

1990 ✓



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

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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 1990

Ref: (a) OPNAVINST 5750.12E

Encl: (1) CY-90 VAW-120 Command History
(2) CO'S Biography and Photograph
(3) VAW-120 Squadron History
(4) Copy of Citation of CNO Aviation Safety Award for 1989
(5) Copy of Citation of Meritorious Unit Commendation
(6) COMNAVAIRLANT Citation for Mishap Free Aircraft Operations
from 22 Oct 85 to 21 Oct 90

1. In accordance with reference (a), enclosures (1) through (6) are submitted.


T. LANG

COMMAND HISTORY

COMMAND MISSION

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.

COMMAND ORGANIZATION

CAPT RICHARD F. BRADEN	COMMANDING OFFICER (JAN 90)
CDR THOMAS C. LANG	COMMANDING OFFICER (FEB 90-PRESENT)
CDR MARK D. SULLIVAN	EXECUTIVE OFFICER (JAN 90-SEP 90)
LCDR JACOB P. WILKINS	EXECUTIVE OFFICER (OCT 90-PRESENT)
LCDR [REDACTED]	MAINTENANCE OFFICER (JAN 90-SEP 90)
LCDR [REDACTED]	MAINTENANCE OFFICER (OCT 90-PRESENT)
LCDR [REDACTED]	OPERATIONS OFFICER (JAN 90-SEP 90)
LCDR [REDACTED]	OPERATIONS OFFICER (OCT 90-PRESENT)
LCDR [REDACTED]	FLEET READINESS AVIATION MAINTENANCE PERSONNEL OFFICER (FRAMP) (JAN 90-FEB 90)
LCDR [REDACTED]	FRAMP OFFICER (MAR 90-SEP 90)
LCDR [REDACTED]	FRAMP OFFICER (OCT 90 -PRESENT)
LCDR [REDACTED]	ADMINISTRATIVE OFFICER (JAN 90-SEP 90)
LCDR [REDACTED]	ADMINISTRATIVE OFFICER (OCT 90-PRESENT)
LCDR [REDACTED]	SAFETY OFFICER (JAN 90)
LCDR [REDACTED]	SAFETY OFFICER (FEB 90-PRESENT)
LT [REDACTED]	PILOT TRAINING OFFICER (JAN 90-NOV 90)
LT [REDACTED]	PILOT TRAINING OFFICER (DEC 90-PRESENT)
LT [REDACTED]	NFO TRAINING OFFICER (JAN 90-JUN 90)
LT [REDACTED]	NFO TRAINING OFFICER (JUL 90-PRESENT)

NUMBER OF PERSONNEL ON BOARD

STAFF OFFICERS

54

STUDENT OFFICERS

61

STAFF ENLISTED

255

STUDENT ENLISTED

43

During calendar year 1990, VAW-120 sustained the uncompromising emphasis on safety which earned this command the CNO Aviation Safety Award for calendar year 1989. Achieving the milestone of five years and twenty-four thousand hours of accident free flying while training RNFO's, RP's and FRAMP personnel again underscores this command's absolute dedication to safe operations. During calendar year 1990, the squadron flew 5150 hours without a class A or B mishap. Many of these hours were flown during the preparation and execution of four Carrier Qualifications aboard the USS Theodore Roosevelt (CVN-71), USS Saratoga (CV-60) and USS Enterprise (CVN-65). Completing four CQ deployments without an accident or injury or mishap of any type is VAW-120'S most telling statistic of 1990.

The Safety Department reemphasized sound safety programs during 1990. Propeller safety received significant attention via the Command Propeller Safety Awareness program. This program's value was underscored on three separate occasions during CQ operations. Aggressive action by VAW-120 maintenance personnel prevented flight deck blue shirts from walking into turning propellers.

Since death or serious injury is 300 times more likely in a car than while working on an aircraft, repeated instruction on defensive driving techniques instilled a strong sense of highway safety awareness in squadron personnel. No squadron member was seriously injured or killed in a motor vehicle mishap during this period.

The squadron Hazardous Material Program was examined in exhaustive detail and measures were instituted to preclude dangerous stowage practices. COMNAVBASE OSH inspectors were consulted to examine the compatibility of material and the adequacy of lockers. All production personnel received a hazardous materials brief by the Safety Officer. This emphasis on hazardous waste resulted in proper disposal of over 100 gallons of unclaimed products and the survey of three unsafe storage lockers.

Specific deficiencies concerning the frequency and realism of HEEDS training were addressed. A trip to the Survival Model Manager in Pensacola, FL resulted in a formal letter of the Commanding Officer of VAW-120 identifying desired actions. Future HEEDS training will be completed with E-2 scenarios and will involve egress from E-2 harnesses and seats.

VAW-120 organized and executed the 1990 E-2C NATOPS conference, supervising the compilation and discussion of hundreds of change proposals. Measures to ease preparation for future conferences are being addressed with the end result of: expediting incorporation of suggested changes, providing immediate insertion of approved changes, shortening delivery time from 9 to 3 months, and saving over one hundred-thousand dollars in support and publishing costs.

CPR training requirements were reviewed and restructured. By direction, CNO requires that all AT's and AE's be CPR qualified. However, realizing the exposure of other shops to hazardous materials and electrical equipment, VAW-120 added CPR training for Line, Corrosion Control, and AME/PR workcenter personnel. A 96% qualification rate has been obtained for these newly added workcenters. Additionally, all newly reported personnel receive CPR training during indoctrination class.

This year's statistics underscore the strengths of VAW-120'S Safety Program: 5 years mishap free, 24,000 hours mishap free, no ground mishaps, no personnel killed or severely injured on or off duty, and no personnel killed or severely injured in an automobile mishap.

The Operations Department provides the scheduling and coordination that enabled 43 pilots, 36 NFO's and 11 flight technicians to complete the E-2C/C-2A(R) syllabus. The NFO's and flight technicians also received their wings while aboard VAW-120.

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

The Operations Department developed and presented VIP orientation briefings and aircraft indoctrination tours for visiting foreign dignitaries. During calendar year 1990, VAW-120 also provided foreign military student training and support.

The Training Devices and Development (TDD) Department continues to improve and monitor the E-2C FRS curriculum. The Department is currently deep into the development, review and revision of lessons for a new, state of the art, syllabus to include current advances in instruction and Computer Based Training. The TDD Officer is the Model Manager for this new curriculum. Late in the year, the squadron received a new Cockpit Trainer (CPT), Device 2C20B. Though only a CPT, it has full instrumentation and complete visual displays. It replaced an aging and only partially instrumented CPT. The 2C20B is expected to be approved as an Operational Flight Trainer (OFT), resulting in two OFT's supervised by VAW-120, available for FRS and Fleet utilization.

The Fleet Replacement Aviation Maintenance Program (FRAMP) graduated 371 students during 1990 in E-2C/C-2A Non-Designated Airman/Plane Captain (NDA/PC), E-2C Airborne Early Warning (AEW) Flight Technician, Passive Detection System (PDS), Basic Avionics Organizational Maintenance (BAOM), E-2C AEW Systems Analyst, E-2C Basic AEW, C-2A In-Flight Plane Captain (IFPC), C-2A Environmental courses. The total number of student graduates reflects an increase of 93% from the previous year.

Enclosure (1)

FRAMP student flow continues to increase each year as new courses come on line in support of the West/East Coast E-2C/C-2A dual site training concept. This program is projected to be fully implemented in FY 1993 with a total number of 11 training tracks. Out of the 11 training tracks, 10 are NEC awardable.

The first E-2C/C-2A Environmental Systems course graduated in February 1990. As a result of the February 1989 MTRR, BAOM and PDS courses were cancelled as separate courses and combined into a new course called Basic AEW. In addition, Basic AEW replaced the AEW Systems Analyst course.

The full implementation of the Basic AEW course took effect in the middle of CY 1990. The advanced AEW course is currently being re-written and is expected to be on line in FY 1992.

Development continued this year on the C-2A Aft Structural Trainer (AST), with installation and testing scheduled for February 1991. When completed, this trainer will greatly improve the quality and efficiency of FRAMP training by providing a dedicated aircraft for Practical Job Training (PJT).

The Aviation Training Support System (ATSS) Division received updated equipment and moved into a new trailer. This is a temporary move while awaiting construction of new facilities at SP-381. Construction at the new site is scheduled to begin in 1991.

Calendar year 1990 was very productive in the area of retention at VAW-120. The overall retention rate was 55% (net) with 41 total reenlistments. One reenlistment highlight was VAW-120's Sailor of the Year for 1989, AD1 [REDACTED], being reenlisted by the Chief of Naval Operations, Admiral Carlisle A. H. Trost in February. The command had a retention inspection by Carrier Airborne Early Warning Wing TWELVE (WING-12) in which VAW-120 received an overall grade of outstanding.

During 1990, 110 enlisted personnel reported on board, 80 personnel completed the required Career Information Training Course (CITC), and 39 personnel completed the formal Naval Reserve pre-separation brief.

The command's CIPM assisted Naval Air Station Norfolk and WING-12 in conducting CITC training for an additional 697 personnel. The CIPM also made monthly trips to Washington, D.C. with command personnel to negotiate PCS orders. This resulted in 76 PCS transfers worldwide.

On May 30, 1990, VAW-120 received its fifth Meritorious Unit Commendation for extraordinary mission accomplishments from 1 October 1988 to 30 September 1989.

Enclosure (1)

A/C RECEIVED

160007	11 JAN 90	FROM VAW-121
162166	06 MAR 90	FROM VRC-40
162140	23 MAR 90	FROM NATC PAX RIVER
161550	21 JUN 90	FROM VAW-123
161551	13 SEP 90	FROM VAW-123
162159	05 DEC 90	FROM VR-24
161224	05 DEC 90	FROM VAW-122
161785	18 DEC 90	FROM VAW-124

A/C TRANSFERRED

161785	05 JUN 90	TO VAW-124
161342	12 SEP 90	TO NADEP NORIS
162155	23 OCT 90	TO VRC-40
159111	16 NOV 90	TO GRUMMAN
162174	18 NOV 90	TO VR-24
161783	12 DEC 90	TO GRUMMAN
162615	20 DEC 90	TO VAW-121

A/C ASPAS

162615	30 JAN 90
162155	28 FEB 90
159111	08 MAY 90
161342	03 AUG 90
161551	20 SEP 90

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

162615 _____ 12/20/90
TO VAW-121

161342 _____ 09/12/90
TO NAD NORIS

161551 _____ 09/13/90 _____ 12/31/90
TO GRUMMAN

159109 _____ 12/31/90

161783 _____ 12/12/90
TO GRUMMAN

161785 _____ 06/05/90 _____ 12/18/90-12/31/90
TO VAW-124 FROM VAW-124

159111 _____ 11/16/90
TO GRUMMAN

161224 _____ 12/05/90 _____ 12/31/90
FROM VAW-122

161550 _____ 06/21/90 _____ 12/31/90
FROM VAW-123

161548 _____ 12/31/90

160007 01/11/90 _____ 12/31/90
FROM VAW-121

162155 _____ 10/23/90
TO VRC-40

162166 _____ 03/06/90 _____ 12/31/90
FROM VRC-40

162174 _____ 11/18/90
TO VR-24

162159 _____ 12/05/90 _____ 12/31/90
FROM VR-24

162140 _____ 03/23/90 _____ 12/31/90
FROM NATC

Enclosure (1)