



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

5750
Ser 10/164
11 APR 1990

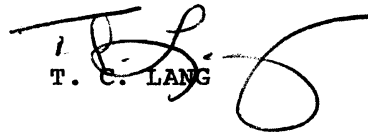
From: Commanding Officer, Carrier Airborne Early Warning Squadron
ONE HUNDRED TWENTY
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, DC

Subj: COMMAND HISTORY FOR CALENDAR YEAR 1989 (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12E

Encl: (1) CY-89 VAW-120 Command History
(2) CO's Biography and Photograph
(3) VAW-120 Squadron History

1. In accordance with reference (a), enclosures (1) through (3) are submitted.


T. C. LANG

Logged

COMMAND HISTORY

COMMAND ORGANIZATION

CDR RALPH K. ZIA	COMMANDING OFFICER (Jan 89)
CAPT RICHARD F. BRADEN	COMMANDING OFFICER (Feb 89-Feb 90)
CDR TERRY L. TIPPIN	EXECUTIVE OFFICER (Jan 89-Oct 89)
CDR MARK F. KLAUSS	EXECUTIVE OFFICER (Nov 89-Feb 90)
LCDR [REDACTED]	MAINTENANCE OFFICER (Jan 89-Oct 89)
LCDR [REDACTED]	MAINTENANCE OFFICER (Nov 89-Present)
CDR [REDACTED]	OPERATIONS OFFICER (Jan 89-Oct 89)
LCDR [REDACTED]	OPERATIONS OFFICER (Nov 89-Present)
LCDR [REDACTED]	FLEET READINESS AVIATION MAINTENANCE PERSONNEL OFFICER (FRAMP)
LCDR [REDACTED]	ADMINISTRATIVE OFFICER (Jan 89-May 89)
LT [REDACTED]	ADMINISTRATIVE OFFICER (Jun 89-Present)
LCDR [REDACTED]	SAFETY OFFICER
LCDR [REDACTED]	TRAINING OFFICER (Jan 89-Sep 89)
LT [REDACTED]	PILOT TRAINING OFFICER (Oct 89-Present)
LT [REDACTED]	NFO TRAINING OFFICER

NUMBER OF MILITARY PERSONNEL ONBOARD

STAFF OFFICERS

48

STUDENT OFFICERS

66

STAFF ENLISTED

271

STUDENT ENLISTED

78

Carrier Airborne Early Warning Squadron One Hundred Twenty is the Fleet Replacement Squadron of 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 maintaining the E-2C "Hawkeye" and reprocurd C-2A "Greyhound" aircraft.

Enclosure (1)

During calendar year 1989, the squadron flew 5220 hours without a Class A or B mishap. Many of these hours occurred during the preparation and execution of five carrier qualifications which took place aboard the USS EISENHOWER (CVN-69), USS SARATOGA (CV-60) and USS JOHN F. KENNEDY (CV-67).

The Operations Department provided the scheduling and coordination that enabled 26 pilots, 33 NFO's, and 5 flight technicians to complete the E-2C/C-2A(R) syllabus. The NFO's and flight technicians also received their wings while onboard VAW-120.

Routinely VAW-120 is tasked with providing briefings for visiting groups such as NROTC and NJROTC Units and Naval Sea Cadets. Those briefings are designed to orient prospective naval officers and enlisted personnel to the capabilities and mission of the E-2C Hawkeye and the C-2A(R) Greyhound.

The Operations Department developed and presented VIP orientation briefings and aircraft indoctrination tours for visiting foreign dignitaries. During calendar year 1989, VAW-120 also provided foreign military student training and support.

In 1989 the Training Devices and Development (TDD) department was established at VAW-120 as a separate entity from Operations. Tasked with developing new course curriculum and the care of our training devices, this expansion will ensure the future of the E-2C community's training curriculum, which is so dependent on our flight simulators and new computer based training system. Ongoing course development by the TDD staff is forging a training program which is a state of the art model for the rest of the Navy.

The Fleet Replacement Aviation Maintenance Program (FRAMP) graduated 192 students during CY 89 in NDA/PC (E2/C2), AEW Flight Tech, PDS, BAOM, AEW Systems Analyst, C2 IFPC, C2 Loadmaster, Powerplants (E2/C2), and AE (C2) courses.

FRAMP student flow continues to increase each year as new courses come on line in support of the dual site training concept. This program is projected to be fully implemented in FY 92. The first Powerplants course graduated in October 1989. As a result of the February 89 MTRR, BOAM and PDS courses were cancelled as separate courses and combined into a new course called Basic AEW. The Advanced AEW course is currently being re-written and is expected to be implemented in FY 92.

Development continued this year on the C-2A Aft Structural Trainer, with installation and testing scheduled for the mid 1990 timeframe. When completed, this trainer will greatly improve the quality and efficiency of FRAMP training by providing a dedicated aircraft for practical job training.

The Aviation Training Support System (ATSS) Division received updated equipment and moved into a new 24 x 60 foot trailer in April 1989. This is a temporary move while awaiting construction of new facilities at SP-381. Construction at the new site is scheduled to begin in 1990.

VAW-120 made significant strides in aviation safety during 1989. This continual "self-check" nature has allowed the East Coast E-2C/C-2A(R) Fleet Replacement Squadron to operate "mishap-free" for over 4 years and 20,000

hours.

A squadron wide safety competition between workcenters was initiated in 1989. The instruction governing the "Safe Shop Award" delineates a structure for meeting certain safety milestones. These milestones include: safety surveys each workcenter receives, safety training, mishap free operations and tool control programs.

In April, the Safety Department executed an encompassing pre-mishap drill. The drill covered all aspects of an actual Class 'A' incident. The use of 'actors' from within and outside the command, and mustering the aircraft mishap board at the 'actual' accident site, was extremely beneficial in reinforcing accident investigation techniques. As a result of this drill, VAW-120 published an Approach article allowing other squadrons to use similar demonstrations to exercise their own pre-mishap training.

Responding to concerns about aircraft electrical fires, two actions were initiated. First, all circuit breakers to be pulled during fire isolation have been color coded to expedite procedures. Second, the "discovery" of the forward equipment compartment knockout panel was cause for the submission of an aircraft RAMEC to modify the CIC door to allow for use of this panel. While this panel was common knowledge to the manufacturer, it was unknown to all fleet users.

VAW-120 significantly increased the timeliness and response of E-2 NATOPS conferences by holding the conferences yearly and moving the conference site to Norfolk from Bethpage. Fleet participation was increased and new changes can be implemented almost immediately. VAW-120 spearheaded an effort to place all NATOPS publications onto computer discs, providing instantaneous updates and saving an estimated \$85,000 in contractor costs and TDY expenditures.

VAW-120's Retention Program obtained an overall retention percentage of 77% in CY-89. VAW-120's personnel have reenlisted in the CO's office, the Chief's Mess, in Washington, D.C and onboard an airborne C-2A(R). Our Command Career Counselor made detailer trips monthly to coordinate special requests and orders.

A/C received

162155	29 JAN 89	from VR-24
159109	02 MAY 89	from NAVPRO BETHPAGE
162174	19 JUL 89	from NAVPRO BETHPAGE
159111	08 SEP 89	from GRUMMAN
161342	15 DEC 89	from U. S. COAST GUARD

A/C transferred

162143	02 FEB 89	to VR-24
160700	24 MAR 89	to GRUMMAN
162169	11 SEP 89	to VRC-40
159494	18 SEP 89	to GRUMMAN
161342	03 OCT 89	to U. S. COAST GUARD
160700	14 NOV 89	to VAW-125
161343	20 NOV 89	to NADEP NORIS

A/C ASPAS

162615	10 JAN 89
161548	04 APR 89
161342	25 APR 89
161343	16 SEP 89
161785	13 DEC 89

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

161342	_____10/03/89	12/15/89-12/31/89
	TO US COAST GUARD FROM US COAST GUARD	
159109	05/02/89_____	12/31/89
	FROM NAVPRO	
159494	_____09/18/89	
	TO GRUMMAN	
159111	_____09/08/89_____	12/31/89
	FROM GRUMMAN	
160700	_____03/24/89	11/14/89
	TO GRUMMAN	FROM GRUMMAN TO VAW-125
161343	_____11/20/89	
	TO NADEP NORIS	
162143	_____02/02/89	
	TO VR-24	
162155	01/29/89_____	12/31/89
	FROM VR-24	
162169	_____09/11/89	
	TO VRC-40	
162174	07/19/89_____	12/31/89
	FROM NAVPRO BETHPAGE	