



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

1979
IN REPLY REFER TO
RVAW120/10:fd
5750
Ser 183
28 March 1980

From: Commanding Officer, Carrier Airborne Early Warning Training
Squadron 120

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

Subj: Command History for Calendar Year 1979 (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12C

Encl: (1) RVAW 120 Command History, CY-79

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

R.A. Allen
R. A. ALLEN

Copy To:
Director of Naval History

CARRIER AIRBORNE EARLY WARNING TRAINING SQUARON

COMMAND HISTORY, CALENDAR YEAR 1979

1. COMMAND ORGANIZATION. Commanding Officers to date:

| | |
|------------------------------|------------------------------------|
| CDR J. J. DITTRICK, JR., USN | 29 July 1978 - Present |
| CDR C. J. KING, JR., USN | 15 April 1977 - 28 July 1978 |
| CDR H. J. BERNSEN, USN | 19 December 1975 - 14 April 1977 |
| CDR J. D. LARISON, USN | 1 November 1974 - 18 December 1975 |
| CDR T. P. MCCLENAHAN, USN | 6 July 1973 - 30 October 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 |

2. SUMMARY OF OPERATIONS. Carrier Airborne Early Warning Training Squadron One Hundred Twenty is a shore-based squadron whose primary mission is training. As a training squadron, it is faced with the task of receiving pilots, naval flight officers, and maintenance personnel unfamiliar with aircraft and molding them into highly effective professionals, ready to meet their commitments among other fleet squadrons. This task is accomplished through the diligent efforts of the various departments. The requirements of the command increased this year, and many feats were particularly noteworthy.

During calendar year 1979, the Operations Department provided the overall scheduling and coordination which enabled 32 pilots, 44 NFOs, and 8 flight technicians to complete the E-2C training syllabus. In addition, the squadron flew 3421.2 hours, logged 11,290 field landings, and 321 day/99 night carrier landings. Many of these hours and sorties occurred during the preparation and execution of four carrier qualification evolutions which took place aboard USS AMERICA (CV 66), USS NIMITZ (CVN 68), and USS FORRESTAL (CV 59).

The performance of the Maintenance Department during the year made possible the aforementioned achievements. The number of squadron aircraft reached a high of nine onboard for a few months; however, the average onboard count was approximately seven.

In addition to 84 Aircraft Incident and Ground Incident reports, the Quality Assurance Division submitted 48 Material and Technical Publication Deficiency Reports. During 1979, the Maintenance Department reduced the number of maintenance error-induced incidents by 70% over the previous year.

The Training Development Department (TDD) undertook a major revision of the NFO training syllabus in conjunction with implementation of the C3 computer tape for the E-2C. Nineteen new slide/tape lessons were completed, extensive changes were made to many others, and the sequence of lessons was revised to incorporate more of a "building block" approach to learning. A revised Flight Syllabus Manual was produced which incorporated Advanced Radar Processing System (ARPS) and Passive Detection System (PDS) training flights for the first time.

The E-2C Weapons System Trainer proved compatible with Tape C3. A full Model IV Link 11 capability was incorporated into the trainer, eliminating the need for a unique trainer CP tape with a Model 3 to Model 4 buffer. Another trainer software modification permitting simulation of the cockpit Magnetic Variation panel was incorporated successfully. This modification provided improved training in use of the navigation system. Grumman engineers spent several weeks on site developing an interim ARPS modification for the trainer, with incorporation expected during 1980. Difficulties with the Video Simulation hampered the device for training and reduced the amount of training that could have been conducted.

Squadron pilots were deeply involved in factory testing of the E-2C Operational Flight Trainer (OFT) throughout the year. Satisfactory completion of these tests in November resulted in the decision to ship the trainer to Norfolk for installation. Final installation and acceptance on site is anticipated in the spring of 1980.

The Safety Department's 1979 efforts were directed toward a balanced management-oriented aviation and general safety program. Specifically, programs were designed to enhance the squadron's safety posture, improve mission capability, and stimulate awareness in all hands on an individual basis.

This year's safety standdown was approached from a different view. Coupled with the traditional "hands-on" aspects, the safety standdown was approached from the management seminar concept using small representative groups to examine problems/problem-potential and recommended methods to alleviate them. The safety-plus-management approach is relatively new, while the aviation safety-plus-management extension is an entirely new area with vast expansion capabilities.

Although not directly related to aviation safety, the subject of drive safe is directly and personally related to each and every individual within aviation. This command's drive safe program was well in compliance of the CNO directive which occurred the latter part of 1979. The comprehensive program includes the American Automobile Association's Driver Improvement Program taught by a certified instructor. The mandatory course is being incorporated in the squadron's FRAMP syllabus and has reached over 95 percent of squadron personnel. The course is mandatory for all personnel, staff, and student, and is a positive approach toward loss control at the most basic level: traffic accidents.

The fact that safety continues to be the primary concern of this command is evidenced by the five and one-half years of accident-free flying completed by RVAW 120. The squadron adheres rigidly to the incident reporting criteria, reporting all incidents without "filtering" or making arbitrary value judgments. Innovative Safety Department manning, new ideas toward the safety standdown, a straightforward systems approach to NATOPS procedures, personnel survival equipment and aircraft hardware improvements, and increased propeller visibility are a few of the areas in which this command is moving. The squadron emphasizes efficient management to obtain the maximum use of available assets and to plan for the future. The most critical attribute of the RVAW 120 safety program, however, is that there is complete command support with participation of all hands. Success of the program is reflected in an outstanding safety record which is growing and promises to continue into 1980 and beyond.

Fleet Readiness Aviation Maintenance Personnel (FRAMP) Department is responsible for training replacement enlisted maintenance personnel for the east and west coast operational fleet squadrons utilizing the E-2C aircraft as well as the East Coast Fleet Readiness Squadron (FRS). Total

CY 79 training consisted of completing 287 "pipeline" students in 12 organizational 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> |
|-----------|-----------|-----------|------------|------------|-----------|---------------|-------------|
| 45 | 25 | 37 | 6 | 95 | 38 | 15 | 26 |

The rewrite of all E-2C Personnel Qualification Standards (PQS) commenced in 1978 was completed and implemented into the "pipeline" curriculum. The immediate results of the PQS rewrite have been three-fold: first, all organizational level maintenance curriculums have been rewritten and updated; second, all instructor and student guides for the organizational level maintenance courses have been rewritten and updated; and third, the need for an organized fleet refresher training program was identified and is currently being written and evaluated by Commander, Carrier Airborne Early Warning Wing TWELVE and FRAMP personnel.

In order to improve the practical-job-training aspect of the student curriculums, a dedicated Full System Capable (FSC) aircraft has been identified as a FRAMP asset enabling all students to work on a completely functional E-2C prior to transfer to fleet squadrons. This latest innovation by RVAW 120 should prove invaluable to the students as well as their prospective commands in the quality of future E-2C technicians.

The Aviation Training Support System (ATSS) implementation is on track with experience and usage expanding drastically. The implementation of automated training tracks for all courses offered, coupled with inputting all "O" and "I" level curriculum allows for real time scheduling of prospective gains and instantaneous update to instructor as well as student guides as they occur. The ATSS has also proven to be a valuable asset to the Operation department. It has been utilized to maintain flight hours, qualifications and schools completed by all Pilots, NFOs, and Flight Technicians. The current schedule for implementation of an on site ATSS at NAS Norfolk in the late spring to early summer 1980 will enable all user activities to expand their versatility in personnel identification and training as required to meet present-day requirements.

The Administrative Department underwent a major change in June when all service records and their maintenance were taken over by the consolidated Pay/Personnel Administration and Support System (PASS). Additionally, all squadron personnelmen were transferred to the Personnel Support Detachment (PSD), NAS Norfolk. This change, while eliminating a large portion of the department's clerical work, did increase the workload in the areas of coordination and control of service record related matters. While single point check-in/check-out has been highly beneficial, it has been found that coordination with PSD Educational Services to ensure correct, timely requirements completion for advancements has been so unwieldy as to affect examination participation and promotions.

A major project beyond normal administrative requirements was the participation in a CNO-sponsored project in support of the CNO's Objective Five "Reduction of Administrative Burden on Operating Forces." RVAW 120 was selected by Commander Naval Air Force, U. S. Atlantic Fleet to be one of the units involved. The project consisted of a four-month evaluation of word processing equipment (WPE). This squadron was provided with two CPT-8000 series consoles with dual disk drive and full page CRT displays, each of which has a Rotary V, Diablo daisy-wheel printer. During the test and evaluation period Administrative Department personnel were trained to operate the equipment. Monthly reports and meetings at CINCLANTFLT allowed all LANTFLT units to compare the effectiveness of the various types and brands of WPE undergoing evaluation. As a result of the reports from RVAW 120, all other LANTFLT units requested demonstrations of the CPT units. During this evaluation, YN manning was at an all-time low, but the WPE increased departmental productivity by 40 to 50 percent without an increase in working hours. As a result of this equipment OCR error rates dropped to 3 percent and below, and overall department work quality increased dramatically and continues to be virtually flawless.

At the end of calendar year 1979 the rate of retention was: 19% for first term personnel; 67% for second term personnel; and 67% for career personnel. The overall retention rate was slightly higher than the previous year. This increase can be attributable to the various programs which were greatly emphasized during this period. Among these programs were an onboard Command Retention Team Training course, and a Command Communications course. In addition, quotas from AIRLANT were acquired for Management Skill Training and Retention Team Training.

Advancement results remained high, with 70% of the personnel taking the examination being advanced.