

1981



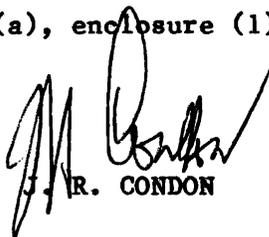
DEPARTMENT OF THE NAVY  
CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON 120  
NAVAL AIR STATION, NORFOLK, VA. 23511

IN REPLY REFER TO:  
RVAW120/20:rvi  
1200  
Ser 187

31 MAR 1982

From: Commanding Officer, Carrier Airborne Early Warning Training Squadron  
ONE HUNDRED TWENTY  
To: Chief of Naval Operations (OP-05D2)  
Subj: Command History for Calendar Year 1981 (OPNAV Report 5750-1)  
Ref: (a) OPNAVINST 5750.12C  
Encl: (1) RVAW 120 Command History, CY-81

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

  
J. R. CONDON

Copy to:  
Director of Naval History

NAVAL AVIATION HISTORY  
APR 07 1982

CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON

COMMAND HISTORY, CALENDAR YEAR 1981

1. COMMAND ORGANIZATION. Commanding Officers to date:

CAPT J. R. CONDON, USN	23 May 1981 - Present
CAPT R. A. ALLEN, USN	19 January 1980 - 22 May 1981
CDR J. J. DITTRICK, JR., USN	29 July 1978 - 18 January 1980
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

## COMMAND HISTORY 1981

**SUMMARY OF OPERATIONS:** Carrier Airborne Early Warning Training Squadron One Two Zero was exceptionally successful in accomplishing its mission during 1981; a mission primarily dedicated to indoctrinating and training Naval Aviators, Naval Flight Officers, aircrew and maintenance personnel in the operation and maintenance of the Grumman E-2C "Hawkeye" aircraft and systems in order to provide a maximum level of air combat readiness in the fleet units.

The Operations Department provided the overall scheduling and coordination which enabled 35 pilots, 48 NFO's and 29 flight technicians to complete the E-2C training syllabus. The number of students completing their respective training exceeded that of any previous year.

The squadron flew 4255 hours, logged 12,019 field landings and 462 day/171 night carrier landings. These figures represent a 20% increase over any previous year. Many of these hours occurred during the preparation and execution of four carrier qualification evolutions which took place aboard the USS EISENHOWER (CV-66), USS KENNEDY (CVN-67), and USS AMERICA (CV-66). During 1981 the squadron experienced a mission capability rate of 52.5%, an increase of 10% over 1980. The superb performance of the Maintenance Department was essential to the success of these evolutions. The Maintenance Department has reporting responsibility for an average of 12 aircraft; however, the average onboard count for the year was eight.

In addition to normal operations, RVAW-120 provided support for a 2 plane detachment at Patrick AFB, Florida for a special Defense Department/Department of Treasury operation. This operation brought accolades from CINCLANTFLT and the Secretary of the Navy.

Normal operations at NAS Norfolk were interrupted during the summer months due to runway resurfacing. This necessitated the squadron moving to NAS Oceana to conduct training flights. Although the requirement to maintain ground training and flight training at two operational bases was a logistical strain, replacement personnel training proceeded unabated.

The Operational Flight Trainer (Training Device 2F110) was officially accepted and implemented into the Replacement Pilot Syllabus. The availability of additional training hours has greatly improved the caliber of simulator training and Replacement Pilot Readiness.

NFO Training undertook extensive revision of the basic training syllabus for more efficient instruction while ever increasing the high quality of students. Coupled with greater reliability of the WST (Training Device 15F8), larger classes have been completing the replacement NFO syllabus ahead of schedule for the first time in several years. As RVAW-110 on the West Coast prepared for training Replacement Naval Flight Officers in the E-2C, RVAW-120 assisted in coordinating and developing their Replacement NFO Syllabus.

In addition to normal training, the squadron was tasked with numerous special projects. These included fly-off coordination, air defense for major surface units, search and rescue operations in the VACAPES area and multiple support/representation at various exercises such as Blue Flag,

Enclosure (1)

Canadian Maritime Warfare School, Naval War College TCRP's, missile exercises, Sea Flag and the Tailhook Association's Annual Convention. E-2C routine briefings given included those to the Armed Forces Staff College, Tactical Action Officer School, SACLANT, Brazilian Air Force, Japanese Self Defense Force and the Egyptian Air Force. The Operations department also provided numerous orientation briefings, trainer familiarizations and aircraft indoctrination tours to Sea Cadets, JROTC and NROTC units. These briefings became an integral part of USNA's Second Class Midshipman's Summer Cruise.

The Command's Safety Program for 1981 was a multifaceted prevention drive to raise safety awareness. Many new programs were initiated to improve areas where the command found a safety void. Under the new OPNAVINST 3750.6M, RVAW-120 conducted one Class C Aircraft Ground Mishap (GM) Board and one Class C Flight Mishap (FM) Board. Briefly they were GM 01-81 Class C - Rotodome pylon damage during a corrosion inspection, and FM 01-81 Class C - Fodded engine on rollout at NAS Norfolk. During 1981 four Hazard Reports were submitted. Hazard reports included: 01-81 a Near Mid-Air, 02 and 03-81 Bird Strikes, and 04-81 a report describing a potential T56 engine hazard.

In an effort to increase command safety awareness, four safety stand-downs were conducted in the months of January, April, July and October. Each safety standdown was constructed to include total officer and enlisted participation. Presentations included: Back-in-the-saddle NATOPS, cold weather operations, aircrew ditch and bailouts/preflights, officer and enlisted safety seminars, enlisted visual acuity testing, safety center briefs, OSHA training, safety films, NATOPS bowls and Coast Guard briefs.

A concentrated effort was made to review and revise all squadron Safety instructions during 1981. The squadron Standard Operating Procedures (SOP) were originated to cover policy guidance inherent in our training environment, but should not be included as NATOPS Changes, or as changes to the Squadron Training Manual or Flight Syllabus Guides. The Squadron Pre-Mishap Plan was rewritten to comply with changes in the new OPNAVINST 3750.6M. The Squadron Safety Trend Analysis, Abort Report instruction was originated when changes made by the OPNAVINST 3750.6M eliminated incident reporting. The Squadron Safety Program was expanded to include a safety organization chart and management by objective outlines for each functional area of responsibility discussed. The Squadron Emergency Response Team (ERT) Instruction was originated to form a First Aid Team for assistance during emergencies until the ambulance arrival. The Squadron Fire Bill was rewritten to comply with NASNORVAINST 11320.15.

The Command was very fortunate in having a certified instructor for the AAA Driver Improvement Course. There were 190 personnel trained during the year. The Cardiopulmonary Resuscitation (CPR) course was also offered. A total of 40 personnel attended the course and were very pleased with their training.

During 1981, a Command Inspection was conducted in January 1981. A Naval Safety Center Survey was requested and completed on 20 July 1981. A Command OSHA Inspection was conducted on 12 August 1981.

Enclosure (1)

The Command Audiogram Testing was conducted during the week of 1 September 1981. Eight personnel were found to have hearing threshold shifts of 15 db. Retesting surfaced and one Petty Officer required medical attention.

The command maintains an Enlisted Safety Committee, Aviation Safety Council and Anymouse Safety Programs. During the past year numerous changes were originated from agenda items/suggestions surfaced by these vehicles. Prop arc safety guards were constructed from an Anymouse suggestion. The Safety Department maintains a separate job request log apart from the First Lieutenant log on job requests. There were 54 outstanding safety related job requests on RVAW-120 hazards at the close of 1981. The Safety Department originated corrective action on over 150 suggestions.

RVAW-120 is designated as the E-2C NATOPS Model Manager/Evaluator. In this capacity, the Model Managers chaired the Biennial NATOPS and the Tactics Review Conferences and participated as members of other safety related conferences. The Model Managers attended the Water Methanol, Pitchlock, Safety Review and ILSMT Conferences. Four NATOPS Unit Evaluations were conducted during 1981 on Atlantic Fleet VAW Squadrons.

Regularly scheduled NATOPS and Instructor Standardization meetings were conducted at RVAW-120. During the past year, 57 substantial NATOPS change recommendations were submitted and included as NATOPS Conference items.

The Fleet Readiness Aviation Maintenance Personnel (FRAMP) Department is responsible for training Replacement Enlisted Maintenance Personnel for the East and West Coast Operational Fleet Squadron utilizing the E-2C Aircraft as well as the East Coast Readiness Squadron (FRS). Total FY-81 training consisted of completing 234 "Pipeline" students in 5 Organizational and 6 Intermediate Level Curriculum developed for support of the E-2C. The following is a limited breakdown of the training accomplished by rating:

<u>AT</u>	<u>AE</u>	<u>PC/PH</u>	<u>AIMD</u>
70	36	115	13

The Maintenance Training Improvement Program (MTIP) continues to seek objective qualitative evaluation of fleet maintenance capabilities. The TACWINGSLANT Units which have been utilizing this management tool for determining training deficiencies have shown remarkable results in decreasing A-799 rates as well as decreasing troubleshooting time needed to identify specific faults. This upcoming year will see the system grow to include PR, AZ, AK, Corrosion Control and Damage Control subject areas.

Refresher training at the FRAMP is still the best avenue to approach deficiencies with minimum impact on operational commitments. FRAMP, with the cooperation of Grumman, is in the process of developing 24 refresher training courses into deployment pack up kits. These kits offer the fleet users the tools onboard during deployments to continue training needed while away from home base.

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