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CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED TWENTY ONE
1968
COMMAND HISTORY

Ref# 3311 46

3/8/69

OPNAV REPORT
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INTRODUCTION

Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY ONE's history dates back to 6 July 1948 when Carrier Airborne Early Warning Squadron TWO was commissioned at Naval Air Station, Norfolk, Virginia. Shortly after formation, the squadron moved to Naval Air Station, Quonset Point, Rhode Island, where it was redesignated Composite Squadron TWELVE (VC-12). In 1956, the squadron was redesignated Carrier Airborne Early Warning Squadron TWELVE (VAW-12).

In September 1962, the squadron moved back to NAS, Norfolk, Virginia, and, on 1 April 1967, Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY ONE was commissioned.

The squadron is large, numbering 130 officers and 340 enlisted men. We fly 25 aircraft from the decks of several Atlantic Fleet Aircraft Carriers. To ensure efficient operations, the squadron operates in the "Detachment Concept". We are currently operating with Detachments NINE, ELEVEN, EIGHTEEN, THIRTY-EIGHT, and SIXTY-SEVEN. Since the bulk of our squadron's operations are performed by our detachments, we are including, as a part of our history, a copy of the applicable sections of our detachments' Monthly Operating Report (MOR), a complete report of the detachment operations for that month. It is hoped that through the submission of these MOR's, the squadron history will be presented in an orderly manner.

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CARAEBRON-121 1968 CHRONOLOGY

- 2 Jan. Detachment NINE deployed aboard the USS ESSEX (CVS-9) for an Operational Readiness Inspection.
- 18 Jan. Detachment NINE returned to NAS NORFOLK from an Operational Readiness Inspection aboard the USS ESSEX (CVS-9).
- 7 Feb. Detachment EIGHTEEN deployed to Guantanamo Bay aboard the USS WASP (CVS-18).
- 15 Feb. Detachment NINE deployed to the Mediterranean aboard the USS ESSEX (CVS-9).
- 26 Feb. Detachment FIFTEEN deployed to Pensacola, Florida aboard the USS RANDOLPH (CVS-15).
- 1 March Detachment SIXTY officially dissolved.
Detachment SIXTY-SEVEN officially established.
- 16 March Detachment FIFTEEN returned from the USS RANDOLPH (CVS-15) after participating in exercise RUGBY MATCH.
- 19 March Detachment ELEVEN deployed to Guantanamo Bay aboard the USS INTREPID (CVS-11).
- 3 Apr. Detachment EIGHTEEN returned from REFTRA and Operational Readiness Inspection aboard the USS WASP (CVS-18).
- 4 Apr. RADM LE BAILY, O. B. E. , RN, made Squadron Tracer Trophy Award Presentation.
- 7 Apr. Detachment ELEVEN returned from a cruise aboard the USS INTREPID (CVS-11).
- 8 Apr. Detachment FIFTEEN deployed to the Caribbean aboard the USS RANDOLPH (CVS-15).
- 25 Apr. Detachment FIFTEEN returned to NAS NORFOLK.
- 28 Apr. Detachment EIGHTEEN deployed to the Atlantic aboard the USS WASP (CVS-180).
- 30 Apr. Detachment ELEVEN deployed to the Jacksonville Operating Area aboard the USS INTREPID (CVS-11).
- 16 May Detachment ELEVEN returned to NAS NORFOLK.
- 20 May Detachment FORTY-TWO returned to NAS NORFOLK from a nine month Mediterranean cruise aboard the USS ROOSEVELT (CVA-42).
- 21 May Detachment EIGHTEEN returned from the USS WASP (CVS-18).
- 27 May The squadron officially moved from Hangar SP-31 to Hangar SP-2.
- 30 May Detachment FORTY-TWO officially dissolved.

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- 4 June Detachment ELEVEN departed CONUS for Western Pacific cruise aboard USS INTREPID (CVS-11).
- 13 June Detachment NINE returned from a four month Mediterranean and North Atlantic cruise.
- 10 July Change of Command. CDR S. V. REYNOLDS relieved CDR R. A. PETTIGREW as Commanding Officer.
- 18 July Detachment NINE deployed aboard the USS ESSEX (CVS-9).
- 22 July Detachment FIFTEEN deployed to South America aboard the USS RANDOLPH (CVS-15) for UNITAS exercises with Brazilian Naval Forces.
- 31 July Detachment NINE returned to NAS NORFOLK.
- 18 Aug. Detachment EIGHTEEN deployed to the North Atlantic aboard the USS WASP (CVS-18).
- 24 Aug. Detachment NINE deployed to the Bermuda Operating Area aboard the USS ESSEX (CVS-9).
- 3 Sept. Detachment NINE returned to NAS NORFOLK.
Detachment FIFTEEN returned from a six week South American cruise aboard the USS RANDOLPH (CVS-15).
- 16 Sept. Detachment THIRTY-EIGHT officially established.
- 19 Sept. Detachment FIFTEEN received recognition when CVSG-56 received the "Rhode Island Council of the Navy League ASW Air Group Award".
- 25 Sept. Detachment FIFTEEN officially dissolved.
- 4 Oct. Detachment NINE departed for duty aboard the USS ESSEX (CVS-9).
- 21 Oct. Detachment THIRTY-EIGHT departed for duty aboard the USS SHANGRI-LA (CVA-38).
- 23 Oct. Detachment NINE returned from duty aboard the USS ESSEX (CVS-9).
- 11 Nov. Detachment NINE departed for duty aboard the USS ESSEX (CVS-9).
- 15 Nov. Detachment THIRTY-EIGHT returned from duty aboard the USS SHANGRI-LA (CVA-38).
- 25 Nov. Detachment NINE returned to NAS NORFOLK from duty aboard the USS ESSEX (CVS-9).
- 29 Nov. Detachment SIXTY-SEVEN deployed to Guantanamo Bay for duty aboard the USS KENNEDY (CVA-67).
- 2 Dec. Detachment THIRTY-EIGHT departed for duty aboard the USS SHANGRI-LA (CVA-38).

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- 12-13 Dec. VAW-121 received the annual ADMINISTRATIVE MATERIAL INSPECTION from COMFAIRNORFOLK.
- 15 Dec. Detachment SIXTY-SEVEN returned from duty aboard the USS KENNEDY (CVA-67).
- 21 Dec. Detachment THIRTY-EIGHT returned from duty aboard the USS SHANGRI-LA (CVA-38).

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NARRATIVE

Detachment NINE started out the busy year of 1968 with a deployment aboard the USS ESSEX (CVS-9) on 2 January. The detachment participated in the CVSG-60 OPERATIONAL READINESS INSPECTION conducted by CVSG-50. The detachment returned to Norfolk on 18 January after earning an overall grade of "HIGH EXCELLENT" on the readiness inspection.

February was CVS month around VAW-121, with all three CVS detachments deployed during the month. Detachment EIGHTEEN boarded USS WASP (CVS-18) and joined CVSG-52 on 7 February for refresher training and OPERATIONAL READINESS INSPECTION. The cruise was the first for the WASP (CVS-18) with her air group since going into the yards in April 1967. Detachment NINE deployed aboard the USS ESSEX (CVS-9) on 15 February for a four month Mediterranean and North Atlantic Cruise. The detachment deployed to provide Radar Search, Early Warning, Airborne Command and Control, and Radio/Radar Relay services to the ESSEX and CARRIER ANTI-SUBMARINE AIR GROUP FIFTY-FOUR. Detachment FIFTEEN embarked on the USS RANDOLPH (CVS-15) at Pensacola, Florida, on 26 February and joined with other operational and training squadrons to participate in "Fleet Week". Detachment FIFTEEN, after completing the necessary refresher landings, supported the rest of the VAW-121 pilots with their aircraft until they, too, received the necessary landings to stay qualified. After "Fleet Week", Detachment FIFTEEN deployed aboard USS RANDOLPH (CVS-15) with ANTI-SUBMARINE AIR GROUP FIFTY-SIX to conduct ASW exercises in the Jacksonville Operating Area.

On 1 March, Detachment SIXTY was officially dissolved due to the fact that the USS SARATOGA (CVS-60) was to receive a squadron of E-2A aircraft. At the same time, Detachment SIXTY-SEVEN was organized for future deployments aboard the USS KENNEDY. On 16 March, Detachment FIFTEEN returned from ASW exercises and, on 19 March, Det-

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achment ELEVEN loaded aboard the USS INTREPID (CVS-11) for a cruise in the Guantanamo Bay area. The primary mission of this deployment was preparation for WESTPAC deployment and included refresher landings for Detachment ELEVEN pilots.

On 4 April, REAR ADMIRAL LEBAILLY, O. B. E., Royal Navy, was guest at a Squadron Tracer Trophy Award Presentation. Detachment EIGHTEEN returned to NAS NORFOLK on 7 April with all of their refresher landing goals completed. The following day, 8 April, Detachment FIFTEEN departed on ASW exercise "RUGBY MATCH". The detachment's E-1B's provided Radar Search and Communications Relay. Detachment FIFTEEN returned to NAS NORFOLK on 25 April. From 16-19 April, two aircraft from Detachment ELEVEN were deployed to Cecil Field to work with Carrier Wing TEN's A-4's practicing over-land strike control on night missions. These missions were for continuing preparation for the scheduled Western Pacific deployment.

On 28 April, Detachment EIGHTEEN once again put to sea aboard USS WASP (CVS-18) for ASW exercises. On 30 April, Detachment ELEVEN loaded aboard USS INTREPID (CVS-11) for a two week cruise in the Jacksonville Operating Area. Again, Detachment ELEVEN worked with Carrier Wing TEN on strike control, CAP control, and tanker join-ups.

On 16 May, Detachment ELEVEN arrived back in Norfolk from a two week cruise. On 20 May, Detachment FORTY-TWO, which had been aboard the USS ROOSEVELT (CVA-42), returned from an extended Mediterranean Cruise. Detachment FORTY-TWO was part of Carrier Air Wing ONE. The detachment had been aboard the ROOSEVELT since 23 August 1967, They provided Airborne Early Warning and Radio/Radar Relay services to the squadrons of Carrier Air Wing ONE. On 21 May, Detachment EIGHTEEN arrived in Norfolk after completing FIXWEX exercises with the WASP. On 27 May, the squadron officially moved its personnel, equipment, and aircraft from Hangar SP-31 to SP-2,

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still aboard NAS, Norfolk, Virginia. On 30 May, Detachment FORTY-TWO was officially dissolved due to the fact that the ROOSEVELT was due for an extended yard period.

Detachment ELEVEN began loading aboard USS INTREPID (CVS-11) early in June. On 4 June, the ship departed from Pier 12, Norfolk, Virginia, enroute to the Tonkin Gulf. 13 June saw Detachment NINE returning from a four month Mediterranean/North Atlantic Cruise.

10 July saw the command of the squadron change hands. Commander S. V. REYNOLDS relieved Commander R. A. PETTIGREW as Commanding Officer of Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY ONE. Between 18 and 31 July, Detachment NINE deployed aboard USS ESSEX (CVS-9) for carrier qualification refresher landings and to provide services to CVSG-54 while based ashore at NAS JACKSONVILLE. Also, on 22 July, Detachment FIFTEEN boarded the USS RANDOLPH (CVS-15) for a six week cruise to South America for UNITAS exercises with Brazilian Naval Forces. The E-1B detachment was embarked as a member of Carrier Anti-Submarine Air Group FIFTY-SIX. The detachment deployed to provide Radar Search and Radio/Radar Relay.

Two CVS detachments departed in August. Detachment EIGHTEEN departed on 18 August for Rhode Island to load aboard USS WASP (CVS-18) for a four month cruise to the North Atlantic and Mediterranean. On 24 August, Detachment NINE was once more called upon to man the ESSEX for a two week cruise to the Bermuda Operating Area. Working with CVSG-54, the detachment's E-1B's were used to assist the air group in conducting FIXWEX exercises.

On 3 September, two detachments returned to Norfolk. Detachment NINE returned from its two week cruise in the Bermuda Operating Area and Detachment FIFTEEN returned from its South American deployment. On 16 September, a new detachment joined

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the ranks of VAW-121. Detachment THIRTY-EIGHT was officially established to provide services to the USS SHANGRI-LA (CVA-38). On 19 September, CVSG-56 received the "Rhode Island Council of the Navy League ASW Air Group Award". Detachment FIFTEEN, as a part of that air group, participated in the ceremony. 25 September saw the end to an old and excellent detachment. Detachment FIFTEEN was officially dissolved due to the decommissioning of USS RANDOLPH.

On 4 October, Detachment NINE departed for duty aboard USS ESSEX (CVS-9). During this cruise, the detachment participated in the Apollo-7 recovery and ASW exercises. On 21 October, Detachment THIRTY-EIGHT departed for duty aboard USS SHANGRI-LA (CVS-38). On 23 October, Detachment NINE returned from duty aboard USS ESSEX (CVS-9).

Once again, on 11 November, Detachment NINE departed for duty aboard USS ESSEX (CVS-9) for ASW exercises. On 15 November, Detachment THIRTY-EIGHT returned from duty aboard USS SHANGRI-LA (CVA-38) and, on 25 November, Detachment NINE returned from ASW exercises aboard USS ESSEX (CVS-9). On 29 November, Detachment SIXTY-SEVEN deployed to Guantanamo Bay for duty aboard the USS KENNEDY (CVA-67). This marked the first time that Detachment SIXTY-SEVEN had deployed.

December saw all of our detachments home for Christmas except for Detachment ELEVEN, which was still deployed to WESTPAC for duty off of Vietnam. On 2 December, Detachment THIRTY-EIGHT departed for a short cruise aboard USS SHANGRI-LA (CVA-38) and they were back on 19 December. 12 and 13 December found the squadron involved in its annual ADMINISTRATIVE/MATERIAL INSPECTION from COMFAIRNORFOLK. The squadron received an overall grade of excellent. On December 15, Detachment SIXTY-SEVEN returned from duty aboard USS KENNEDY (CVA-67).

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COMMAND ORGANIZATION

CHRONOLOGY OF CARAEWRON-121 COMMANDING OFFICERS

Captain Joseph A. PARISEAU, USN, 124265/1310 - 1 April to 9 June 1967

Captain Sheldon L. CORNER, USN, 407279/1310 - 9 June to 1 July 1967

Commander Raymond A. PETTIGREW, USN, 540343/1310 - 1 July 1967 to 10 July 1968

Commander Stuart V. REYNOLDS, USN, 520033/1310 - 10 July 1968 to present

MISSION OF COMMAND

To provide Airborne Early Warning to Fleet units involving intercept control, strike control, radar and radio relay, search and rescue, and radar and visual reconnaissance as directed by higher authority.

COMPOSITION OF COMMAND

CARAEWRON-121 is organized according to a Detachment Concept. That is, each detachment functions as a squadron within a squadron. Each detachment has its own departments and divisions as does the squadron.

The Officer in Charge of each detachment is selected by the Commanding Officer. The detachment Officer in Charge functions both as a commanding officer and a department head. Ashore, the Officer in Charge functions as a department head, responsible to the Commanding Officer, CARAEWRON-121. At sea, he is responsible to the Air Group Commander or Air Wing Commander, as well as to the Commanding Officer of the squadron, for administration.

The detachment number coincides with the hull number of the ship on which the detachment embarks.

More detailed information may be found in the Squadron and Detachment Organization Manuals enclosed as Annexes J and K of CARAEWRON ONE TWENTY ONE 1967

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Squadron History.

COMPOSITION OF DETACHMENTS

As of December 1968, we have FIVE (5) detachments active which deploy with the following personnel and equipment: THREE AIRCRAFT DETACHMENT; 5 PILOTS, 4 CO-PILOTS, 6 NAVAL FLIGHT OFFICERS, 5 ENLISTED AIRCREWMEN, and a total of 45 enlisted personnel; a total complement of 61. FOUR AIRCRAFT DETACHMENT; 6 PILOTS, 6 CO-PILOTS, 8 NAVAL FLIGHT OFFICERS, 6 ENLISTED AIRCREWMEN, and a total of 52 enlisted personnel; a total complement of 72.

PERSONNEL ASSIGNED (yearly average)

130 officers, of which 126 are flight personnel; 340 enlisted, of which 28 are flight personnel. No complement of civilians was affected or assigned.

THE E-1B "TRACER"

CARAEWRON-121 flies the E-1B "Tracer" Aircraft from the decks of Atlantic Fleet Aircraft Carriers. The aircraft is a twin-engine, high wing, carrier-based aircraft built by the GRUMMAN AIRCRAFT ENGINEERING CORPORATION. It's primary mission is to provide airborne radar coverage to an assigned area or force at sea. It is equipped for all weather flight and is operated by a crew of four (4). The crew consists of a pilot, a co-pilot, a Naval Flight Officer, and an Enlisted Aircrewman.

The aircraft features a top-mounted radome that houses a 17 1/2 foot by 4 foot radar antenna, giving it a search range of approximately two hundred (200) miles, depending upon the height of the aircraft.

OPERATIONAL STATISTICS

Total Hours Flown 11,799

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Total Carrier Landings 2,944

Total Sorties 3,558

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ACCIDENTS, INCIDENTS, GROUND ACCIDENTS, AND SAFETY UR'S

1. TOTALS

A. Accidents	4
B. Incidents	48
C. Ground Accidents	5
D. Safety UR's	12

2. ACCIDENTS

A. DET-9 01-69A, 26 AUG 68, 147214

(1) USS ESSEX, LT R. J. MOSER

(2) Engine backfire, wave-off on first pass, loss of oil pressure, feather and barricade landing.

(3) Damage to both wings, dome, cowling, starboard MLG door, and double engine change.

B. DET11 01-69A, 4 AUG 68, 148923

(1) USS INTREPID, LT W. F. ROSSLEY

(2) Engine driven fuel pump failure and unsuccessful re-start.

(3) Wings, dome, and cowling damage.

C. DET-18 01-68A, 8 FEB 68, 148902

(1) USS WASP, LT K. J. COLLINS

(2) Hard landing to pitching deck.

(3) Nose and MLG collapse, bent prop, dislocated dome, and separated port elevator.

D. DET-18 02-69A, 19 MAY 68, 148136

(1) USS WASP, LT R. A. BEEMAN

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- (2) Single engine barricade landing after torque meter heater hose failure and loss of oil pressure. No pilot error.
- (3) Wings, dome, nose, and cowling damage.

3. INCIDENTS

A. DET-9

- (1) 01-68I, 5 MAY 68, CVS-9, 147230
Tractor hit nose door
- (2) 04-68I, 11 APRIL 68, CVS-9, 147230
Hook cable failure
- (3) 05-68I, 11 APRIL 68, CVS-9, 147233
Prop linkage cable failure
- (4) 01-69I, 16 JULY 68, NORVA, 147230 & 148919
Taxi crunch in line area, FESKO, D. J., LTJG
- (5) 02-69I, 27 JULY 68, MAYPORT, 147230
6 jug valve guide failure, WASLESKI, G. T., LT
- (6) 03-69I, 31 JULY 68, CVS-9, 147253
CSD shaft failure after bolter, JENNINGS, J. L., LT
- (7) 04-69I, 28 JULY 68, CVS-9, 147233
Unsafe nose gear indication, MURPHY, A. J., LT
- (8) 05-69I, 31 JULY 68, NAS JAX, 147219
Port CSD light malfunction, MOSER, R. J., LT
- (9) 06-69I, 1 AUG 68, NAS JAX, 148219
Port CSD cannon plug failure, MURPHY, A. J., LT
- (10) 07-69I, 2 AUG 68, COFIELD, N. C., 148219
CSD shaft failure, MOSER, R. J., LT
- (11) 08-69I, 5 AUG 68, NORVA, 148919
CSD shaft overheat, ALEXANDER, C. F., CDR
- (12) 09-69I, 14 AUG 68, NORVA, 148919
CSD shaft failure, FINK, S. A., LCDR
- (13) 10-69I, 1 SEP 68, CVS-9, 148219
Wing flap hydraulic leak, MURPHY, A. J., LT
- (14) 11-69I, 1 SEP 68, CVS-9, 148146
Chip light (ring fuzz), MURPHY, A. J., LT

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B. DET-11

- (1) 01-68I, 17 NOV 68, CVS-11, 148136
6 piston rod failure (no barricade)
- (2) 02-68I, 5 APRIL 68, HOMESTEAD AFB, 147231
Chip light and metal (engine change)
- (3) 01-69I, 12 NOV 68, CVS-11, 147231
Throttle linkage failure, DaNang divert, EVANS, M. S., LT

C. DET-15

- (1) 01-69I, 2 SEP 68, NORVA, 148913
CSD rear seal failure, MOSS, G. M., LT

D. DET-18

- (1) 04-68I, 11 MARCH 68, CVS-18, 148145
Precautionary single engine landing aboard due to loss of torque pressure, MURRAY, T. O., LT
- (2) 05-68I, 28 JUNE 68, NORVA, 148904
CSD gear box failure, MURRAY, T. O., LT
- (3) 01-69I, Not used
- (4) 02-69I, Not used
- (5) 03-69I, 15 JULY 68, NORVA, 147237
8 cylinder failure, REYNOLDS, S. V., CDR
- (6) 04-68I, 30 JULY 68, CVS-9, 147236
Wing tip taxi crunch, NICHOL, R. J., LT
- (7) 05-69I, 5 AUG 68, OCEANA, 147236
Generator failure, BENNETT, D. C., LT
- (8) 06-69I, 23 AUG 68, CVS-18, 147213
Ring fuzz chip light, HERRMANN, J. N., LTJG
- (9) 07-69I, 31 AUG 68, CVS-18, 147236
Chip light wire brush strand, LUSCHER, H. F., LTJG
- (10) 08-69I, 1 SEP 68, CVS-18, 147230
CSD cannon plug short, MURRAY, T. O., LT
- (11) 09-69I, 9 SEP 68, CVS-18, 147213
Shorted light control, HERRMANN, J. N., LTJG
- (12) 10-69I, 22 SEP 68, CVS-18, 147213
Loose stack clamps and backfire, LUSCHER, H. F., LTJG

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(13) 11-69I, 23 SEP 68, CVS-18, 147213
Shorted light control, BLANCH, R. F., LCDR

(14) 12-69I, 24 SEP 68, CVS-18, 147213
Carb air door failure, BENNETT, D. C., LT

E. DET-38

(1) 01-69I, 5 NOV 68, HOMESTEAD AFB, 148913
Generator failure

F. DET-42

(1) 10-68I, 31 MARCH 68, CVA-42, 148905
Heater line failure

(2) 11-68I, 5 MARCH 68, CVA-42, 148901
CSD shaft failure

(3) 12-68I, 28 JUNE 68, NORVA, 148904
CSD gearbox failure, MURRAY, T. O., LT

G. VAW-121 Site Support

(1) 05-68I, 5 FEB 68, NORVA, 147236
Fire warning light (cracked clamp - #5 exhaust)

(2) 06-68I, 29 MAY 68, NORVA, 148908
Port dash up-lock pot failure, ALEXANDER, C. F., CDR

(3) 07-68I, 14 JUNE 68, NORVA, 148919
CSD bearing and shaft failure, SHERIN, J. E., LCDR

(4) 01-69I, 12 SEP 68, KNOTTS IS., 148901
CSD bearing and shaft failure, SHERIN, J. E., LCDR

(5) 02-69I, 12 SEP 68, NORVA, 148912
Yoke smoke (AFCS short), MCMILLAN, R. D., LT

(6) 03-69I, 8 OCT 68, NORVA, 148901
CSD shaft failure, MCCLAMMY, R. K., LT

(7) 04-69I, 11 OCT 68, FENTRESS, 148912
Autofeather limit switch, BOWNAS, S. W., LTJG

(8) 05-69I, 17 OCT 68, FENTRESS, 148908
CSD shaft loose, DUNN, T. S., LTJG

(9) 06-69I, 17 OCT 68, FENTRESS, 148912
Generator failure, BOLONIK, L. M., LTJG

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- (10) 07-69I, 21 OCT 68, NORVA, 148905
Loss of ARC-38 "fish", SWAFFAR, J. L., LT
- (11) 08-69I, 21 OCT 68 FENTRESS, 148905
Unsafe nose gear, SWAFFAR, J. L., LT
- (12) 09-69I, 23 OCT 68, FENTRESS, 148901
CSD light, BOLONIK, L. M., LTJG
- (13) 10-69I, 1 NOV 68, ELIZABETH CITY, 148134
Unsuccessful airborne re-start, BOWNAS, S. W., LTJG

4. GROUND ACCIDENTS

- A. DET-15, 01-69G, 28 AUG 68, CVS-15, 148145
Suspected fuselage crunch (NC-2)
- B. DET-18, 01-69G, 27 SEP 68, CVS-18, 148230
Aircraft broke loose during re-spot
- C. DET-18, 02-69G, 12 OCT 68, CVS-18, 147237
NC-2 hit fuel dump tube
- D. DET-18, 03-69G, 21 OCT 68, CVS-18, 147236 & 148919
A/C # 1 broke loose and hit A/C # 2 during re-spot
- E. DET-9, 01-69G, 12 NOV 68, CVS-9, 148905
Nose wheel door crunch after tow bar failure during A/C load aboard.

5. SAFETY UNSATISFACTORY REPORTS

- A. 121-0009/68 (121-05-68I) 5 FEB 68, NORVA, 147236
Chip light
- B. DET-18 0005/68 (DET-18 04-68I) 11 MARCH 68, CVS-18, 148145
- C. DET-11 0001/68 (DET-11 02-68I) 11 APRIL 68, HOMESTEAD AFB, 147231
Chip light (engine change)
- D. DET-9 0031/68 (DET-9 04-68I) 11 APRIL 68, CVS-9, 147230
Hook cable failure
- E. 121-0033/69, 8 JULY 68, NORVA, ARD-13
Chaffing ox line
- F. 121-0035/69, 15 JULY 68 NORVA, 147237
#8 cylinder failure
- G. DET-9 0005/69 (DET-9-02-69I) 27 JULY 68, MAYPORT, 147230
#6 cylinder valve guide failure

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- H. DET-9 0007/69 (DET-9 03-69I) 31 JULY 68, CVS-9, 147253
CSD shaft failure
- I. DET-9 0010/69 (DET-9 09-69I) 14 AUG 68, NORVA, 143919
CSD shaft failure
- J. 121-0052/69, 4 NOV 68, NORVA, All A/C
CSD problems
- K. DET-38 0001/69, 21 OCT 68, MCCALLA FIELD, 148913
CSD shield loose
- L. DET-11 0006/69, (DET-11 01-69I) 12 NOV 68, CVS-11, 147231
Throttle linkage failure, divert DaNang

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