

VAW-121

1969

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SQUADRON HISTORY 1969

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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 Naval Air Station, Norfolk, Virginia, and on 1 April 1967, Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY ONE was commissioned.

The squadron is large, numbering 108 officers and 322 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 detachments TEN, EIGHTEEN, THIRTY-EIGHT, FORTY-TWO, and SIXTY-SEVEN. Since the bulk of our squadron's operations are performed by our detachments, we are including, as 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.

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CARAEWRON-121 1969 CHRONOLOGY

- 07 Jan Detachment THIRTY-EIGHT boards USS SHANGRI-LA (CVA-38) at Mayport for deployment to the Mediterranean
- 09 Jan USS SHANGRI-LA (CVA-38) participates in RIMEX off Bermuda
- 18 Jan USS SHANGRI-LA (CVA-38) completes turnover with USS INDEPENDENCE (CVA-62) in the Mediterranean
- 01 Feb Detachment TEN established, LCDR C. A. PUNDT, Officer in Charge
- 08 Feb Detachment ELEVEN returns from WESTPAC" AROUND THE WORLD CRUISE"
- 12 Feb RADM L. E. S. H. LE BAILLEY, CB., OBE., RN, present Tracer Trophy awarded to AEL H. A. WALKER, USN, in recognition of outstanding performance as enlisted aircrewman
- 12-14 Feb USS SHANGRI-LA (CVA- 38) participates in EXERCISE POOPDECK
- 14 Feb LCDR L. G. LOMHEIM relieves LCDR J. E. SHERIN as Officer-in-Charge, Detachment SIXTY-SEVEN
- 19 Feb LCDR R. W. SARGEANT relieves LCDR C.W. GIBSON as Officer-in-Charge, Detachment ELEVEN
- 28 Feb Detachment TEN departs NAS NORFOLK for deployment on board USS YORKTOWN (CVS-10)
- 29 Feb Detachment SIXTY-SEVEN boards USS J. F. KENNEDY (CVA-67) in preparation for Mediterranean deployment
- 01 Mar Detachment ELEVEN becomes Detachment FORTY-TWO
- 03 Mar Detachment SIXTY-SEVEN becomes part of ATTACK CARRIER AIR WING ONE (CVA-11) on board USS J. F. KENNEDY (CVA-67)
- 03-05 Mar USS SHANGRI-LA (CVA-38) participates in OPERATION NATIONAL WEEK 11
- 13-31 Mar USS YORKTOWN (CVS-10) participates in OPERATION SPRINGBOARD at Roosevelt Roads, Puerto Rico
- 20 Mar USS SHANGRI-LA (CVA-38) participates in OPERATION QUICKDRAW 4-69
- 20-30 Mar USS SHANGRI-LA (CVA-38) participates in NATO-conducted EXERCISE DAWN PATROL
- 01-02 Apr USS SHANGRI-LA (CVA-38) participates in RIMEX exercise
- 02 Apr Detachment THIRTY-EIGHT's aircraft 767 suffered a bird strike, causing extensive damage to the radome

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- 07 Apr Detachment TEN returns from deployment aboard USS YORKTOWN (CVS-10)
- 08 Apr Detachment EIGHTEEN's aircraft 776 recovered in barricade during deployment aboard USS WASP (CVS-18)
- 10 Apr Detachment TEN boards USS YORKTOWN (CVS-10) as part of CVSG-56
- 12-13 Apr Detachment SIXTY-SEVEN participates in Operational Readiness Inspection on board USS JOHN F. KENNEDY (CVA-67)
- 14 Apr USS JOHN F. KENNEDY (CVA-67) commences transit to the Mediterranean for turnover with USS FORRESTAL (CVA-59)
- 16 May CDR C. F. ALEXANDER relieves CDR S. V. REYNOLDS as Commanding Officer, Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY ONE
- 22-24 May USS JOHN F. KENNEDY (CVA-67) participates in OPERATION NATIONAL WEEK III, accompanied by USS SHANGRI-LA (CVA-38)
- 01-02 Jun USS WASP (CVS-18) participates in Exercise SEAPOACHER III
- 05-09 Jun USS SHANGRI-LA (CVA-38) participates in OPERATION OLYMPIC EXPRESS
- 23 Jun LCDR D. P. SMITH relieves LCDR R. W. SARGEANT as Officer in Charge of Detachment FORTY-TWO
- 01-02 Jul USS WASP (CVS-18) participates in Exercise TRILATERAL
- 09-11 Jul USS SHANGRI-LA (CVA-38) participates in Exercise POOPDECK 1-70
- 11 Jul Detachment EIGHTEEN returns to Naval Air Station Norfolk
- 29 Jul Detachment THIRTY-EIGHT returns to Naval Air Station Norfolk
- 29-31 Jul Detachment TEN participates in Operational Readiness Inspection on board USS YORKTOWN (CVS-10)
- 31 Jul Detachment FORTY-TWO joins ATTACK CARRIER AIR WING SIX (CW-6) on board USS FORRESTAL (CVA-59)
- 29-31 Aug USS YORKTOWN (CVS-10) participates in Exercise SNOWTIME
- 07-13 Sep USS YORKTOWN (CVS-10) conducts ASW Operations while transitting Atlantic in preparation for Norwegian Sea Operations
- 12 Sep Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY ONE moves from SP-2 to LP-13
- 17-23 Sep USS YORKTOWN (CVS-10) participates in NATO Exercise OPERATION PEACEKEEPER

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- 17 Oct LCDR J. M. FERRY relieves LCDR L. A. BRENNAN as Officer in Charge, Detachment THIRTY-EIGHT
- 27-29 Oct USS JOHN F. KENNEDY (CVS-67) participates in OPERATION NATIONAL WEEK IV
- 01-09 Nov CDR C. F. ALEXANDER, Commanding Officer, Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY ONE, visits his detachments deployed in the Mediterranean
- 01 Nov Detachment SIXTY-SEVEN's aircraft 771 is damaged by the ship's radar antenna which came loose and fell from the island of USS JOHN F. KENNEDY (CVA-67)
- 02 Nov Detachment FORTY-TWO is loaded aboard USS ROOSEVELT (CVA-42)
- 12 Nov Detachment EIGHTEEN is loaded aboard USS WASP (CVS-18)
- 18 Nov Detachment SIXTY-SEVEN's aircraft 774 loses starboard engine on take-off from NAF Naples - uneventful field landing
- 17-20 Nov Detachment EIGHTEEN participates in Operational Readiness Inspection on board USS WASP (CVS-18)
- 21 Nov Detachment FORTY-TWO returns to Naval Air Station Norfolk
- 22 Nov Detachment EIGHTEEN returns to Naval Air Station Norfolk
- 24 Nov LCDR Larry HEBERT relieves LCDR C. A. PUNDT as Officer in Charge, Detachment TEN
- 28-29 Nov Detachment THIRTY-EIGHT loads aboard USS SHANGRI-LA (CVA-38) at Mayport
- 03 Dec USS YORKTOWN (CVS-10) steams for CONUS to arrive 11 December
- 19 Dec Detachment THIRTY-EIGHT departs Naval Air Station Guantanamo Bay, Cuba, for Naval Air Station Norfolk
- 20 Dec Detachment SIXTY-SEVEN returns to Naval Air Station Norfolk

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NARRATIVE

1969 was marked as a year of change for CARAEWRON ONE TWO ONE. Rumors were propagated that the squadron would move from SP-2 to LP-13 at Naval Air Station Norfolk, during the summer and the question arose of moving the entire squadron from its home base in Norfolk to Naval Air Station Quonset Point. All situations were in a state of flux and all personnel listened eagerly for the latest scuttlebutt.

January was characterized by post-deployment leaves for detachment personnel. Little flight operations were conducted and maintenance utilized this time for completion of corrosion inspections and for correcting outstanding discrepancies.

On January 12, Detachment EIGHTEEN flew two aircraft to Marine Corps Air Station Beaufort to participate in a FIREX. The E-1B's primary mission in the exercise was range sanitation and possible SAR coordination. On 17 January, the aircraft returned to Naval Air Station Norfolk having achieved one hundred per cent availability during the exercise.

Detachment THIRTY-EIGHT flew down to Mayport, Florida, in preparation for deployment to the Mediterranean. After completion of load-aboard, USS SHANGRI-LA (CVA-38) departed Mayport and conducted a RIMEX missile exercise in the area just off Bermuda. Then she steamed across the Atlantic for turnover with USS INDEPENDENCE (CVA-62) and the Mediterranean Cruise was officially underway.

EXERCISE POOPDECK was the highlight of February operations for USS SHANGRI-LA (CVA-38) and Detachment THIRTY-EIGHT. The forces of Spain and

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the United States participated in practicing attack and defense training. The detachment's role required maximum utilization of control capabilities.

On 1 February, Detachment TEN was established with LCDR C. A. PUNDT as Officer in Charge. USS YORKTOWN (CVS-10) was in the yards and would depart Naval Air Station Norfolk on 28 February for a Caribbean deployment.

On 8 February, USS INTREPID (CVS-11) and Detachment ELEVEN returned from its WESTPAC "Around the World Cruise". For her involvement in the Viet Nam conflict, Detachment ELEVEN received a "well-done" and the Navy Unit Commendation from the Secretary of the Navy.

On 12 February, during ceremonies held at SP-2, Naval Air Station Norfolk, RADM L. E. S. H. LE BAILLEY, of the Royal Navy presented the "Tracer" Trophy to AEL H. A. WALKER. The award was presented in recognition of outstanding performance as aircrewman.

On 14 February, LCDR L. G. LOMHEIM relieved LCDR J. W. SHERIN as Officer in Charge of Detachment SIXTY-SEVEN. The detachment, soon to deploy aboard USS JOHN F. KENNEDY (CVA-67), began preparations for the Operational Readiness Inspection to be conducted prior to departure to the Mediterranean. Type training was conducted from 03-18 March in the Virginia Capes Operating Area. Problems encountered with the ship's catapults during this period resulted in deck runs for prop aircraft.

On 19 February, LCDR R. W. SARGEANT relieved LCDR C. W. GIBSON as Officer in Charge of Detachment ELEVEN, and on 1 March, Detachment ELEVEN officially became Detachment FORTY-TWO.

On 5 March, Detachment THIRTY-EIGHT flew its longest operational flight. LT PROCTOR, LTJG SANDFORD, LCDR WILKERSON, and LT WILBUR flew a 7.1 hour flight.

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On 13 March, Detachment TEN departed Naval Air Station Norfolk for USS YORKTOWN (CVS-10) and the Roosevelt Roads Operating Area, where ASW operations were conducted.

Detachment THIRTY-EIGHT participated in Exercise QUICKDRAW on 20 March. The exercise was a six-hour night transit defense against the Italian PT boats in the Bay of Taranto. The E-1B team processed 14 surface contacts, directing flare drops and jet strikes against two of the PT boats.

On 1 April, Detachment THIRTY-EIGHT took part in an open ocean missile shoot. The detachment performed range surveillance and back-up control for the drone launching aircraft. Two "Well-Done" messages were received from RADM ARMSTRONG, Commander, Cruiser Destroyer Flotilla TEN, for outstanding performance during the exercise.

On 6 April, Detachment SIXTY-SEVEN and Attack Carrier Air Wing ONE went to sea for the Operational Readiness Inspection, conducted on 12 and 13 April, followed by in-chop to the Sixth Fleet, and turnover from USS FORRESTAL (CVA-59) at Rota, Spain, on the 22nd of April.

On 8 April, Detachment TEN returned from a short GIMO Cruise aboard USS YORKTOWN (CVS-10). Lack of parts and scarcity of corrosion control equipment marked the maintenance problems of this short deployment. On the tenth of April, Detachment TEN again joined USS YORKTOWN (CVS-10) and CVSG-56.

On 8 April, LT W. T. GODFREY of Detachment EIGHTEEN, on board USS WASP (CVS-18), in aircraft 776, suffered failure of the port engine while in flight. The aircraft was recovered aboard in the barricade resulting in extensive damage to the wings, nacelles, and wheel wells.

The 16th of May saw the helm of CARAEWRON-121 taken by CDR C. F. ALEXANDER, who relieved CDR S. V. REYNOLDS as Commanding Officer. The ceremonies, held

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at SP-2, saw CDR S. V. REYNOLDS depart CARAEWRON-121 to become Navigation Officer of USS BENNINGTON (CVS-20).

Detachment SIXTY-SEVEN spent an in-port period in Valleta, Malta, from 2 - 11 May. Upon completion of this brief respite, training was conducted in the central Mediterranean followed by NATIONAL WEEK III. USS JOHN F. KENNEDY (CVA-67) and USS SHANGRI-LA (CVA-38), in company with Detachment THIRTY-EIGHT, participated in the operation which spanned 22 - 24 May. The objective of the exercise was around-the-clock flight operations to provide each side the opportunity to attack the opposing force. The E-1B was utilized as low flyer detector, CAP control, strike control, surface surveillance, and radar and radio relay.

USS SHANGRI-LA (CVA-38) participated in OPERATION OLYMPIC EXPRESS from 5 - 9 June and on June 20th and 21st Detachment THIRTY-EIGHT significantly contributed to the first successful Mediterranean firing of the Talos missile. During the exercise, radar and communications relay performed excellently. On two separate occasions the AQM-33 target drone was traced at speeds greater than Mach One by the airborne radar and its Bellhop system.

On 22 - 23 June, Detachment SIXTY-SEVEN and USS JOHN F. KENNEDY (CVA-67) participated in Exercise QUICKDRAW and performed the same missions as those of Detachment THIRTY-EIGHT during the 20 March exercise. During this and other at-sea periods, the E-1Bs provided FCAs or Fudd Controlled Approaches, as if the CVA radars were in a down status. Komar exercises were also conducted in which F-4s commenced fast, low-altitude runs from over an "enemy" ship (komar), simulating a missile. The E-1B mission was to detect, and if necessary, provide information on the "missile".

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On 23 June, LCDR D. P. SMITH relieved LCDR R. W. SARGEANT as Officer in Charge of Detachment FORTY-TWO.

During the three-week cruise of Detachment TEN in June, problems aboard ship concerning supply and maintenance became apparent and corrective action was initiated in an attempt to be materially prepared for the upcoming Operational Readiness Inspection and Eastern Atlantic deployment.

On 9 - 11 July, USS SHANGRI-LA (CVA-38) participated in Exercise POOPDECK 1-70 and performed the same functions as she had in the 12 - 14 February Exercise POOPDECK.

On 11 July, Detachment EIGHTEEN returned to Naval Air Station Norfolk and on 29 July, Detachment THIRTY-EIGHT completed its first Mediterranean deployment and returned to SP-2 at Naval Air Station Norfolk.

On 29 - 31 July, Detachment TEN on board USS YORKTOWN (CVS-10) participated in an Operational Readiness Inspection. The detachment, for its individual effort, scored 53 out of a possible 59 points and was given an adjective grade of excellent.

On 31 July, Detachment FORTY-TWO joined Attack Carrier Air Wing SIX (CVAW-6) aboard USS FRANKLIN D. ROOSEVELT (CVA-42).

During August, Detachment TEN flew one mission with USS INTREPID (CVS-11) and two missions with USS YORKTOWN (CVS-10) while preparing for the long deployment. The detachment also provided two aircraft for Exercise SNOWTIME, but because of barrier placement and other reasons, no tangible benefits were gained.

On 12 September at Naval Air Station Norfolk, CARAEWRON-121 moved from SP-2 to LP-13. The spaces we vacated were taken over by the E-1B RAG, RVAW-120.

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From 17 - 23 September USS YORKTOWN (CVS-10) participated in Exercise PEACEKEEPER and was tasked the responsibility as SSSC as a primary mission and ASW protection of the striking force as a secondary mission. To accomplish the mission, Detachment TEN provided continuous radar coverage of the task force in order to maintain accurate knowledge of the disposition of all friendly and unfriendly surface forces. The exercise was an unqualified success and force commanders felt that they had complete knowledge of the disposition of friendly/unfriendly units for the first time.

On 17 October, LCDR J. M. FERRY relieved LCDR L. A. BRENNAN as Officer in Charge of Detachment THIRTY-EIGHT.

On 17 - 24 October, USS JOHN F. KENNEDY (CVA-67) participated in OPERATION DEEP FURROW, which involved Turkish, Greek, and United States forces. Daily raids were conducted on assigned targets and the E-1B performed missions of strike control and low-flyer detection. The raids were culminated by an amphibious assault during which the E-1B acted as Forward Air Controller. From 27 - 29 October, OPERATION NATIONAL WEEK IV was conducted in which USS JOHN F. KENNEDY (CVA-67) and her air wing performed the same missions as in OPERATION NATIONAL WEEK III held in May. On 1 November, Detachment SIXTY-SEVEN's aircraft 771 was severely damaged when the ship's radar fell from its mast on the island and struck the parked aircraft on the tail. This ground accident was coincident with CDR C. F. ALEXANDER's visit to Detachment SIXTY-SEVEN on board KENNEDY. The Commanding Officer, CARAEWRON-121, also visited his detachments aboard USS SHANGRI-LA (CVA-38) and USS YORKTOWN (CVS-10) during the period 1 - 9 November.

During November, Detachment EIGHTEEN and FORTY-TWO loaded aboard USS WASP (CVS-18) and USS FRANKLIN D. ROOSEVELT (CVA-42) for short deployments

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and returned on 22 and 21 November respectively.

On 18 November, Detachment SIXTY-SEVEN's aircraft 774 lost an engine on take-off from NAF Naples. The plane commander, LCDR LOMHEIM, took control of the aircraft and executed an uneventful single-engine landing.

From 17 - 20 November, Detachment EIGHTEEN on board USS WASP (CVS-18) participated in an Operational Readiness Inspection.

On 24 November, LCDR L. HEBERT relieved LCDR C. A. PUNDT as Officer in Charge of Detachment TEN.

On 28 and 29 November, Detachment THIRTY-EIGHT loaded aboard USS SHANGRI-LA (CVA-38) at Mayport, Florida, for slightly less than a month deployment, to return from Naval Air Station Guantanamo Bay, Cuba on 19 December.

On 3 December, USS YORKTOWN (CVS-10) steamed from Portsmouth, England for CONUS. As a result of emphasis on corrosion control during the cruise, the aircraft were ready for inspection with a minimum of touch-up work and washing and received an overall grade of outstanding.

On 12 December, USS JOHN F. KENNEDY (CVA-67) completed turnover procedures at Palencia Bay, Majorca and began steaming for CONUS, to arrive at Pier 12 on 21 December.

The remainder of the year for both site-support and detachment personnel was basically spent on leave. An exception was the CARAEWRON-121 flyover of four aircraft at Naval Air Station Norfolk on 29 December.

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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 16 May 1969  
Commander Charles F. ALEXANDER, USN, 581315/1310 - 16 May 1969 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, as well as to the Commanding Officer of the squadron, for administrative purposes.

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

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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 Squadron History.

#### COMPOSITION OF DETACHMENTS

As of December 1969, we have five (5) detachments 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

Five Aircraft Detachment; 7 Pilots, 7 Co-Pilots, 8 Naval Flight Officers, 1 Ground Officer, 8 Enlisted Aircrewmen, and a total of 77 enlisted personnel; a total complement of 100

#### PERSONNEL ASSIGNED

108 officers, of which 102 are flight personnel; 322 enlisted, of which 23 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 Carriers. The aircraft is a twin-engine, high wing, carrier-based aircraft built by the Grumman Aircraft Engineering Corporation. Its primary mission is to provide airborne radar coverage to an assigned area or force at sea.

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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 housed 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.....	9,022.0
Total carrier landings.....	2,386
Total sorties.....	3,074

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

1. TOTALS

- A. Accidents.....6
- B. Incidents.....111
- C. Ground Accidents.....12
- D. Safety UR'S.....2

2. ACCIDENTS

A. Carrier Qualification DET, 01-69A, 21 Feb 1969, 148123

- (1) NAS Pensacola, LT M. S. EVANS
- (2) Aircraft taxied off side of runway short of taxi route
- (3) Damage to nose section, starboard prop, and fuselage structural damage.

B. DET-18, 01-69A, 1 Mar 1969, 148906

- (1) USS WASP (CVS-18), LT J. L. SWAFFAR
- (2) Nose gear collapsed on impact with flight deck.
- (3) Damage to nose gear, starboard fuselage, port and starboard nacelle, cockpit, and fuselage.

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C. DET-38, 01-69A, 2 Apr 1969, 148139

- (1) USS SHANGRI-LA, LT D. E. PROCTOR
- (2) Bird strike on radome.
- (3) Two impact dents on radome leading edge.

D. DET-18, 02-69A, 8 Apr 1969, 148912

- (1) USS WASP (CVS-18), LT W. T. GODFREY
- (2) Port engine failure resulting in barricade arrestment.
- (3) Damage to port and starboard wing, port and starboard nacelle, nose wheel well, and starboard wheel well.

E. DET-42, 01-70A, 2 Aug 1969, 147230

- (1) USS FRANKLIN D. ROOSEVELT (CVA-42), LCDR J. M. FERRY
- (2) Suspect tail wheel assemble damaged during cat shot.
- (3) Damage to tail wheel shock strut, tail assembly and bulkhead assembly.

F. DET-10, 01-70A, 5 Sep 1969, 148906

- (1) USS YORKTOWN (CVS-10), LT J. H. KUHL
- (2) Catapult hook fitting separated from aircraft.
- (3) Longitudinal damage on bottom of fuselage.

3. INCIDENTS

A. DET-10

- (1) 01-69I, 14 Feb 1969, NAS Norfolk, 148919  
Fuel boost pump pressure loss
- (2) 02-69I, 24 Feb 1969, NALF Fentress, 147213  
Port tire blew during rollout
- (3) 03-69I, 3 Mar 1969, NALF Fentress, 147217  
Starboard chip light illuminated
- (4) 04-69I, 13 Mar 1969, 30 NM North, 028R JAX, 147219  
Starboard chip light illuminated

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- (5) 05-69I, 18 Mar 1969, 10NM 174R JAX, 148919  
Starboard generator warning light illuminated
- (6) 06-69I, 3 Apr 1969, NAS Leeward Point, Cuba, 147237  
Port CSD light illuminated
- (7) 07-69I, 3 Apr 1969, NAS Leeward Point, Cuba, 148919  
Port CSD light illuminated
- (8) 08-69I, 11 Apr 1969, NAS Leeward Point, Cuba, 147237  
Port CSD light illuminated
- (9) 09-69I, 11 Apr 1969, NAS Leeward Point, Cuba, 147219  
Starboard chip light illuminated
- (10) 10-69I, 17 Apr 1969, CVS-10, 147217  
Port CSD light illuminated
- (11) 11-69I, 17 Apr 1969, CVS-10, 147237  
Port chip light illuminated
- (12) 12-69I, 21 Apr 1969, NAS Leeward Point, Cuba, 147219  
Port CSD light illuminated
- (13) 13-69I, 21 Apr 1969, NAS Leeward Point, Cuba, 147217  
Port CSD light illuminated
- (14) 14-69I, 25 Apr 1969, CVS-10, 147217  
Loss of starboard tach generator
- (15) 15-69I, 21 May 1969, NAS Norfolk, 148913  
Fuel leak
- (16) 16-69I, 5 Jun 1969, CVS-10, 148919  
Broken flap pushrods
- (17) 17-69I, 9 Jun 1969, CVS-10, 147219  
Failure of port propellor to autofeather
- (18) 18-69I, 9 Jun 1969, CVS-10, 148919  
Loss of controller's escape hatch
- (19) 19-69I, 9 Jun 1969, CVS-10, 147219  
Starboard generator light illuminated
- (20) 01-70I, 26 Jul 1969, CVS-10, 148913  
Afterfire during flight

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- (21) 02-70I, 30 Jul 1969, CVS-10, 147219  
Failure of prop governor prior to launch
- (22) 03-70I, 26 Aug 1969, NALF Fentress, 148913  
Port CSD light illuminated
- (23) 04-70I, 27 Aug 1969, NALF Fentress, 148913  
Port CSD light illuminated
- (24) 05-70I, 3 Sep 1969, CVS-10, 147213  
Explosive sound heard in flight, suspect afterfire
- (25) 06-70I, 4 Sep 1969, CVS-10, 148913  
Port generator light illuminated
- (26) 07-70I, 4 Sep 1969, CVS-10, 148913  
Port generator light illuminated
- (27) 08-70I, 8 Sep 1969, CVS-10, 148913  
Starboard wing dent caused by improper tow
- (28) 09-70I, 9 Sep 1969, CVS-10, 147219  
Unsafe nose gear down indication
- (29) 10-70I, 9 Sep 1969, CVS-10, 148913  
Starboard engine backfire during flight
- (30) 11-70I, 12 Sep 1969, CVS-10, 148913  
Maximum of 2500 RPM at take-off power
- (31) 12-70I, 13 Sep 1969, CVS-10, 148913  
Differential of 550# of fuel in tanks, faulty gage
- (32) 13-70I, 8 Oct 1969, CVS-10, 147219  
Starboard CSD and generator lights illuminated
- (33) 14-70I, 9 Oct 1969, CVS-10, 147217  
Both engines lost power followed by RPM decrease
- (34) 15-70I, 31 Oct 1969, CVS-10, 147219  
No ignition of port engine during start
- (35) 16-70I, 1 Nov 1969, CVS-10, 147213  
Port engine quit during mag check
- (36) 17-70I, 1 Nov 1969, CVS-10, 147219  
Power loss on engines prior to cat launch
- (37) 18-70I, 1 Nov 1969, CVS-10, 148913  
Broken port generator shaft

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- (38) 19-70I, 2 Nov 1969, CVS-18, 147219  
Radar electrical fire

B. DET-18

- (1) 15-69I, 8 Jan 1969, Patrick Henry Airport, 147237  
Starboard dump tube fell off during T & G landing
- (2) 16-69I, 30 Jan 1969, NALF Fentress, 147237  
Starboard CSD light illuminated
- (3) 17-69I, 30 Jan 1969, 20 NM 180R Navy Norfolk, 148918  
Port CSD light illuminated
- (4) 18-69I, 13 Mar 1969, Elizabeth City, N. C., 148136  
Starboard radome access panel separated in flight
- (5) 19-69I, 19 Mar 1969, Elizabeth City, N. D., 148136  
Brass bushing fell from throttle quadrant in flight
- (6) 20-69I, 2 Apr 1969, CVS-18, 147233  
Hydraulic leak, located prior to take-off
- (7) 21-69I, 3 Apr 1969, CVS-18, 148146  
Hydraulic fumes located during flight
- (8) 22-69I, 24 May 1969, CVS-18, 148146  
CSD light illuminated in flight
- (9) 02-70I, 10 Nov 1969, NALF Charleston, S. C., 148902  
Zero pressure in hydraulic pressure gage
- (10) 03-70I, 11 Nov 1969, NAS Quonset Point, R. I., 148902  
Slow landing gear operation, 400 PSI hydraulic pressure
- (11) 06-70I, 16 Nov 1969, CVS-18, 148134  
Port chip light illuminated on cat launch

C. DET-38

- (1) 03-69I, 6 Jan 1969, 20 NM South Charleston, 148145  
Starboard CSD light illuminated
- (2) 04-69I, 20 Jan 1969, CVA-38, 148145  
Starboard CSD light illuminated
- (3) 05-69I, 28 Jan 1969, CVA-38, 148139  
Port CSD light illuminated
- (4) 06-69I, 12 Feb 1969, CVA-38, 148902  
Starboard CSD light illuminated

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- (5) 08-69I, 22 Apr 1969, CVA-38, 148145  
Starboard CSD light illuminated
- (6) 01-70I, 28 Jul 1969, 129R 10 NM Cofield Tacan, 148139  
Port CSD light illuminated
- (7) 02-70I, 28 Jul 1969, 30 NM 240R, Navy Norfolk, 148145  
Port chip light illuminated
- (8) 03-70I, 18 Dec 1969, 5 NM 170R, NAS Leeward Point, 148231  
Starboard CSD light illuminated

D. DET-42

- (1) 01-69I, 9 Mar 1969, 20 NM South Navy Norfolk, 147231  
Starboard CSD light illuminated
- (2) 02-69I, 10 Mar 1969, 8 NM NW Navy Norfolk, 147231  
Starboard CSD light illuminated
- (3) 03-69I, 23 May 1969, Cape Charles Tacan, 147236  
Port engine chip light illuminated
- (4) 01-70I, 2 Sep 1969, CVA-42, 148902  
Port fire warning light illuminated
- (5) 02-70I, 26 Sep 1969, 40 NM South Navy Norfolk, 148902  
Starboard CSD and generator lights illuminated
- (6) 03-70I, 10 Nov 1969, CVA-42, 148136  
Engine began to feather on test
- (7) 04-70I, 11 Nov 1969, 55 NM SE JAX, 147237  
Electrical fire in radar equipment

E. DET-67

- (1) 03-69I, 13 Jan 1969, Elizabeth City, N. C., 148901  
Port generator light illuminated
- (2) 04-69I, 13 Jan 1969, NAS Norfolk, 148908  
Port chip light illuminated on take-off
- (3) 05-69I, 17 Jan 1969, NAS Norfolk, 148908  
Starboard CSD light illuminated
- (4) 06-69I, 19 Feb 1969, NAS Norfolk, 148908  
Port engine lost power for four seconds
- (5) 07-69I, 27 Feb 1969, NAS Norfolk, 148905  
Port engine fire warning light illuminated

- (6) 08-69I, 3 Mar 1969, CVA-67, 148908  
Port CSD light illuminated
- (7) 09-69I, 7 Mar 1969, CVA-67, 148905  
Radio antenna broken by bridle slap
- (8) 10-69I, 8 Mar 1969, CVA-67, 148901  
Gash in fuselage from bridle slap
- (9) 11-69I, 12 Mar 1969, CVA-67, 148908  
Flight deck power access door damaged port wheel well door
- (10) 12-69I, 14 Mar 1969, CVA-67, 148908  
Loss of bridle on catapult shot
- (11) 13-69I, 21 Apr 1969, CVA-67, 148904  
Starboard engine backfire
- (12) 14-69I, 14 May 1969, CVA-67, 148908  
Rudder bent by raising of JBD doors
- (13) 15-69I, 21 May 1969, CVA-67, 148908  
Starboard CSD light illuminated
- (14) 01-70I, 8 July 1969, CVA-67, 148908  
Port engine chip light illuminated
- (15) 02-70I, 18 July 1969, CVA-67, 148901  
Port generator cut in and out during flight
- (16) 03-70I, 18 Jul 1969, CVA-67, 148908  
Starboard CSD light illuminated
- (17) 04-70I, 1 Aug 1969, CVA-67, 148904  
Severe aircraft vibrations during flight
- (18) 05-70I, 5 Aug 1969, CVA-67, 148908  
Port RPM control failure
- (19) 06-70I, 10 Aug 1969, CVA-67, 148908  
Starboard CSD light illuminated
- (20) 07-70I, 11 Aug 1969, CVA-67, 148908  
Starboard CSD light illuminated
- (21) 08-70I, 13 Aug 1969, CVA-67, 148908  
Starboard CSD light illuminated
- (22) 09-70I, 13 Aug 1969, CVA-67, 148905  
During pre-flight checks, yoke stuck in full up position
- (23) 10-70I, 30 Aug 1969, CVA-67, 148908  
Starboard CSD light illuminated

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- (24) 11-70I, 31 Aug 1969, CVA-67, 148904  
Starboard CSD and TR lights illuminated
- (25) 12-70I, 10 Sep 1969, CVA-67, 148908  
Starboard CSD light illuminated
- (26) 13-70I, 11 Sep 1969, 8 NM E of Brindisi, Italy, 148905  
Starboard fire warning light in flight and blown tire on landing
- (27) 14-70I, 25 Sep 1969, CVA-67, 148908  
Starboard oil pressure dropped to 51 PSI
- (28) 15-70I, 25 Sep 1969, CVA-67, 148904  
Unsafe landing gear indication
- (29) 16-70I, 26 Sep 1969, CVA-67, 148904  
Small holes in skin, suspected bridle slap
- (30) 17-70I, 27 Sep 1969, CVA-67, 148908  
Starboard CSD light illumination
- (31) 18-70I, 27 Sep 1969, CVA-67, 148904  
Starboard generator and TR lights illuminated
- (32) 19-70I, 1 Oct 1969, CVA-67, 148908  
Starboard CSD light illuminated
- (33) 20-70I, 19 Oct 1969, CVA-67, 148904  
Small hole in fuselage, no apparent cause
- (34) 21-70I, 30 Oct 1969, CVA-67, 148901  
Port prop would not feather on test hop
- (35) 23-70I, 11 Nov 1969, CVA-67, 148904  
Starboard CSD light illuminated
- (36) 24-70I, 18 Nov 1969, NAF Naples, 148905  
Loss of starboard engine on take-off

## F. SITE SUPPORT

- (1) 14-69I, 29 May 1969, FELKNER AAF, VA, 147230  
Loss of #2 operator's escape hatch
- (2) 15-69I, 30 Jun 1969, NALF FENTRESS, 148123  
Starboard engine chip light illuminated
- (3) 01-70I, 15 Jul 1969, NALF FENTRESS, 148919  
Oil loss during FCLPS
- (4) 03-70I, 04 Jul 1969, 10 NM S of Navy Norfolk, 148912  
CSD warning light illuminated

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- (5) 04-70I, 06 Aug 1969, NAS Norfolk, 148022  
Nose landing gear would not retract
- (6) 05-70I, 07 Aug 1969, FELKNER AAF, VA, 148145  
Hydraulic fumes in cockpit
- (7) 06-70I, 07 Aug 1969, Navy Norfolk, 148919  
Chip detector light illuminated
- (8) 07-70I, 12 Aug 1969, Navy Norfolk, 148902  
Port radome panel bent due to improper securing
- (9) 08-70I, 13 Aug 1969, NAS Norfolk, 148919  
Starboard chip detector light illuminated
- (10) 09-70I, 22 Aug 1969, NALF FENTRESS, 147213  
Starboard fire warning light illuminated
- (11) 10-70I, 22 Aug 1969, 20 NM W of Navy Norfolk, 148145  
Port generator fluctuations
- (12) 11-70I, 27 Aug 1969, NALF FENTRESS, 148912  
Oil leak
- (13) 12-70I, 09 Sep 1969, NALF FENTRESS, 148145  
Unsafe nose gear indication
- (14) 13-70I, 16 Sep 1969, NAS Norfolk, 147231  
Starboard generator out of limits
- (15) 14-70I, 17 Sep 1969, NALF FENTRESS, 148912  
Port CSD, generator and TR lights illuminated
- (16) 15-70I, 24 Sep 1969, NAS, Norfolk, 147233  
Starboard oil pressure dropped to 52 PSI
- (17) 16-70I, 29 Sep 1969, CVS 18, 147231  
Starboard chip detector illuminated
- (18) 17-70I, 21 Oct 1969, NALF FENTRESS, 147233  
Starboard CSD light illuminated
- (19) 18-70I, 22 Oct 1969, NAS Norfolk, 148912  
Port generator light illuminated
- (20) 19-70I, 04 Nov 1969, NAS Norfolk, 148902  
Wing nut of down-lock cut into mainmount inside wall  
to the cord of the tire
- (21) 20-70I, 10 Nov 1969, 20 NM E of COFIELD VORTAC, 147231  
Starboard CSD light illuminated

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4. GROUND ACCIDENTS

A. DET-10

- (1) 02-70G, 2 Oct 1969, CVS-10, 147219/147217  
Towed aircraft struck parked aircraft
- (2) 01-70G, 26 Jul 1969, CVS-10, 147217  
Holes found in underside of port wing

B. DET-18

- (1) 01-70G, 9 Nov 1969, NAS Quonset Point, R. I., 147230  
Oil truck hose caught nosewheel fairing
- (2) 05-70G, 14 Nov 1969, CVS-18, 147230  
Tow tractor slipped on flight deck and dented tail

C. DET-42

- (1) 01-69G, 16 Apr 1969, NAS Norfolk, 148923  
During turn-up, starboard wing folded
- (2) 01-70G, 30 Oct 1969, NAS Norfolk, 148136  
AN/ART-28 antenna broken by GSE equipment handler

D. DET-67

- (1) 02-69G, 21 Apr 1969, CVA-67, 148905  
Aircraft towed by tractor into tail of A-4
- (2) 03-70G, 1 Nov 1969, CVA-67, 148901  
Ship's radar antenna fell on aircraft tail

E. SITE SUPPORT

- (1) 01-70G, 11 Aug 1969, NAS Norfolk, 148905  
Male DC pins for APU bent when operator moved unit without detaching
- (2) 02-70G, 17 Sep 1969, NAS Norfolk, 147214  
Dent in port side of tail section caused by loose tow bar
- (3) 03-70G, 9 Oct 1969, NAS Norfolk, 148902  
Warning flag cut deeply into port mainmount
- (4) 04-70G, 7 Oct 1969, CVA-62, 148906  
Hole in starboard fuel tank

5. SAFETY UNSATISFACTORY REPORTS

- A. 121-0005/69 (121-19-70I) 4 Nov 1969, NAS Norfolk, 148902

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Recommend removal of down-locks from mainmount to prevent entanglement with mainmounts

- B. 121-0006/69 (121-20-70I) 10 Nov 1969, NAS Norfolk, 147231  
Material failure of CSD flex shaft due to overheating

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