

1994



DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING SQUADRON 120
1027 BELLINGER BLVD
NAVAL AIR STATION, NORFOLK, VIRGINIA 23511-2216

5750
Ser 10 44:201/ 159
29 MAR 95

From: Commanding Officer, Carrier Airborne Early Warning Squadron 120
To: Director of Naval History (N09BH), Washington Navy Yard, Washington, DC 20370

Subj: COMMAND HISTORY FOR CALENDAR YEAR 1994

Ref: (a) OPNAVINST 5750.12E

Encl: (1) CY-94 VAW 120 Command History
(2) Commanding Officers Biography and (Photograph)
(3) VAW 120 Squadron History

*not rec'd by AVH
g*

1. Per reference (a), enclosures (1) through (3) are submitted.

V. C. HUBER
V. C. HUBER

CY-94 VAW 120 COMMAND HISTORY

COMMAND MISSION

Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY is the Fleet Replacement Squadron for the Carrier Airborne Early Warning Community. It is our primary duty to indoctrinate and train Naval Aviators, Naval Flight Officers, aircrew and maintenance personnel in the operation and maintenance of the E-2C "Hawkeye" and C-2A "Greyhound" aircraft.

COMMAND ORGANIZATION

CAPT Vernon C. Huber	Commanding Officer	Jan 94 - Dec 94
CDR John E. Laughlin	Executive Officer	Jan 94 - Oct 94
CDR Edward D. Rosequist	Executive Officer	Oct 94 - Dec 94
CDR [REDACTED]	Maintenance Officer	Oct 94 - Dec 94
LCDR [REDACTED]	Operations Officer	Oct 94 - Dec 94
LCDR [REDACTED]	Administrative Officer	Oct 94 - Dec 94
LCDR [REDACTED]	Safety Officer	Jan 94 - Oct 94
LCDR [REDACTED]	Safety Officer	Oct 94 - Dec 94
LCDR [REDACTED]	Training Officer	Jan 94 - Oct 94
LCDR [REDACTED]	Training Officer	Oct 94 - Dec 94
LT [REDACTED]	Pilot Training Officer	Jan 94 - May 94
LT [REDACTED]	Pilot Training Officer	May 94 - Dec 94
LCDR [REDACTED]	NFO Training Officer	Jan 94 - Apr 94
LT [REDACTED]	NFO Training Officer	Apr 94 - Dec 94

NUMBER OF PERSONNEL ON BOARD

<u>Staff Officers</u>	<u>Staff Enlisted</u>	<u>Student Officers</u>	<u>Student Enlisted</u>
70	375	65	7

OPERATIONS

The Operations Department schedules every training and flight event at VAW 120. This group of officers work with the Training Department on a daily basis ensuring every element of the CNO syllabus is completed for category I, II and III students. In 1994, 34 pilots, 31 Naval Flight Officers (NFO's) and 18 C-2A Aircrew completed the E-2C and C-2A(R) training syllabus. The Greyhawks logged over 5,400 total flight hours, all of which were Class "A" mishap free. Squadron aircrew developed and presented numerous VIP orientation briefings and aircraft indoctrination tours for visiting foreign dignitaries and prospective Carrier Air Wing Commanders. Additionally, VAW 120 trains foreign military students from the countries of Australia, United Kingdom, Egypt and Singapore.

The Operations Department scheduled and coordinated five Field Carrier Landing Practices (FCLP) and five Carrier Qualification (CQ) Detachments in 1994. This comprehensive task included determining the aircraft assets required, training to be completed, field or carrier usage, billeting, maintenance support, funding and other miscellaneous items. Operations was responsible for scheduling and contracting Air Intercept Control (AIC) aircraft assets, which were employed for student NFO's to become Air Intercept Control (AIC) qualified.

VAW 120 is routinely tasked with providing tours for visiting groups such as Naval Reserve Officer Training Corps (NROTC), Naval Junior Reserve Officer Training Corps (NJROTC) units, Sea Cadets and Boy Scouts of America. These briefings are designed to orientate prospective naval officers and enlisted personnel to the capabilities, limitations and mission of the E-2C Hawkeye and C-2A Greyhound.

MAINTENANCE

The Maintenance Department at VAW 120 is much like a fleet E-2C/C-2A squadron, although much bigger. Due to the maintenance requirements of training all Fleet E-2C/C-2A aviators and aircrew, a substantial number of aircraft and personnel is essential. The command maintains fifteen E-2C and 4 C-2A aircraft.

In calendar year 1994 the Maintenance Department was heavily involved in the indoctrination of the E-2C Group II aircraft to the East Coast. This encompassed training maintenance personnel in the critical differences of the new E-2C airframe and the acceptance and inspection of 5 E-2C Group II aircraft. At this point VAW 120 is the only East Coast E-2C squadron to maintain the Group II aircraft.

The following E-2C and C-2A aircraft were received, transferred, underwent Aircraft Service Life Period Adjustment Inspection (ASPA) or under-went wire modification during CY-94

Aircraft Received

162615	10 Jan 94	From VAW 125
162798	26 Jan 94	From Grumman, St. Augustine
163696	25 Feb 94	From VAW 117
164496	01 Mar 94	From Grumman
164497	12 Apr 94	From Grumman
162800	04 May 94	From Grumman
160700	01 Jun 94	From Grumman, St. Augustine
164109	21 Jul 94	From Grumman, St. Augustine
162170	28 Jul 94	From VAW 110
163538	27 Jul 94	From NADEP NORIS
162177	08 Aug 94	From VAW 110
159112	25 Aug 94	From NADEP NORIS
164485	29 Sep 94	From VAW 110
163539	29 Sep 94	From Grumman, St. Augustine

Aircraft Transferred

162159	12 Jan 94	To SDLM, NADEP NORIS
163848	22 Feb 94	To Grumman, St. Augustine
163536	25 May 94	To Grumman, St. Augustine
161226	01 Jul 94	To Grumman, St. Augustine
164109	10 Aug 94	To Grumman, St. Augustine
163538	16 Sep 94	To Grumman, St. Augustine
163539	18 Nov 94	To Grumman, St. Augustine

Aircraft ASPA's

162615	11 Jan 94	ASPA 4
159105	06 Apr 94	ASPA 1
161226	24 May 94	ASPA 1
162176	21 Jun 94	ASPA 2
161785	16 Aug 94	ASPA 4
162801	12 Sep 94	ASPA 4
162170	14 Oct 94	ASPA 3
162800	06 Nov 94	ASPA 4

Aircraft Wire Modification

162801	06 Jan 94
162615	11 Jan 94
162800	12 May 94
162176	08 Jul 94
159112	29 Aug 94

SAFETY DEPARTMENT

CY 94 was another impressive year of operational safety for the Greyhawks. The squadron flew over 5,400 flight hours and 1018 arrested landings, and met all training commitments without a single personnel loss or serious injury. As always, the Greyhawk Safety Department set the course for all fleet E-2C/C-2A squadrons.

Annual Highlights include:

-Total Flight Hours:	5414
-Total Traps:	1018
-NATOPS changes submitted:	84
-HMR/TPDR/QDR/EI submitted:	18/18/5/6
-Safety articles submitted:	5
-HAZREPS submitted:	17
-NATOPS unit evaluation GPA:	Pilot: 3.96 NFO: 3.81
-Pros of the Week submitted:	8
-Safety Standdowns conducted:	9

Command requested safety inspections:

-Naval Air Station Norfolk safety inspections - no major discrepancies (Apr 94 and Dec 94)

-Virginia Department of Environment Quality Resource and Conservation Inspection - no discrepancies noted (Dec 94)

-COMNAVBASE Fire Department - NAS Fire Marshall conducted monthly on no-notice basis throughout the year. No major discrepancies noted.

-COMNAVSACEN assistance visit - no discrepancies noted (Feb 94)

Other areas of interest:

a. VAW 120 has devoted extensive effort to the consolidation of the E-2C/C-2A(R) FRS. In the past six months, the squadron has added an additional eight aircraft, 60 maintenance personnel, five staff and 35 student officers. In order to accommodate this expansion, VAW 120 has moved into two new facilities, SP-364 and LP-34. FRS consolidation has also required intensive maintenance training to support the addition of the Group I and II aircraft, as well as creating new pilot and NFO training tracks. Extensive revision and generation of new training and safety practices along with indoctrination of staff and students to the new type aircraft and facilities required additional effort. Furthermore, the FRS consolidation has made the Safety Department the sole Model Manager for Aircrew Coordination Training for the Group 0, I and II E-2C and C-2A(R) aircraft.

b. Model Manager Program - The VAW 120 Model Manager Program has set the example for the other Fleet Replacement Squadrons. As the Model Manager of the Aircrew Coordination Training (ACT) program, VAW 120 has vigorously updated the ACT program to better suit the needs of our students and the fleet. Additionally, VAW 120 provides a bi-monthly ACT instructor qualification course for fleet squadrons. Instructors are fully indoctrinated in the fundamentals of ACT and are shown helpful instructional techniques. In preparation for an upcoming first time fleet ACT conference, VAW 120 is currently reviewing E-2C/C-2A NATOPS manuals to ensure ACT is properly addressed in normal operating procedures.

c. Aggressive hazard reporting system - VAW 120 takes the lead for the E-2C/C-2A community in documenting safety of flight issues. Our Safety Department works closely with the Maintenance Department to eliminate problems with aircraft, aircraft technical publications and facilities. Our reporting program was also directly responsible for several airframe bulletins, numerous one-time fleet inspections, both interim and immediate NATOPS changes and changes to routine maintenance inspections.

d. HAZMAT Program Revision - With increasing concerns over the handling of hazardous material/waste, VAW 120 has made huge strides in reducing its hazardous material inventory. Over the past year, VAW 120 has reduced its hazardous material inventory by 40 percent and initiated an innovative "mechanics rag recycling program" to help further reduce hazardous waste disposal of contaminated rags. This program aids in cost reduction and lower stock replenishment requirements. Over the past year, this program has saved the squadron an estimated \$12,000 in material replacement cost.

The Safety Department has had a busy but productive year. Through multiple resources such as Safety Grams, Anymouse program and standardization meetings, the safety word has been disseminated effectively. Additionally, all safety inspections have reflected that 1994 was a safe year for the VAW 120 Greyhawks.

TRAINING DEPARTMENT

The Training Department has undergone major changes in 1994. In March, the department relocated its training assets from SP-381 to SP-364 aboard NAS Norfolk. The assignment to SP-364 is combined with the syllabus upgrading of both Group "0" pilot, Naval Flight Officer and an updated syllabus for C-2A aircrew.

Group II training commenced in April 94 with the NFO and Pilot classes N3/P3. The NFO's will be receiving Group "0" training with those selected for Group II receiving an eight week upgrade course. The pilots are now receiving Group II training from the start. It's expected that by July 95, separate NFO curriculums will be established for Group 0 and Group II concurrent training.

The Training Department has assumed training/facilitating the new CNO directed Aviation Department Head Course. This two week course will be given to all Norfolk area CAT II (VF/VA/HM/HC/VAW) students slated for their Department Head tour.

In addition to Department Head School, the Training Department has assumed fleet-wide responsibility for C-2A Aircrew training. A combined loadmaster/plane captain curriculum has been adapted and is expected to be six months in duration and consists of a three month academic syllabus and three month line/310 shop syllabus/PQS. This will allow VAW 120 to wing enlisted aircrew and provide a qualified 2nd crewman to the VRC squadrons.

Aircraft Systems classes are now joint Pilot/NFO in order to optimize instructor usage. The department has fully integrated the NAMTRAGRU "NAMO" course into the systems phase by combining lecture and "NAMO" for each system.

Development and testing of the new Group II Weapon Systems Trainer (WST) is well underway. The trainer will be located in SP-364. Installation is expected to be completed and the trainer should be on line by June 95.

The Computer Based Training (CBT) is 99 percent complete for Group 0 NFO and 90 percent complete for Group II pilot and NFO. There are no Group "0" Pilot lessons. The development contract will run through April 95 and a new revision and maintenance contract will commence October 94. That contract also includes hardware repair and administrative support for Lesson Guides/STOP Manuals/briefing cards/etc. VAW 120 is planning to incorporate CBT training into each classroom via hardware hook-ups between 4E12 (CBT) system and the BARCO visual display system.

CAREER INFORMATION PROGRAM MANAGER

CY 94 could be called "The Transitional Year" for the command's Retention Team and Career Information Program Management (CIPM). The command's CIPM billet was gapped for approximately nine months. During this time, many of the programs and requirements needed to run a smooth program laid dormant.

In July 94, the CIPM billet was filled by a designated NC1. The VAW 120 Retention Team and CIPM has been rapidly moving forward to improve every program since July. The following are accomplishments made in July 94:

- 17 Personnel trained and designated as Department/Division Career counselors
- 31 On board reenlistments totaling 52 years obligated service
- 20 Fleet reserve transfers
- 24 Career Information Training Counselors trained
- 95 Attended Transition Assistance Program
- One Professional Development Board (five attendees)
- Seven personnel applied for Officer Accession Programs

Our goal is to continue to move forward, improving every retention program in calendar year 1995.