



DEPARTMENT OF THE NAVY
 CARRIER AIRBORNE EARLY WARNING SQUADRON
 ONE HUNDRED TWENTY FOUR
 FLEET POST OFFICE
 NEW YORK 09501

~~CAFVW~~ ✓
 VAW-124
 -1974-

~~CONFIDENTIAL~~ DECLASSIFIED

VAW124:11:trp
 5750 885
 Ser
 20 NOV 1975

(Unclassified upon removal of enclosure (1))

From: Commanding Officer, Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY FOUR

To: Chief of Naval Operations (OP-0502)

Subj: Command History for 1974; forwarding of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) VAW-124 Command History 1974

1. Command History for 1974 is submitted in accordance with reference (a).

JC French Jr
 J. C. FRENCH, Jr.
 By direction

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COMMAND HISTORY
1974

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CHRONOLOGY OF EVENTS

1-2 JAN	INPORT NORVA
3-10 JAN	TRANSIT ROTA, SPAIN
11 JAN	INPORT ROTA, SPAIN
12-16 JAN	OPS, WESTERN MED.
17-20 JAN	INPORT TOULON, FRANCE
26-30 JAN	INPORT VALENCIA, SPAIN
31 JAN	TRANSIT BARCELONA, SPAIN
1-4 FEB	INPORT BARCELONA, SPAIN
5 FEB	CAR QUALS
6-9 FEB	INPORT BARCELONA, SPAIN
10-14 FEB	OPS, WESTERN MED
15-18 FEB	NATIONAL WEEK EXERCISE
19-20 FEB	ANCHOR SOUDA BAY, CRETE
21 FEB	TRANSIT ATHENS, GREECE
22-28 FEB	INPORT ATHENS, GREECE
1-12 MAR	OPS, EASTERN MED (PHIBEX)
13-17 MAR	INPORT ATHENS, GREECE
18-22 MAR	OPS, EASTERN MED
23-27 MAR	INPORT ATHENS, GREECE
28-08 APR	OPS EASTERN MED
09-23 APR	INPORT ATHENS, GREECE
24-28 APR	OPS, EASTERN MED
29-03 MAY	INPORT CORFU, GREECE
04-11 MAY	OPS, EASTERN MED (DAWN PATROL 74)

12-18 MAY	INPORT ATHENS, GREECE
19-22 MAY	OPS, EASTERN MED
23-25 MAY	INPORT ISTANBUL, TURKEY
26 MAY	ENROUTE
27-30 MAY	INPORT ATHENS, GREECE
31-05 JUN	OPS, EASTERN MED (SHAHBAZ 74)
06-09 JUN	INPORT RHODES, GREECE
10-26 JUN	OPS, EASTERN MED (FLAMING LANCE)
27-30 JUN	INPORT ATHENS, GREECE
01-03 JUL	ENROUTE AND SOUDA ANCHORAGE
04-06 JUL	INPORT CORFU, GREECE
07-08 JUL	ENROUTE WESTERN MED
09-12 JUL	INPORT PALMA, SPAIN
13 JUL	ENROUTE, ROTA, SPAIN
14-27 JUL	INPORT ROTA, SPAIN
28-02 AUG	TRANSIT
03 AUG	ARRIVAL NORFOLK, VA.
04-31 AUG	INPORT NORFOLK, VA.
01-30 SEP	INPORT NORFOLK, VA.
01-31 OCT	INPORT NORFOLK, VA
01-30 NOV	INPORT NORFOLK, VA.
01-31 DEC	INPORT NORFOLK, VA

A) COMMANDING OFFICERS

COMMANDER C. A. TIETGEN
12 JULY 1973-24 JULY 1974

COMMANDER C. J. KING, JR.
23 JULY 1974 - PRESENT

B) EXECUTIVE OFFICERS

COMMANDER C. J. KING, JR.
13 JULY 1973 - 24 JULY 1974

COMMANDER J. J. DITTRICK, JR.
23 JULY 1974 - PRESENT

C) MISSION

TO ACT AS AN AIRBORNE TACTICAL COMMAND AND CONTROL CENTER FOR OFFENSIVE AND DEFENSIVE FLEET OPERATIONS BY PROVIDING AIRBORNE EARLY WARNING AND AIR-CRAFT SERVICES THROUGH DATA LINK AND VOICE COMMUNICATIONS

D) COMPOSITION OF COMMAND

AIRCRAFT: 4 E-2B JAN-AUG

1 E-2C NOV-DEC

PERSONNEL ON BOARD: OFFICERS IN FLIGHT STATUS
(31 DEC 74) = 19

ENLISTED IN FLIGHT STATUS
(31 DEC 74) = 03

E) SQUADRON NICKNAME:

"THE BULLSEYE HUMMERS"

F) SQUADRON MOTTO:

"THE BULLSEYE SQUADRON - CENTER OF FLEET DEFENSE"

H) FLIGHT HOURS/STATISTICS

TOTAL HOURS: 898.9

AV. HOURS: 74.9 /MONTH

CARRIER LANDINGS: 259

CARRIER LAUNCHES: 251

FIELD LANDINGS: 20

FIELD LAUNCHES: 20

TOUCH AND GO'S: 60

MAINTENANCE HISTORY

MAINTENANCE HISTORY IS ESSENTIALLY DIVIDED INTO TWO PERIODS FOR 1974. THE FIRST PERIOD IS THE 2 JANUARY THROUGH 3 AUGUST SIXTH FLEET DEPLOYMENT. THE SECOND PERIOD IS THE POST DEPLOYMENT /E-2C TRANSITION PERIOD.

A TABULAR OVERVIEW OF THE READINESS OF THE FOUR E-2B AIRCRAFT ASSIGNED DURING THE DEPLOYMENT IS LISTED . JULY IS NOT STATISTICALLY SIGNIFICANT DUE TO AIRCRAFT TRANSFER AND LIGHT FLIGHT OPERATIONS

TABLE A

MONTH	% OP READY	% FULL SYSTEMS CAPABLE	%NORS
JAN	48.4	34.0	11.4
FEB	49.6	46.7	17.0
MAR	36.1	26.2	15.4
APR	22.8	18.8	28.0
MAY	53.2	27.0	34.4
JUN	44.0	33.6	31.0

DURING THE FIRST HALF OF THE CRUISE, AWAITING MAINTENANCE (AWM) TIME CUT SEVERELY INTO OP READY HOURS AT AN INCREASING RATE. AT THE NADIR OF THIS CYCLE ON APRIL 24, AWM TIME FOR THE MONTH WAS DOUBLE THE NORS RATE AND TOGETHER THEY WERE CONSUMING NEARLY 70% OF AIRCRAFT REPORTING TIME. COMMAND ACTION ON THE LARGEST AWM CATEGORY, REASON CODE TWO (HANGAR DECK SPACES, LACK OF UTILITY SERVICES) RESULTED IN A DRASTIC DECREASE IN AWM TIME WITH A CORRESPONDING SURGE IN OP READY TIME. AWM REASON CODE FIVE, (SHIP CEREMONIES, MANDATORY HOLIDAY ROUTINE, NOISE ABATEMENT) FRUSTRATED

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MAINTENANCE EFFORTS IN MARCH AND APRIL BY ACCOUNTING FOR 532.5 AIRCRAFT REPORTING HOURS. REASON CODE FIVE WAS ESPECIALLY DETRIMENTAL TO MAINTENANCE EFFORTS, AS IT OCCURED LARGELY INPORT FROM ~~0800~~ TO 1630, WHEN LIGHT CONDITIONS PERMITTED EFFICIENT FLIGHT DECK WORK. BY MAY, BOTH REASON CODE TWO AND FIVE HAD BEEN REDUCED TO INSIGNIFICANT LEVELS. WHILE IMPOSSIBLE TO DOCUMENT, A SUBJECTIVE VIEW OF THE CONSTANT RED LIGHT ENVIRONMENT ON THE FLIGHT DECK AT NIGHT CERTAINLY AFFECTED MAINTENANCE EFFECTIVENESS. IT IS EXTREMELY DIFFICULT TO DETECT ANY HYDRAULIC LEAKS OR DO ANY LINE REPAIR WITH RED LIGHTS.

THE LARGEST SINGLE PROBLEM AREA DURING THE CRUISE WAS CORROSION CONTROL. WITH THE NECESSITY TO HAVE ONE AIRCRAFT (25% FOUR TOTAL ASSETS) ON THE HANGAR DECK IN CORROSION WORK AT ALL TIMES, LITTLE FLEXIBILITY WAS ALLOWED FOR OPERATIONAL AND SCHEDULED MAINTENANCE PLANNING.

SUPPLY PROBLEMS ARE WELL DOCUMENTED IN TABLE A. MOST MAINTENANCE PROBLEMS WERE EITHER RAPIDLY RESOLVED OR TRANSLATED INTO A SUPPLY DEFICIENCY (NORS).

THE MAINTENANCE PROBLEMS THAT WERE NOT EASILY SOLVED USUALLY TURNED OUT TO BE WIRING PROBLEMS IN WHICH BAFFLING FAULTS WERE PAINSTAKINGLY TRACED TO A SUBTLE OR INTERMITTANT SHORTED WIRE.

IN JULY BUNOS 152485 AND 151715 WERE TRANSFERRED TO VAW-122 AT ROTA, SPAIN. BOTH WERE FSC AIRCRAFT IN EXCELLENT CORROSION SHAPE.

DURING THE POST DEPLOYMENT / E-2C TRANSITION PERIOD, OUR REMAINING TWO AIRCRAFT, BUNOS 152484 AND 152488 WERE TRANSFERRED TO PAR. 600.2 HOURS OF TRANSIENT MAINTENANCE TIME WAS LOGGED BY MAINTENANCE PERSONNEL DURING SEPTEMBER THROUGH NOVEMBER, IN AIDING A TRANSIENT C-2 AND HELPING VAW 126 PREPARE AIRCRAFT FOR TRANSFER. THE MAIN STRESS DURING THIS PERIOD WAS TRANSITION TRAINING SCHOOLING.

THE SQUADRON RECEIVED IT'S FIRST E-2C BUNO 158641 ON 19 NOVEMBER 1974.

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DURING DECEMBER, OUR FIRST FULLY OPERATIONAL MONTH WITH AN E-2C, WE OBTAINED 60.7% OP READY TIME.

OVERALL, THE MAINTENANCE DEPARTMENT HAS SHOWN A STEADY IMPROVEMENT IN READINESS THROUGHOUT THE YEAR. THE OVERALL SOURCE DOCUMENT ERROR STEADILY REDUCED DURING THE YEAR. THIS ERROR RATE WAS CONSISTANTLY LESS THAN 3% DURING THE LAST 7 MONTHS OF THE YEAR AND REACHED 0% IN DECEMBER. THIS IS CONSIDERABLY LESS THAN THE 5% "TOLERABLE" FIGURE DESCRIBED IN OPNAV 4790.2A AND IS A STRONG INDICATION OF EFFICIENT CONTROL OF THE PRODUCTION EFFORT BY WORK CENTER SUPERVISORS.

THE DEPARTMENTS' PQS PROGRAM HAS BEEN TRANSFORMED FROM A PAPERWORK DRILL TO A MEANINGFUL TRAINING PROGRAM.

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SAFETY HISTORY

1974 WAS A BREAKTHROUGH YEAR FOR SAFETY. IN ADDITION TO PUTTING THE CONCEPT OF SAFETY DEPARTMENT INTO ACTUAL PRACTICE, VAW-124 WAS CHOSEN TO EVALUATE A NEW IDEA: QUALITY ASSURANCE UNDER SAFETY. THIS IS A RADICAL DEPARTURE FROM THE MAINTENANCE BIBLE (OPNAVINST 4790.2A), BUT IN THIS COMMAND IT HAS PROVEN A VIABLE AND THOROUGHLY WORKABLE IMPROVEMENT, BOTH FOR SAFETY AND MAINTENANCE. QUALITY ASSURANCE IS NOW DIVORCED FROM PRODUCTION, AND SAFETY MUST NECESSARILY BE INTIMATELY INVOLVED IN EVERY-DAY MAINTENANCE. OUR ENTHUSIASM FOR THIS NEW ORGANIZATION IS NOT ENTIRELY SUBJECTIVE. AT YEAR'S END, WE HAD COMPILED FORTY-TWO MONTHS OF ACCIDENT FREE OPERATIONS, AND WERE AWARDED THE CNO AVIATION SAFETY AWARD FOR FISCAL YEAR 1974. THE NEW SAFETY DEPARTMENT AND THE INNOVATIVE SQUADRON REORGANIZATION WHICH IN THE FUTURE MAY INCLUDE QA AND NATOPS, WILL UNDOUBTEDLY EMPHASIZE THE GROWING REALIZATION THAT SAFETY IS COST EFFECTIVE MANAGEMENT AND THE KEY TO OPERATIONAL READINESS.

AWARDS, CITATIONS, AND SPECIAL CONGRATULATORY MESSAGES

SAILOR OF THE YEAR 1973 - AT2 [REDACTED]

1974

SAILOR OF THE QUARTER (1ST) - A72 [REDACTED]
SAILOR OF THE QUARTER (2ND) - AMS2 [REDACTED]
SAILOR OF THE QUARTER (3RD) - YN2 [REDACTED]
SAILOR OF THE QUARTER (4TH) - AN [REDACTED]

1974 SAILOR OF THE YEAR - A72 [REDACTED]

NAVY COMMENDATION MEDAL
COMMANDER TIETGEN
CWO3 [REDACTED]
LT [REDACTED]
AMS2 [REDACTED]
AT2 [REDACTED]

SIXTHFLT LETTER OF COMMENDATION
ADJ2 [REDACTED]
AT2 [REDACTED]

NAVY ACHIEVEMENT MEDAL
LCDR [REDACTED]
AEL [REDACTED]
ADJ3 [REDACTED]
ATC [REDACTED]

USS AMERICA LETTERS OF COMMENDATION
PR3 [REDACTED]
ADJ2 [REDACTED]
AN [REDACTED]
A72 [REDACTED]
AE2 [REDACTED]
AT2 [REDACTED]
ADJ2 [REDACTED]

AIR MEDAL
LCDR [REDACTED]
AT1 [REDACTED]

VAW-124 LETTERS OF COMMENDATION
BM2 [REDACTED] AME3 [REDACTED]
YN2 [REDACTED] ATC [REDACTED]
ATAN [REDACTED] AMS3 [REDACTED]
AT2 [REDACTED] AN [REDACTED]
AE2 [REDACTED] ADJAN [REDACTED]
AT1 [REDACTED] AN [REDACTED]
ADRC [REDACTED] AN [REDACTED]
AZ2 [REDACTED] ADJC [REDACTED]
AT2 [REDACTED] AMS3 [REDACTED]
AMH1 [REDACTED] AKL [REDACTED]
AT2 [REDACTED] AN [REDACTED]
AN [REDACTED] AN [REDACTED]
AMHC [REDACTED] AN [REDACTED]
AN [REDACTED] AN [REDACTED]
AE2 [REDACTED] AN [REDACTED]
AME1 [REDACTED]

LETTER OF APPRECIATION (VAW 122)
ADJ2 [REDACTED]
AE3 [REDACTED]

VAW 124 LETTERS OF APPRECIATION
ATAN [REDACTED]
LT [REDACTED]