

1978



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

IN REPLY REFER TO

RVAW120/10:crr

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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 1978 (OPNAV Report 5750-1)
Ref: (a) OPNAVINST 5750.12B
Encl: (1) RVAW-120 Command History, CY-78

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


DITTRICK, JR.

Copy to:
Director of Naval History

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. SPARCO	12 JULY 1971
CDR W. P. COURTNEY	25 JULY 1972
CDR T. P. MCCLENAHAN	6 JULY 1973
CDR J. D. LARISON, JR.	30 OCTOBER 1974
CDR H. J. BERNSEN	19 DECEMBER 1975
CDR C. J. KING, JR.	15 APRIL 1977
CDR J. J. DITTRICK, JR.	28 JULY 1978

RVAW-120 is a shore-based squadron tasked with the mission to indoctrinate and train Naval Aviators, Naval Flight Officers, Aircrewmembers, 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.

To accomplish the squadron's unique mission and introduce new programs for both officer and enlisted training, the squadron's six departments worked together effectively to achieve a common goal; the best-trained flight crew and maintenance personnel for the highly sophisticated Grumman E-2C HAWKEYE aircraft.

The Operations Department provided the overall scheduling and coordination which enabled 41 pilots, 43 NFOs, and 11 flight technicians to complete the E-2C training syllabus. Of the 43 NFOs, 12 were recipients of their Naval Flight Officer wings during this 12-month period. In addition, new flight syllabi for replacement pilots and NFOs were implemented along with the introduction of the transition E-2C Advanced Radar Processing System (ARPS) syllabus.

As part of their training, replacement NFOs logged 100 automatic data link intercepts and over 900 conventional intercepts. The pilots logged 12,106 field landings and 342 day/152 night carrier arrested landings.

The squadron completed 3,520 flight hours and 1,428 sorties, including the first 400 flight hour month and only the second 1,000 flight hour quarter logged by this East Coast E-2C Replacement squadron. Many of these hours and sorties occurred during the preparation and execution of seven carrier qualification evolutions which took place aboard the USS DWIGHT D. EISENHOWER (CVN 69), USS JOHN F. KENNEDY (CV 67), USS AMERICA (CV 66), USS NIMITZ (CVN 68), and USS INDEPENDENCE (CV 62).

Needless to say, the immeasurable performance of the Maintenance Department during calendar year 1978 made possible the aforementioned achievements. The number of squadron aircraft reached a high of 10 onboard during one period; however, the average on-board count was just under seven.

The Quality Assurance Division submitted 96 deficiency reports in a continuing effort to improve maintenance and working conditions. During 1978 the Maintenance Department reduced the number of maintenance error-induced incidents by 30% over the previous year.

The Training Development Department (TDD) completed the production and full implementation of the Instructional Systems Development (ISD) based training program. The command successfully graduated three pilot and two Naval Flight Officer classes whose principle mode of instruction was through this self-paced concept of learning. A long-term quality control and revision process that includes a fleet feedback system has been established at TDD to ensure that the ISD system stays abreast of technical and procedural changes concerning the E-2C. An additional project which was completed but yet to be implemented during the past year was the development of an ISD based Instructor Under Training (IUT) syllabus for all new staff members.

The 15F8 tactical trainer was the subject of a "get well" meeting held in March aboard Naval Air Station, Norfolk. Participants included Naval Air Systems Command, Commander Naval Air Force, U.S. Atlantic Fleet, Naval Training and Education Command, Fleet Aviation Specialized Operational Training Group, Atlantic, and Carrier Airborne Early Warning Training Squadron 120. Results from this meeting included the installation of an Uninterrupted Power System (UPS), a unit which precludes Central Processing Unit (CPU) damage due to power fluctuations and is expected to be operational in April 1979. Additional technical support from the 15F8 was identified, contracted, and subsequently provided. A special funding of forty thousand dollars was authorized for the Video Simulation System (VSS) which had badly needed spares repaired and replenished. Of note regarding the Operational Flight Trainer (OFT) Device 2F110, is that it was once again rejected in-plant in July for lack of flying quality fidelity. Anticipated ready-for-training date with visual system is early 1980.

The Safety Department's 1978 efforts were directed at restrengthening the safety concept at the individual and supervisory levels within the command. To accomplish this, a safety seminar concept was instituted to provide aircrew and work center personnel interface in discussing general and specific safety topics developed from the Navy Safety Center Review Checklist. In addition, a closer liaison with Quality Assurance was cultivated in forming an active education and training framework utilizing the Shop Safety Petty Officer (SSPO). A major outcome of this liaison has been the increased efforts to designate Shop Safety Petty Officers during various shifts of squadron maintenance activities with the inclusion of administrative and personnel services representatives. To support these SSPO efforts, a condensed Shop Safety Petty Officer training syllabus was developed and implemented.

A final concern of the Safety Department has been the instigation of a safety management by objective concept within the squadron organization. Specific goals (objectives) have been outlined for calendar year 1979. Inclusion of the individual as an active participant in the overall safety program is the primary objective. Secondary, in consonance with a visual attainable goal, a continued year of accident-free flying operations accomplished by a 33% reduction in aircraft incidents and 50% reduction of ground incidents have been specified. Communications and feedback in direct support of these goals will be provided through the newly developed monthly newsletter entitled "Safety Wire".

RVAW-120 Fleet Readiness Aviation Maintenance Personnel (FRAMP) Department is responsible for training replacement enlisted maintenance personnel for the east coast operational fleet squadrons and the east coast fleet readiness squadron (FRS). Additionally, all avionics personnel in west coast E-2C squadrons (currently VAW 114 and VAW 116) are also trained by FRAMP. Total CY 78 training consisted of completing 373 "pipeline" students in 12 organization and 6 intermediate level curriculums developed for support of the E-2C. The following is a limited breakdown of the training accomplished by rating/level:

<u>AT</u>	<u>AD</u>	<u>AM</u>	<u>AME</u>	<u>NDA</u>	<u>AE</u>	<u>SUPVRS</u>	<u>AIMD</u>
81	40	51	24	80	30	12	52

Emphasis was placed on identifying inadequacies in the training program and developing recommended solutions prior to the CNO sponsored E2/C2 Maintenance Training Requirements Review (MTRR) Conference which was held in July. The VAW community was chosen to be the trailblazer in several areas, specifically, in training E-5 to E-9 personnel in Leadership and Management and Retention Team Training and in training the nondesignated airman (NDA) in a 6-week program to qualify them as plane handlers.

Despite no increase in manning, the department was able to increase its student output by 25%.

An outgrowth of the E2/C2 MTRR was the identification of the requirement to rewrite all E-2C Personnel Qualification Standards (PQS) in order to parallel rate training and qualification programs. This task was undertaken by FRAMP and has resulted in over 50% of the workshops having been completed and the first revised PQS for plane captains being distributed to user activities for verification. Follow-through on the PQS rewrite program will continue well into 1979.

The Aviation Training Support System (ATSS) implementation schedule was revised and although its total capabilities were not realized continued use of the system in the areas of on-line testing and computer-aided instruction was accomplished.

RVAW-120 FRAMP participated in the command inspections of VA-42, VF-101, HM-12, VAW-33, and HSL-30. Additionally, VAQ-33 solicited assistance during its development of a FRAMP training program for the A-3 aircraft.

The Administrative Department continued to provide outstanding service to squadron personnel during calendar year 1978. The Personnel and Administrative offices worked together to streamline check-in/check-out procedures, thereby adding to the already high morale in the squadron. The new sea pay computation system saw the squadron personnelmen working many hours overtime to ensure all records were verified and correct sea time entered therein.

Advancement results remained extremely high, with 95% of the personnel in the department taking the examination being advanced. The planned move of personnel records and functions to the Pay/Personnel Administration and Support System (PASS) was delayed until calendar year 1979.

In addition to this year's projects, the Aviation Training Support System (ATSS) was instituted for staff and student officers, thereby greatly enhancing the squadron's record keeping and planning ability.

On 28 July 1978, the squadron had a change of command with CDR J.J. Dittrick, Jr. relieving CDR C.J. King, Jr. as Commanding Officer. The ceremony was held in SP-1 hangar and the guest speaker was RADM J. C. Barrow, USN, Commander Tactical Wings, Atlantic.

SUMMARY OF STATISTICS FOR 1978

TOTAL LANDINGS	12,600
FIELD LANDINGS	12,106
DAY ARRESTED LANDINGS	342
NIGHT ARRESTED LANDINGS	152
TOTAL HOURS	3,520
REPLACEMENT PILOTS TRAINED	41
REPLACEMENT NFOs TRAINED	43
REPLACEMENT FTs TRAINED	11
FRAMP STUDENTS TRAINED	373