

1991



DEPARTMENT OF THE NAVY  
CARRIER AIRBORNE EARLY WARNING SQUADRON 120  
NAVAL AIR STATION, NORFOLK, VIRGINIA 23511-5325

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Ser 107  
29 APR 1992

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

Subj: COMMAND HISTORY FOR CALENDAR YEAR 1991

Ref: (a) OPNAVINST 5750.12E

Encl: (1) CY-91 VAW-120 Command History  
(2) CO's Biography and Photograph *Xerox copy*  
(3) VAW-120 Squadron History  
(4) COMNAVAIRLANT Citation Operating Free of Class "A"  
Flight/Flight Related mishaps 22 OCT 85 to 21 OCT 91

1. In accordance with reference (a), enclosures (1) through (4)  
are submitted.

*E. F. Caffrey*  
E. F. CAFFREY

*Logged*

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 and maintenance personnel in operation and maintenance of the E-2C "Hawkeye" and C-2A "Greyhound" aircraft.

COMMAND ORGANIZATION

CDR THOMAS C. LANG	COMMANDING OFFICER (JAN 91-AUG 91)
CDR EDWARD R. CAFFREY	COMMANDING OFFICER (AUG 91-DEC 91)
LCDR JACOB P. WILKINS	EXECUTIVE OFFICER (JAN 91-AUG 91)
LCDR MARTIN J. ERDOSSY	EXECUTIVE OFFICER (AUG 91-DEC 91)
LCDR MARTIN J. ERDOSSY	MAINTENANCE OFFICER (JAN 91-AUG 91)
LCDR [REDACTED]	MAINTENANCE OFFICER (AUG 91-DEC 91)
LCDR [REDACTED]	OPERATIONS OFFICER (JAN 91-OCT 91)
LCDR [REDACTED]	OPERATIONS OFFICER (OCT 91-DEC 91)
LCDR [REDACTED]	FRAMP OFFICER (JAN 91-SEP 91)
LCDR [REDACTED]	FRAMP OFFICER (SEP 91-DEC 91)
LCDR [REDACTED]	ADMINISTRATIVE OFFICER (JAN 91-APR 91)
LT [REDACTED]	ADMINISTRATIVE OFFICER (APR 91-DEC 91)
LCDR [REDACTED]	SAFETY OFFICER (JAN 91-SEP 91)
LT [REDACTED]	SAFETY OFFICER (SEP 91-DEC 91)
LT [REDACTED]	PILOT TRAINING OFFICER (JAN 91-OCT 91)
LT [REDACTED]	PILOT TRAINING OFFICER (OCT 91-DEC 91)
LT [REDACTED]	NFO TRAINING OFFICER (JAN 91-DEC 91)

NUMBER OF PERSONNEL ON BOARD

STAFF OFFICER  
46

STUDENT OFFICERS  
61

STAFF ENLISTED

STUDENT ENLISTED

253

33

Enclosure (1)

SAFETY DEPARTMENT:

Throughout 1991, the Greyhawks of VAW-120 continued to impress upon all members of the E-2/C-2 community the realization of safety goals through operational readiness. These goals were evidenced in a mishap free flying year, including over 4,700 hours of intensive Replacement Pilot and NFO training. By far the proudest accomplishment of the command was to achieve such operational successes without a single ground mishap, personnel loss, or serious injury of any command member on or off duty.

VAW-120 has taken its responsibility as the E-2C Model Manager quite seriously. In 1991, ninety-one NATOPS changes were submitted; sixty seven of these changes were the direct result of a comprehensive cover-to-cover review of a previously published NATOPS Change. Numerous errors were discovered in the "Electrical Fire, Fire of Unknown Origin" emergency procedure. Taking a unique but sensible approach to solving these discrepancies, an investigating crew performed the emergency procedure step by step documenting problems encountered. The result is a safer, more accurate emergency procedure. VAW-120 spearheaded the efforts to procure a new publisher for NATOPS changes. This is projected to save approximately \$500,000 and should also allow a much quicker response time between the completion of the NATOPS conference and the publishing of adopted changes.

Leading the way in documentation and the investigation of reoccurring maintenance discrepancies, the command submitted 38 maintenance discrepancy reports, including Engineering investigations and Publication deficiencies, that have received positive community attention.

Due to the historic likelihood that the command would lose an individual to a motor vehicle mishap instead of to a mishap on the job, additional emphasis was placed on the Command's Drive Safe Program. One full work day was dedicated to a Drive-Safe Safety Standdown. Enlisting the services of a fully qualified National Safety Council Defensive Driving Course instructor, the entire squadron was trained in principles of defensive driving.

VAW-120 provided the lecturing services of two individuals who recounted their first-hand experience with two most recent E-2C Class A Mishaps. The CAPC of the E-2C which had an uncontrollable engine nacelle fire provided an excellent mishap and bailout brief to fleet squadrons. Additionally, the pilot in command of the E-2C which ditched in the Pacific Ocean during 1985 has provided the fleet with a superb firsthand account of that mishap and lessons learned.

OPERATIONS DEPARTMENT:

The Operations Department provided the scheduling and coordination that enabled 31 Pilots, 47 Naval Flight Officers (NFO) to complete the E-2C/C-2A(R) training syllabus. The NFO's received their "Wings of Gold" while aboard VAW-120.

VAW-120 is routinely tasked with providing briefings for visiting groups such as Naval Reserve Officer Training Corps (NROTC), Naval Junior Reserve Officer Training Corps (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 numerous VIP orientation briefings and aircraft indoctrination tours for visiting foreign dignitaries. During calendar year 1991, VAW-120 also provided foreign military student training and support.

MAINTENANCE:

The following E-2C & C-2A repro cured aircraft were received, transferred or under-went Aircraft Service Life Period Adjustment Inspections (ASPA) during CY-91.

A/C RECEIVED

160008	14 JAN 91	FROM CUSTOMS
160418	02 APR 91	FROM GRUMMAN
159106	17 APR 91	FROM VAW-127
158647	14 MAY 91	FROM VAW-127
158645	28 AUG 91	FROM VAW-127
161226	03 SEP 91	FROM GRUMMAN
162159	02 OCT 91	FROM NAVPRO BETHPAGE

A/C TRANSFERRED

161343	05 JAN 91	TO NADEP NORIS
160007	07 JAN 91	TO GRUMMAN
161548	14 JAN 91	TO NADEP NORIS
162159	19 MAR 91	TO NAVPRO BETHPAGE
160008	23 APR 91	TO VAW-127
159109	14 MAY 91	TO VAW-127
160418	27 JUL 91	TO NADEP NORIS
161550	19 DEC 91	TO NADEP NORIS

A/C ASPA'S

161224	12 MAR 91
161785	30 MAY 91
160418	12 JUL 91
162140	15 JUL 91
161551	22 OCT 91
162166	27 OCT 91

VAW-120 CALENDAR YEAR 1991 AIRCRAFT RECEIPTS AND TRANSFERS

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

160007----01/07/91  
TO GRUMMAN

160008 01/14/91-----04/23/91  
FM CUSTOMS TO VAW-127

159106 04/17/91-----12/31/91  
FM VAW-126

159109-----05/14/91  
TO VAW-127

159645 08/28/91-----12/31/91  
FM VAW-127

161785-----12/31/91

161224-----12/31/91

161550-----12/19/91  
TO NADEP NORIS

161548----01/14/91  
TO NADEP NORIS

160418 04/02/91-----07/27/91  
FM GRUMMAN TO NADEP NORIS

161226 09/03/91-----12/31/91  
FM GRUMMAN

161343----01/05/91  
TO NADEP NORIS

158647 05/14/91-----12/31/91  
FM VAW-127

162166-----12/31/91

162159-----03/18/91 10/02/91---12/31/91  
TO NAVPRO BETHPAGE FM NAVPRO BETHPAGE

162140-----12/31/91

## TRAINING DEVICES AND DEVELOPMENT DEPARTMENT:

The Training Devices and Development (TDD) Department continues to improve and monitor the E-2C Fleet Replacement Squadron (FRS) curriculum. The TDD Department is currently three years into the development, review, and revision of lessons for a new state-of-the-art syllabus incorporating the latest advances in Computer Based Training (Device 4E12). The TDD Officer is the Model Manager for this curriculum upgrade.

The 2C20B Cockpit Trainer (CPT) was redesignated as an Operational Flight Trainer (OFT), the 2F166. Additionally, the new (VIWS) Weapons System Trainer (WST) interface is under development with installation expected in late summer of 92. This new interface, which incorporates touch screens and other state of the art engineering technology, will replace the existing Primary Interactive Display Station (PIDS) and will be significantly easier to operate for E-2C NFOs.

## FLEET REPLACEMENT AVIATION MAINTENANCE PROGRAM & AVIATION TRAINING SUPPORT SYSTEMS (ATSS):

The Fleet Replacement Aviation Maintenance Program (FRAMP) graduated 232 students during 1991. This is a reduction of 37.5% of students from the previous year. The majority of the reduction is a direct result of Operation Desert Storm, in which a limited number of PCS/TAD student personnel were made available for training. The re-organization of the Passive Detection System (PDS), Basic Avionics Organizational Maintenance (BOAM), and E-2C AEW Systems Analyst courses into a comprehensive training track, called the E-2C Basic AEW (along with the termination of the E-2C enlisted flight technician training track), contributed to overall reduction in training requirements.

Construction of the new NAMTRADET 1026 training wing for Building SP-381 began in January 1991 and is scheduled to be completed in April 1992. This new construction will integrate all E-2C/C-2A organizational maintenance tracks starting with the E-2C Basic AEW, E-2C/C-2A Powerplants and related systems, and E-2C/C-2A environmental systems. Integration involved the combining of NAMTRADET 1026 Phase II (Theory of Operation), with FRAMP Phase III, "Practical Job Training (PJT)", into one training syllabus.

In September, COMNAVAIRLANT designated FRAMP as student quota control for the general shipboard & NAS Weapons Department Aviation Ordinance (AVORD) maintenance training syllabus for FY 92. The AVORD maintenance training track was activated in October and has graduated 66 students. In 1991, NAMTRADET 1026 training track graduated 241 students through its various "Stand Alone" maintenance training courses.

In addition to these primary responsibilities, the FRAMP Department is involved in other training/awareness/morale programs. The squadron indoctrination and the Navy Rights & Responsibilities workshops are conducted by FRAMP Instructors who have graduated 141 officer/enlisted students. FRAMP Instructors have also instructed and qualified 113 squadron personnel in CPR.

CAREER INFORMATION PROGRAM MANAGER (CIPM):

Calendar year 1991 was one of the most productive in the area of retention at VAW-120. The overall retention rate was 72.3% (NET), marking 39 total reenlistments. During 1991, 184 personnel attended Career Information Training Courses (CITC); 36 personnel attended the Transition Assistance Program (TAP) course.

The command's Career Information Program Manager (CIPM) assisted Naval Air Station Norfolk and Carrier Airborne Early Warning Wing 12 in conducting Career Information Training Courses (CITC) training for an additional 726 personnel. The CIPM also made monthly trips to Washington, DC and utilized the late night detailing program to assist personnel in negotiating PCS orders. This resulted in 52 successful PCS transfers worldwide.