



DEPARTMENT OF THE NAVY  
CARRIER AIRBORNE EARLY WARNING SQUADRON 120  
NAVAL AIR STATION, NORFOLK, VA 23511-5193

1986  
Locket

IN REPLY REFER TO:  
5700  
10  
16 MAR 1987

From: Commanding Officer, Carrier Airborne Early Warning Squadron  
ONE HUNDRED TWENTY  
To: Director of Naval History (Op-09BH), Washington Navy Yard,  
Washington, D.C.  
Subj: COMMAND HISTORY FOR CALENDAR YEAR 1986 (OPNAV REPORT 5750-1)  
Ref: (a) OPNAVINST 5750.12D  
Encl: (1) CY-86 VAW-120 Command History  
(2) CO's Photo and Biography  
(3) VAW-120 Squadron History  
(4) President, Hampton Roads Auxiliary, Navy Relief Society  
ltr of 24 SEP 86  
(5) VAW-120 Telephone Directory  
(6) Day Care and Child Development Centers of Tidewater ltr  
ltr of 17 OCT 86

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

*Charles M. Kraft, Jr.*  
CHARLES M. KRAFT, JR.

COMMAND HISTORY 1986

Command Organization

Commanding Officers to date:

CDR C. M. KRAFT, JR., USN	25 APR 86 - Present
CAPT J. W. SPRAGUE, USN	24 MAY 85 - 25 APR 86
CAPT L. N. ODEN, USN	07 JAN 84 - 24 MAY 85
CDR A. J. MURPHY, USN	27 AUG 82 - 06 JAN 84
CAPT J. R. CONDON, USN	23 MAY 81 - 26 AUG 82
CAPT R. A. ALLEN, USN	19 JAN 80 - 22 MAY 81
CDR J. J. DITTRICK, JR., USN	29 JUL 78 - 18 JAN 80
CDR C. J. KING, JR., USN	15 APR 77 - 28 JUL 78
CDR H. J. BERNSEN, USN	19 DEC 75 - 14 APR 77
CDR J. D. LARISON, USN	01 NOV 74 - 18 DEC 75
CDR T. P. MCCLENAHAN, USN	06 JUL 73 - 30 OCT 74
CDR W. P. COURTNEY, USN	25 JUL 72 - 05 JUL 73
CDR R. A. SPARGO, USN	12 JUL 71 - 24 JUL 72
CDR D. G. W. TERRY, USN	17 JUL 70 - 11 JUL 71
CDR R. A. PETTIGREW, USN	08 AUG 69 - 16 JUL 70
CDR T. E. NEWARK, USN	01 OCT 68 - 07 AUG 69
CAPT S. L. CORNER, USN	01 JUL 67 - 30 SEP 68

SQUADRON PERSONNEL

CDR LARRY A. PACENTRILLI	EXECUTIVE OFFICER
LCDR [REDACTED] [REDACTED]	MAINTENANCE OFFICER
LCDR [REDACTED] [REDACTED]	SAFETY OFFICER
LCDR [REDACTED] [REDACTED]	OPERATIONS OFFICER
LCDR [REDACTED] [REDACTED]	FLEET READINESS AVIATION MAINTENANCE PERSONNEL OFFICER (FRAMP)
LCDR [REDACTED] [REDACTED]	ADMINISTRATIVE OFFICER
LCDR [REDACTED]	TRAINING OFFICER
LCDR [REDACTED] [REDACTED]	ASSISTANT MAINTENANCE OFFICER
LCDR [REDACTED] [REDACTED]	ASSISTANT OPERATIONS OFFICER

NUMBER OF MILITARY AND CIVILIAN PERSONNEL ON BOARD

STAFF OFFICERS

48

STUDENT OFFICERS

54

STAFF ENLISTED

227

STUDENT ENLISTED

98

CIVILIANS

5

Carrier Airborne Early Warning Squadron One Hundred Twenty is the Fleet Replacement Squadron in Carrier Airborne Early Warning Wing Twelve. It is our primary duty to indoctrinate and train Naval Aviators, Naval Flight Officers, Flight Aircrew, and maintenance personnel in operating and maintenance personnel in operating and maintaining the E-2C "Hawkeye" and reprocured C-2A "Greyhound" aircraft. In keeping with our mission, we graduated, forty-six, thirty-seven, and twelve highly qualified pilots, NFO's and flight technicians respectively.

During calendar year 1986, this squadron flew 4387.1 hours while completing 93.43 percent of its scheduled sorties without a class A or B mishap. It logged 707 carrier landings on four carrier qualification detachments aboard USS Nimitz CVN-68, USS Kennedy CV-67, USS America CV-66, and USS Forrestal CV-59.

The Operations Department provided scheduling and coordination which enabled us to meet the needs of both VAW and VR squadrons. This included transitioning four C-1 pilots from VRC-40 to the new reprocured C-2A.

In addition to pilot and NFO training, the Operations Department organized briefings for NROTC units, NJROTC units, and other communities in the Navy. These briefings are designed to familiarize the current and future Navy with the capabilities of the E-2C Hawkeye.

In September, VAW-120 was tasked with introducing the E-2C mission to the U.S. Customs Department. The Honorable William Von Raab, Commissioner of U.S. Customs and Mr. William Rosenblatt, Assistant Commissioner for Enforcement toured the Weapons System and Operational Flight Trainers. Staff pilots and NFO's demonstrated how each trainer is used to prepare students for flights. Both gentlemen were then given an Air Intercept Control flight to enable them to see first hand how the E-2C can be used in drug law enforcement.

The heart of any squadron is the Maintenance Department. With 156 personnel, VAW-120 maintained an average of nine aircraft. They were able to improve Mission Capability by nine percent and Full Mission Capability by seven percent. Along with maintaining our own aircraft, we received and transferred fourteen additional aircraft.

The squadron shined during the many maintenance inspections throughout the year, reflecting capabilities which reduced aircraft down time. Four Aircraft Service Period Adjustments (ASPA's) averaged thirty days downtime each and the four AFC 344's (wing repairs) averaged twenty days. The squadron was recognized for its quality of aircraft and programs during corrosion audits conducted during January and September. These inspections resulted in no discrepancies being noted. Aircraft 016 (Buno 161783) was returned to service following a fire which severely damaged that aircraft in October 1985. The department also reduced the cannabilization rate per 100 flight hours from 40 to 15. This, along with the continued verification of the reprocured C-2A maintenance procedures, resulted in the ability to fly over 580 flight hours in October in support of fleet carrier qualifications.

AIRCRAFT ONBOARD DURING CALENDAR YEAR 1986

BUREAU  
NUMBER

MONTH

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

158638 (E-2C) (-----12 JUN- 08 JUL-----)  
SDLM INDUCTION 18 JUL

12 MAR- 20 MAR  
<--ASPA INSP.-->

158640 (E-2C) (-----)  
<----SDLM INDUCTION 31 MAR- 01 OCT 86--01 OCT 86-->  
<----TRANSFERRED BETHPAGE)

158639 (E-2C) (-----)  
(NOTE 2)

159494 (E-2C) (-----RECEIVED FROM NAVPRO BETHPAGE 21 APR 86-----)

3 NOV- 6 DEC  
ASPA INSP

160011 (E-2C) (--09 JAN- 24 JAN ASPA INSP-----)  
(NOTE 1)  
(NOTE 2)

161783 (E-2C) (-----)  
(NOTE 1)

161780 (E-2C) (-----RECEIVED FROM VAW-124 10DEC

RECEIVED FROM NAVPRO BETHPAGE  
16 JUN/TRANSFERRED TO VAW-124  
06 DEC

161785 (E-2C) (-----)  
(NOTE 1)

161225 (E-2C) (-----RECEIVED FROM NAVPRO BETHPAGE 05 MAR-----)

161551 (E-2C) (-----)  
(NOTE 1)

162614 (E-2C) (-----)

162141 (C-2A) (-----RECEIVED FROM NAVPRO BETHPAGE 24 JUN/TRANSFERRED  
20 APR TO VRC-50

162147 (C-2A) (-----RECEIVED FROM NAVPRO BETHPAGE 3JUN/  
TRANSFERRED TO VRC-50 07 JUN

162148 (C-2A) (----RECEIVED FROM NAVPRO BETHPAGE 26 FEB/TRANSFERRED TO VRC-50  
26 JUN

AIRCRAFT ONBOARD DURING CALENDAR YEAR 1986  
CONTINUATION

BUREAU  
NUMBER

MONTH

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

162149 (C-2A)	(-----RECEIVED FROM NAVPRO BETHPAGE 23 APR/ TRANSFERRER TO VRC-50 07 JUN
162150 (C-2A)	(-----RECEIVED FROM NAVPRO BETHPAGE 09JUN/ TRANSFERRER TO VRC-50 01JUN
162151 (C-2A)	(-----RECEIVED FROM NAVPRO BETHPAGE 19JUN
162152 (C-2A)	(-----RECEIVED FROM NAVPRO BETHPAGE 01AUG

Note 1: Contingency aircraft for fleet squadrons

Note 2: Has had (AFC 344I and 344II) wing crack repairs while in our custody.

During 1986, the use of VAW-120 to verify the various airframe bulletins/changes being written for fleet incorporation are as follows:

- a. AFC 355, fuselage drain hole provisions.
- b. AFB 212, inspections of cooling vanes in aircraft generator.
- c. AFB 223, inspection of upper longeron splice at fuselage station NR 363.

Calendar year 1986 marked the beginning of C-2 training at VAW-120. Although not billeted for a C-2 NATOPS Officer, the squadron made the dedicated effort necessary to bring the C-2 NATOPS program on line in a minimum amount of time. The result was that a highly organized NATOPS program in place when C-2 training commenced and VAW-120 became designated as the Model Manager for the reprocedured C-2A.

As Model Manager for both the E2 and C2, the squadron administered nine Unit Evaluations for E2/C2 fleet and reserve squadrons. We also chaired the E-2C NATOPS Review Conference where over 500 changes were proposed to the NATOPS manual. The finished product, incorporating some 210 approved changes, resulted in less ambiguous and more technically correct manuals which were of significantly greater value to the operators.

Four safety standdowns were held to increase the command's safety awareness. Some of the areas routinely covered were work center safety, motor vehicle safety, home/recreational safety, medical emergencies, cold weather hazards, and NATOPS procedures.

The squadron's unwaivering commitment to safety was rewarded with our being selected as the recipient of the COMNAVAIRLANT Safety Excellence Award for calendar year 1986. The squadron won out over a highly competitive field of 7 fleet E-2C squadrons. Our selection marked the first time a FRS has won the coveted Safety "S".

The Fleet Readiness Aviation Maintenance Personnel Department provides phase I and phase II training in support of 10 operational and 2 fleet reserve VAW squadrons and 2 VR squadrons.

During this year, we trained 20 percent more students than last year (312 vice 255), thus exceeding training requirements set for FRAMP by 6 students. All students completed training well within time guidelines resulting in FRAMP supplying quality maintenance personnel to the fleet in near record time.

The Aviation Training Support System continued expansion to users in the Norfolk area. It now serves 37 commands, an increase of 10 percent over 1985. In addition to expansion, ATSS introduced a major hardware upgrade without disruption of normal services. It was also chosen as the test site for improvement to the MTIP as well as the developmental unit for MTIP testing at Fleet Training Center, Norfolk.

The Administrative Department insured high success rates for both the March and September 1986 Navy-Wide Advancement Examinations. 100 percent participation for both exam cycles reflect the top-notch performance of the department's staff and outstanding divisional support from other departments. Together they maximized the eligibility of squadron personnel to participate for advancement.

The efforts of the Career Information Program Manager was rewarded by being nominated by Commander Fighter Medium Attack Airborne Early Warning Wings Atlantic for the shore activity Golden Anchor Award for 1986. The squadron's retention rate for first term reenlistments was 37 percent, second term 40 percent, career designated 100 percent, and those with 20 or more years 33 percent.

Despite busy work schedules, the squadron personnel were very involved in community services. Most notable was their participation in constructing a playground in Norfolk.