwent a radical change during the year with the introduction of the Instructional Systems Development (ISD) format of instruction. This dynamic new training approach provided the total integration of academic presentations with practical application in the aircraft or Weapon System Trainer (WST). The ISD concept has proven to be much more demanding on the command's limited instructor assets, but has also proven to be considerably more effective in terms of gained skills and knowledge for the student.

In addition to normal training, the squadron was tasked with numerous special projects including range sanitation for missile exercises, air defense tasking for major surface units, fly-off coordination for returning carrier air wings, orientation training for members of the Israeli Air Force and a highly successful capabilities brief and flight demonstration for representatives of the Japanese Self Defense Force.

The Safety Department's intensified safety awareness program was credited with reducing mishaps within the command. Anticipated reductions in personnel and funding constraints, when coupled with increased training commitments, prompted the command to undertake a comprehensive safety review which set objectives and defined responsibilities. The result of this review was an inclusive program which addressed aviation safety as well as industrial and personnel safety. To complement the review, the active Aviation Safety Council and Enlisted Safety Committee set specific goals and promoted personnel awareness training. This increased squadron attention was evidenced by fewer mission aborts and increased sortie rates.

Other aviation commands benefitted from an RVAW-120 article published in APPROACH Magazine which greatly simplified aviation squadron pre-mishap planning. Also, to place greater emphasis on safety in the squadron environment, a recommendation was submitted to Chief of Naval Operations to include safety in enlisted evaluations. The squadron recognized the importance of safety as it relates to conservation of resources and embarked upon a loss control education program which will assist in preserving assets and preventing accidents.

Because of the in-depth awareness and effort at all levels within the command, RVAW-120 was the recipient of the 1977 CNO Safety Award. This was the first time the squadron received this highly coveted award.

Throughout the year the Maintenance Department operated a monthly average of 6.4 E-2C Hawkeye aircraft. March 1977 marked the arrival of the first fleet deliverable Advanced Radar Processing System (ARPS) aircraft which utilizes the AN/APS-125 radar.

The record number of flight hours, including the 1,000 flight hour quarter, represented 1384 sorties. Many of these hours and flights occurred during the preparation and execution of four carrier qualification evolutions which took place aboard the USS SARATOGA (CV 60) and USS FORRESTAL (CV 59). This was accomplished with an average Full Systems Capabilities/Operational Ready (FSC/OR) rate of 74.1%. The QA Division processed 87 unsatisfactory/material/condition reports.

The Maintenance Department also contributed significantly towards refining the reliability and improving the performance of the E-2C during the test/evaluation of the Prop Vibration Analyzer (PVA) and the Passive Detection System (PDS) sets.

Training programs were set up for Israeli Maintenance Management Specialists, flight deck personnel from USS FORRESTAL and plane captains from a Reserve VAW squadron. Additionally, the new, centralized tool room and WING Pre-expanded Bin maintained by the RVAW-120 Maintenance Department enabled all WING 12 E-2C squadrons 24-hour access to tools and consumables required to maintain the highly complex E-2C aircraft.

RVAW-120 Fleet Readiness Aviation Maintenance Personnel Department (FRAMP) trained 308 "pipeline" students in the 13 developed curriculums for E-2C maintenance training. The following is a breakdown by rating:

$\frac{AT}{102}$	$\frac{AD}{40}$	$\frac{AE}{46}$	$\frac{AM}{48}$	$\frac{AME}{14}$	$\frac{NDA}{58}$
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These totals included personnel for VAW 114, the first West Coast squadron to transition to the E-2C and for NAS Miramar intermediate level maintenance personnel.

The primary emphasis at FRAMP was upgrading the professional level of maintenance training to include Personal Qualification Standards (PQS), Flight Deck and Line Safety Procedures, Aptitude and Comprehension Testing, computer aided instruction using the Aviation Training Support System (ATSS), and Motivational Testing through the Taylor-Johnson Survey.

Faced with serious instructor shortages, the squadron was able to identify and subsequently train several of its own maintenance petty officers to take over the vacant FRAMP instructor billets. This enabled vital technical training to continue with minimum interruption.

The application of the ATSS computer and assistance in programmed instruction and on-line testing was developed locally by personnel at FRAMP. This enabled more of an instructor's time to be devoted to teaching classes and updating course materials while at the same time, improving the overall training package at FRAMP.

Maintaining liaison between CINCLANTFLT's PQS Team and FLETRACEN San Diego's PQS Development Group, FRAMP was able to set up a series of indoctrinations and seminars to better organize PQS within the WING. This included assisting CAEWING 12 in implementing PQS within all of its squadrons.

FRAMP sponsored CAEWING 12's Annual Maintenance Training Review which reviews all areas of E-2C maintenance training with representatives from VAW squadrons currently homeported in Norfolk. Several recommendations to improve the training tracks of E-2C ATs and AEs were made and will be presented at the CNO Training Review.

Training Development Department (TDD) proceeded from the final stages of authoring lessons (Phase I) in the ISD Program into the initial stages of implementation (Phase II). A total of 222 lessons were written, 113 NFO and 109 pilot. These lessons accounted for over 9000 man-hours of work. They are a combination of sound/slide presentations, classroom instruction, Weapons System Trainer (WST) practices and scenarios, and aircraft flights. The revision process commenced and, to date, 112 revisions requirements have been identified. TDD was responsible for the final acceptance check of the West Coast Cockpit Procedure Trainer (CPT) in February and provided all the fleet inputs for the simulations development and check out of E-2C Operational Flight Trainer (OFT). The Operational Flight Trainer is now expected to receive its final acceptance checks and be installed in 1978.

The Administrative Department participated in several noteworthy events which will have a continuing impact in years to come. The Navy Material Manpower Analysis Center, Atlantic Fleet (NAVMACLANT) conducted a complete manpower survey to determine the squadron's requirements and produced RVAW-120's squadron manning document. In its final draft, the document reduced the total number of authorized enlisted personnel by approximately 50 billets; however, a redistribution of remaining billets will offset the reduction. Officer manning was increased from 46 to 53. Again, a redistribution was accomplished to make this gain more effective. The sum total of effects will not be known for some time, however, the squadron is looking forward to the new manning plan with anticipation to complete

the mission of the squadron as we have done so successfully in the past.

In addition the squadron was notified that it would be included into the upcoming Pay/Personnel Administration and Support System (PASS) in Calendar Year 1978.

The Administrative Department's YNs and PNs 100% participation and advancement in rating from the Navy-wide advancement examination cycles was a most noteworthy achievement. This was a direct result of a vigorous training program along with concerned supervisors who monitored their program.