



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

IN REPLY REFER TO:

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From: Commanding Officer, Carrier Airborne Early Warning Training Squadron
ONE HUNDRED TWENTY

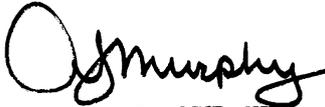
To: Chief of Naval Operations (OP-05D2)

Subj: Command History for Calendar Year 1982 (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12C

Encl: (1) RVAW 120 Command History, CY-82

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


A. J. MURPHY

Copy to:
Director of Naval History

CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON

COMMAND HISTORY, CALENDAR YEAR 1982

1. COMMAND ORGANIZATION. Commanding Officers to date:

CDR A. J. MURPHY, USN	27 August 1982 - Present
CAPT J. R. CONDON, USN	23 May 1981 - 26 August 1982
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, USN	8 August 1969 - 16 July 1970
CDR T. E. NEWARK, USN	1 October 1968 - 7 August 1969
CAPT S. L. CORNER, USN	1 July 1967 - 30 September 1968

COMMAND HISTORY 1982

SUMMARY OF OPERATIONS: Carrier Airborne Early Warning Training Squadron One Two Zero was exceptionally successful in accomplishing its mission during 1982; 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 27 pilots, 31 NFO's and 10 flight technicians to complete the E-2C training syllabus.

The squadron flew 4097.5 hours, logged 7535 field landings and 329 day/183 night carrier landings. Many of these hours occurred during the preparation and execution of six carrier qualification evolutions which took place aboard the USS NIMITZ (CVN-68), USS CARL VINSON (CVN-70), USS KENNEDY (CV-67), and USS AMERICA (CV-66).

The Weapon System Trainer (WST), Training Device 15F8, experienced an availability rate of 83.5% while completed 1639.5 hours of use. The Operational Flight Trainer (OFT), Training Device 2F110 experienced an availability rate of 77% while completing 802.2 hours of use.

Special operations conducted included fly-off coordinations, Thunderbolt Operations in conjunction with the Treasury Department, multiple support/representation for various exercises such as missile exercises, Canadian Maritime Warfare School, Naval War College TCRP's, and the Tailhook Association's Annual Convention. The squadron also assisted in working up the USS CARL VINSON (CVN-70).

The Operations Department provided orientation briefings, familiarization and aircraft indoctrination tours for the Japanese Self Defense Force, the Egyptian Minister of Defense and accompanying Air Force officials.

Routine briefings were given to NROTC, NJROTC and Sea Cadet Units, Armed Forces Staff College, Tactical Action Officer School, Armed Forces Air Intelligence Officers School and SACLANT. Routine briefings and aircraft indoctrinations were also given as part of the USNA's Second Class Midshipman Summer Cruise.

The Aviation Training Support System (ATSS) in operation since March 1982 provides training and administrative support to various commands at NAS Norfolk. ATSS is a Management Information System/ADP System designed to store and access a variety of data regarding personnel, operations and maintenance. ATSS now services 20 sites/commands.

The squadron safety record for 1982 speaks for itself. Attention to individual participation in each evolution has allowed us to successfully complete our training and safety goals. Our command goal was not to do safety; but to do our primary mission safely. To this end we have been most successful.

Of major concern during this last year have been issues related to the safety of the E2C aircraft and it's T56 engines. Bogdown and weight growth of the airframe have received much attention. An evaluation of the efficiency checks of the T56 were conducted utilizing data gathered by RVAW-120 aircrews. Evaluation of inflight performance monitoring of engine efficiency were also conducted. One proposal for reducing the bogdown potential in the approach phase of carrier operations was to disarm the auto-feather system. This proposal was strongly objected to by this command. Discussions resulting from our objections eliminated the imposition of this restriction in this most crucial flight regime.

The Model Manager billet had previously been filled with the squadron NATOPS officer. A separation of the Model Manager billet from the NATOPS officer billet has allowed a more efficient monitoring of programs affecting the E2C.

This command submitted and received approval from NAVAIR for a major configuration change to the HGU-52P Protective Helmet and MBU-17 Oxygen Mask for use by E2C aircrew.

The Fleet Readiness Aviation Maintenance Personnel (FRAMP) Department is responsible for training Replacement Enlisted Personnel for the East and West Coast Operational Fleet Squadrons utilizing the E-2C Aircraft as well as the East Coast Readiness Squadron (FRS). Total CY-82 training consisted of completing 234 "Pipeline" students in 5 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:

<u>AT</u>	<u>AE</u>	<u>4-week FAM</u>	<u>NOA/PC</u>	<u>AIMD</u>
47	9	78	87	30

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 even more remarkable results in decreasing A-799 rates as well as troubleshooting time than the decrease in previous years. This is due in part to the addition of the PR, AZ, and AK ratings into the (MTIP).

CY-82 also saw the introduction of the one week "SuperFAM" into our training for senior personnel (E6-E9) who, due to their previous experience in Naval Aviation, did not require the four weeks FAM given to junior personnel. "SuperFam" has resulted in cost savings as well as getting effective senior people back to the fleet more rapidly.

Refresher training at FRAMP remains the best way to approach deficiencies with the least impact on operational obligations. In addition, FRAMP, with the cooperation of Grumman Aerospace Corporation, has developed deployment training kits to support the MTIP Program. The kits are expected to be released to the fleet in April 83 and will allow the fleet squadrons to continue high level training while away from their home ports.

Fleet Squadron response to the MTIP, "SuperFam", personnel received, and FRAMP in general has been tremendously positive. This positive feedback from the VAW community is due to the superior training provided by FRAMP personnel and was a significant factor in RVAW-120's award of the Meritorious Unit Commendation.