

1985 ✓



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

IN REPLY REFER TO:

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31 MAR 1986

From: Commanding Officer, Carrier Airborne Early Warning Squadron
ONE HUNDRED TWENTY
To: Chief of Naval Operations (OP-05D2)
Subj: COMMAND HISTORY FOR CALENDAR YEAR 1985 (OPNAV REPORT 5750-1)
Ref: (a) OPNAVINST 5750.12C
Encl: (1) CY-85 VAW-120 Command History

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

J. W. Sprague
J. W. SPRAGUE

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Director of Naval History

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CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED TWENTY

COMMAND HISTORY, CALENDAR YEAR 1985

1. COMMAND ORGANIZATION. Commanding Officers to date:

| | |
|------------------------------|------------------------------------|
| CDR J. W. SPRAGUE, USN | 24 May 1985 - Present |
| CAPT L. N. ODEN, USN | 7 January 1984 - 24 May 1985 |
| CDR A. J. MURPHY, USN | 27 August 1982 - 6 January 1984 |
| 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 | 6 July 1973 - 30 October 1974 |
| CDR W. P. COURTNEY | 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 1985

SUMMARY OF OPERATIONS: Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY was exceptionally successful in accomplishing its mission during 1985. Our mission is primarily dedicated to indoctrinating and training Naval Aviators, Naval Flight Officers, aircrew, and maintenance personnel in operating and maintaining the E-2C "Hawkeye" and the newly introduced reprocured C-2A "Greyhound" aircraft. Our goal is to provide quality trained replacement personnel for VAW and VR fleet units.

1985 marked an historic milestone for VAW-120. Traditionally an E-2C aircraft training squadron, we received the first of five reprocured Greyhound C-2A(R) aircraft in June, and the squadron executed an ambitious plan to train flight crews and maintenance personnel for our own instructional and maintenance staff and that of VR-24. Completing two intensive periods of Grumman Aircraft Corporation Fleet Factory Training, our people immediately began training replacement personnel in the operations and maintenance of this vital fleet resource. Initial operational capability for the C-2A(R) aircraft was achieved on time following the delivery of five planes to VR-24's operating base in Sigonella in October.

The Operations Department provided scheduling and coordination which enabled 30 pilots, 19 NFO's, and nine flight technicians to complete varied E-2C/C-2A(R) training syllabi.

The squadron flew 4,707 hours, logged 20,814 field landings, 562 day and 279 night carrier landings. Many of these hours occurred during the preparation and execution of five carrier qualifications which took place aboard USS AMERICA (CV-66), USS JOHN F. KENNEDY (CV-67), USS SARATOGA (CV-60), and USS FORRESTAL (CV-59).

The newest and latest model of the Weapons System Trainer (WST), housed in the E-2 Training building, affords both staff and students excellent simulated scenarios. The WST's availability rate of 97.0% with 2223.4 hours completed is the highest for any AIRLANT trainer asset. The Operational Flight Trainer (OFT), Training Device 2F110, completed 1233.0 pilot training hours with an availability rate of 82.0%.

The Operations Department, including pilot and NFO training, organized and provided orientation briefings, familiarization, and aircraft indoctrination tours for visiting foreign dignitaries. These dignitaries included the 849 Naval Air Squadron of the British Royal Navy and twelve representatives from the government of Singapore.

Routinely, VAW-120 is tasked with briefings for visiting groups such as NROTC units, NJROTC units, and Naval Sea Cadets. These briefings, conducted by staff pilots and NFOs, are designed to orient prospective naval officers and enlisted personnel to the capabilities of the E-2C Hawkeye and its mission.

The command's outstanding Maintenance Department is the heart of the squadron. With the 195 maintenance personnel assigned, VAW-120 maintained, on the average, eight (8) aircraft. The actual aircraft assigned at one time was as high as eleven, with the acceptance of the Navy's newest aircraft, the C-2A(R) reprocured Greyhound. Even during the acceptance and transfer of five C-2A(R) aircraft, the maintenance department continued to supply aircraft to meet operational requirements and to set a new monthly flight hour record. During August 1985, VAW-120 flew over 608 hours in support of Fleet Carrier Qualifications.

AIRCRAFT ONBOARD DURING CALENDAR YEAR 1985

| BUREAU NUMBER | | MONTH | | | | | | | | | | | |
|------------------|-------|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | <u>JAN</u> | <u>FEB</u> | <u>MAR</u> | <u>APR</u> | <u>MAY</u> | <u>JUN</u> | <u>JUL</u> | <u>AUG</u> | <u>SEP</u> | <u>OCT</u> | <u>NOV</u> | <u>DEC</u> |
| 158638 | E-2C | (-----) | | | | | | | | | | | |
| 158640 | E-2C | (-----) | | | | | | | | | | | |
| 158641 | E-2C | (-----) TRANSFERRED 21FEB85 TO VAW-123 | | | | | | | | | | | |
| 160990 | E-2C | (-----)TRANSFERRED 16AUG85 TO VAW-110 TRANSFERRED 19DEC85 TO NAVPRO BETHPAGE | | | | | | | | | | | |
| 161346 | E-2C | (-----) | | | | | | | | | | | |
| 161551 | E-2C | (-----) | | | | | | | | | | | |
| 161783 | E-2C | (-----) GAIN 23MAR85 FROM NAVPRO BETHPAGE/TRANSFERRED 9MAY85 TO NAVPRO BETHPAGE | | | | | | | | | | | |
| 161785 | E-2C | (-----) GAIN FROM NAVPRO BETHPAGE | | | | | | | | | | | |
| 162614 | E-2C | (-----) | | | | | | | | | | | |
| 160011 | E-2C | GAIN 16AUG85 FROM VAW-126 (-----) | | | | | | | | | | | |
| 158639 | TE-2C | (-----) | | | | | | | | | | | |
| 158648 | TE-2C | (-----) TRANSFERRED 9MAY85 TO SDLM | | | | | | | | | | | |
| 162142 | C-2A | GAIN FROM NAVPRO BETHPAGE 8JUL85 TRANSFERRED 26SEP85 TO VR-24 | | | | | | | | | | | |
| 162143 | C-2A | GAIN FROM NAVPRO BETHPAGE 9AUG85 TRANSFERRED 26SEP85 TO VR-24 | | | | | | | | | | | |
| 162144 | C-2A | GAIN FROM NAVPRO BETHPAGE 18OCT85 TRANSFERRED 6NOV85 TO VR-24 | | | | | | | | | | | |
| 162145 | C-2A | GAIN FROM NAVPRO BETHPAGE 25OCT85 TRANSFERRED 6NOV85 TO VR-24 | | | | | | | | | | | |
| 162146 | C-2A | GAIN FROM NAVPRO BETHPAGE 5DEC85 | | | | | | | | | | | |

A Class Alpha mishap in October 1985 interrupted over eleven years and 40,000 flight hours of mishap-free aircraft operations. An aircraft engine and nacelle suffered severe fire/FOD damage when an air starting unit caused a starter overspeed situation during a routine aircraft launch evolution. We continue though, through a conscientious safety program and rapid professional responses in emergency situations, to enjoy a long record of no serious personnel injuries or deaths by mishap. Valuable lessons learned from our mishap and two similar incidents reported by sister squadrons have heightened safety awareness and enhanced our safety posture.

As part of our expanding safety awareness programs; 59 personnel were qualified in Cardiopulmonary Resuscitation (CPR), we continued a bi-weekly in-house newsletter, "It Couldn't Happen to Me," safety articles were written for each familygram, and questionnaires at Safety Standdowns were analyzed to assess individual concerns and direct safety efforts.

As E-2C Model Manager, we maintained liaison throughout the entire E-2C community with a new NATOPS Newsletter that greatly enhanced communications and standardization. A program was also set up to more effectively pass on safety lessons learned from other squadrons, and we took a closer look at our own practices and qualification processes.

One event for which we were well prepared was a visit by Hurricane Gloria. Education of all hands well ahead of the occasion coupled with painstaking preparation made for a smooth, though exciting, evolution.

The Fleet Readiness Aviation Maintenance Personnel (FRAMP) Department provides Phase I and Phase III training in support of 14 operational and 2 fleet readiness VAW squadrons and 2 VR squadrons. Additionally, Phase I training is provided for numerous aircraft carrier and air station intermediate level billets in support of E-2C, C-2A, C-130, EA-6, and P-3 aircraft. During CY-85, 282 students completed courses through VAW-120 FRAMP.

The Aviation Training Support System (ATSS) continues to expand its training capabilities. In 1985, computer productivity was greatly increased as a result of updates and new equipment installation.

The Administrative Department ensured high success rates for both March and September 1985 Navy-Wide Advancement Examinations. Participation percentages of 96.3% (March) and 97.1% (September) reflect the performance of the department's staff who maximized eligibility of squadron personnel to participate.

The efforts of the Career Information Program Manager were very successful in improving squadron retention performance. The squadron's retention rate for second tour reenlistments was 86% and for third tour reenlistments 89%.

In July of 1985, VAW-120 received its fourth Meritorious Unit Commendation for effective and efficient management of material, manpower, and fiscal resources, for strictly adhering to sound maintenance practices, and for flawlessly executing an aggressive training program.