

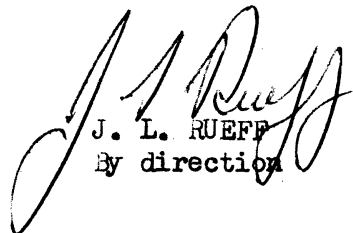
UAW-125  
1971

COMMANDING OFFICER  
CARRIER AIRBORNE EARLY WARNING SQUADRON  
ONE HUNDRED TWENTY FIVE  
FLEET POST OFFICE, NEW YORK 09501

VAW-125/11/mwq  
5750  
Ser 127  
29 AUG 1971

From: Commanding Officer, Carrier Airborne Early Warning Squadron  
ONE HUNDRED TWENTY-FIVE  
To: Chief of Naval Operations (OP-05D2)  
Subj: Command History (OPNAV Report 5750-1)  
Ref: (a) OPNAV INST 5750.12B  
Encl: (1) Historical Data  
(2) Biography of CDR W. P. COURTNEY, Jr.  
(3) Biography of CDR T. P. McCLENAHAN  
(4) List of Officers attached as of 31 DEC 1971

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

  
J. L. RUEFF  
By direction

Copy to:  
Director of Naval History

CARRIER AIRBORNE EARLY WARNING SQUADRON  
ONE HUNDRED TWENTY-FIVE

COMMAND HISTORY

The following is a chronological itinerary of our squadron's activities and outstanding achievements for calendar year 1971:

January 01-05 In-port Athens, Greece  
06-13 Cyclic Operations  
14-15 Anchorage St. Pauls Bay, Malta  
16-22 In-port Valetta, Malta  
23-29 Cyclic Operations - ENDUREX\*\*  
30-31 In-port Barcelona, Spain

February 01-07 In-port Barcelona, Spain  
08-17 Cyclic Operations - NATIONAL WEEK VIII\*\*  
18 Outchop  
19-21 In transit to St. George's Channel -  
Exercise MAGIC ONE\*\*  
22-28 In transit to Norfolk, Virginia

March 01-31 STANDOWN

April 01-12 Readyng squadron for carrier operations  
13-22 Cyclic Operations - VACAPES  
23-25 In-port Norfolk, Virginia  
26-30 Cyclic Operations - VACAPES

May 01-02 In-port Norfolk, Virginia  
03-09 Cyclic Operations - EXOTIC DANCER IV\*\*  
10-31 In-port Norfolk, Virginia

June 01-30 In-port Norfolk, Virginia

July 01-21 In-port Norfolk, Virginia  
22-31 Cyclic Operations - VACAPES\*\*

August 01-25 In-port Norfolk, Virginia  
26-31 Cyclic Operations - AAWEX\*\*

September 01-02 Cyclic Operations - VACAPES  
03-07 In-port Norfolk, Virginia  
08-09 Cyclic Operations - VACAPES  
10-30 Propellor inspection grounding of all  
E-2/C-2 aircraft.

October 01-12 All squadron aircraft still grounded  
13-31 Extensive FCLP and systems flights con-  
ducted\*\*. Change of Command 27 OCT 71\*\*.

November 01-03 Transit to Newport, Rhode Island  
04-05 Naval Firepower Demonstration

Enclosure (1)

November 06-08 Transit to AFWR  
09-13 RIMEX 2-72/VAW-125 ORE\*\*  
14 SINKEX  
15-16 OPREDEX  
17 Carrier Qualifications (VF-101)  
18-30 In-port Norfolk, Virginia

December 01-08 Transit Atlantic/Alerts\*\*  
09 In-chop Rota, Spain  
10-17 Cyclic Operations  
18-26 In-port Naples, Italy  
27-29 Cyclic Operations  
30-31 In-port Barcelona, Spain

\*\*For further details refer to the chronological narrative section.

#### HISTORICAL DATA

In April 1967, VAW-12 was elevated to the status of a wing composed of CAEW-12, VAW-121, VAW-122 and VAW-123. By April 1969, RVAW-120, VAW-124, VAW-125 and VAW-126 had been formed, completing the composition of the wing.

1 October 1969 at NAS Norfolk, under the command of CDR J. R. SCHAUB, Jr.

The initial sea deployment of VAW-125 was to the Caribbean with Carrier Air Wing THREE aboard USS SARATOGA (CVA-60). The squadron left on its first major cruise to the Mediterranean on 8 July 1969 embarked upon the USS SARATOGA.

For the next seven months, VAW-125, as a part of Carrier Air Wing THREE, helped demonstrate the strength of the Navy's carrier fleet. During this period of time, VAW-125 marked several major squadron milestones. In October 1969, VAW-125 celebrated its first anniversary. On October 27, 1969, CDR J. R. SCHAUB, Jr. finished his tenure as Commanding Officer, and was relieved by CDR G. S. TUTTLE. VAW-125 returned to NAS Norfolk in January 1970, marking the end of its first extended deployment. Early in February 1970 VAW-125 became the first east coast Early Warning Squadron to take delivery of the new E-2B. The squadron spent the next few months preparing for its next scheduled cruise aboard the USS JOHN F. KENNEDY (CVA-67).

In September of 1970 VAW-125, as a part of Carrier Air Wing ONE embarked on USS JOHN F. KENNEDY deployed unexpectedly to the Mediterranean in response to the critical situation which had developed in the Middle East. KENNEDY and her air wing helped to prove once again the ability of Naval Forces to respond to fast developing crisis anywhere in the world.

In October 1970 we celebrated our second anniversary as CDR G. S. TUTTLE finished his tour as Commanding Officer and was relieved by CDR W. P. COURTNEY, Jr. VAW-125, as a part of Air Wing ONE, remained in the Mediterranean until March of 1971.

Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY-FIVE is home ported in Norfolk, Virginia. It is primarily assigned to Carrier Air Wing ONE which is stationed aboard USS JOHN F. KENNEDY.

The primary mission of VAW-125 is to provide units of the Fleet with early detection and warning of approaching enemy forces. The principle is as old as warfare itself but as practiced by VAW-125 it involves the use of long range radar and sophisticated computer controlled electronic systems to detect, identify and report enemy contacts while still many miles from the task force.

The squadron's aircraft, the Grumman built E-2B "HAWKEYE", is a twin engine turbo-prop capable of reaching a station at altitudes above 30,000 feet. Aircraft assigned to VAW-125 are:

AB750 BUNO 150540  
AB751 BUNO 151715  
AB752 BUNO 151722  
AB753 BUNO 152482

The crew consists of a pilot, co-pilot, combat information center officer, air control officer and flight technician. They operate the complex electronic equipment called the Airborne Tactical Data System or ATDS. The heart of the ATDS is a powerful, long range radar which transmits its energy through the twenty-four foot rotating antenna dome atop the aircraft.

Contacts detected by the radar are analyzed and identified by computer controlled electronics subsystems which simultaneously display the contacts to the operators and automatically report them back to the Task Force Commander. If a contact is a threat to the force, aircraft can be immediately dispatched to intercept it and, if necessary, destroy it. The intercepting aircraft are directed in this flight by the E-2B's computer through a radio data link. This assures that the aircraft reaches a position in relation to the target to permit final visual identification and attack.

The inherent flexibility of the ATDS, when operated by the highly trained flight crews, allows its use in a variety of secondary missions. Significant among these are its use in directing strike aircraft to their targets, as an automatic radio relay to assist in long range communications and in the vital role of control and coordination during search and rescue missions.

VAW-125 is composed of three main departments: Administration, Operations and Maintenance. Administration maintains all the records and files on the squadron's 112 enlisted personnel and 25 officers.

Another function of the Administration Department deals with legal problems both for the squadron and individual personal problems of each person in the squadron. Because the majority of the enlisted personnel in VAW-125 are trained technicians we have a low incidence of serious legal matters. Most of the work done by the Legal Officer concerns letters of indebtedness and minor infractions of the Uniform Code of Military Justice.

Operations has to plan the squadron's daily flights and integrate this schedule with the ship's requirements. In addition, they are charged with keeping records concerning the number of flight hours of all flight crews and aircraft and provide the means for all flight personnel to remain current in their assigned duties.

Maintenance comprises the bulk of VAW-125's personnel. The E-2B requires constant maintenance of a very technical nature and each individual must be highly trained to work on its complex electrical gear.

#### BASIC NARRATIVE OF SIGNIFICANT EVENTS

Contained on the next few pages is a short summary of the most significant achievements or events of Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY-FIVE for 1971. Each event is in chronological order and some lesser operations or exercises are included also.

JANUARY: ENDUREX - a four day exercise, during which approximately 81 hours of continuous flight operations were to be conducted on 24 January through 27 January. Throughout this period an E-2B was airborne providing 360 degrees AEW coverage as well as surface surveillance of all contacts within a 150 mile radius of KENNEDY. CAP and SCRAPPER aircraft were appropriately assigned under E-2B control.

The original ENDUREX air plan assigned the squadron 24 sorties. Each sortie consisted of two one plus forty-five minute cycles. A total of 81 flight hours were scheduled and approximately 90 hours were actually flown.

FEBRUARY: NATIONAL WEEK VIII - Our final month of at-sea operations was highlighted by participation in National Week VIII held in the Ionian Sea. Included in this five day exercise were the KENNEDY, FORRESTAL, and numerous surface and air units representing Blue and the opposing Orange forces. The E-2 crews were highly effective in controlling and reporting target information to CIC by Link 11 and voice communication.

**MAGIC ONE** - In addition to the National Week exercise, VAW-125 participated in a NATO exercise conducted to demonstrate the capability of an attack carrier to provide strikes into Central Europe. The E-2's mission during the two day exercise was to provide AEW and flight following for the departing and the returning strike aircraft. With the conclusion of **MAGIC ONE**, **KENNEDY** turned toward Norfolk for its return home.

**MARCH:** Post Deployment **STANDOWN**

**APRIL:** Most significant events for the month of April consisted of readying the squadron once again for carrier operations. Refresher training flights for the pilots and air controllers were conducted.

**MAY:** **EXOTIC DANCER IV** - The exercise began on 3 May 1971. Our squadron had four crews and two aircraft aboard. During the 64 hour around-the-clock period, the squadron provided full E-2 coverage requiring only one hot spin and one triple cycle. The E-2 mission in the exercise consisted of AEW and SSSC, requiring positive control of **SCRAPPER** and **BIRD-DOG** aircraft.

**JUNE:** VAW-125 was primarily occupied with in-squadron training. Officers and enlisted personnel attended a total of 618 man-hours of TAD schools.

**JULY:** Operations in the early part of the month were slanted toward readiness for the CVW-1 refresher cruise aboard **KENNEDY** in conjunction with the ship's sea trials in the **VACAPES** area. Extensive FCLP was conducted to bring all pilots back to carrier readiness and to prepare one new pilot, LTJG [REDACTED], for initial carrier qualification in the E-2.

Although two aircraft were initially available for the flight to the carrier, BUNO 151484 was grounded by COMNAVAIRLANT after arriving aboard ship because of cracks reported in the truss assembly. With the one aircraft remaining, a total of 58 day landings and 12 night landings were accomplished during the short cruise. This allowed day and night qualification of LTJG **BRENNAN** in addition to ample day refresher landings for all pilots and night refresher landing for four CAPC's.

**AUGUST:** On 31 August, **KENNEDY** conducted a four and one half hour AAWEX. Prior to this exercise **KENNEDY** had experienced a loss of long range radars leaving the E-2 as the primary detection and CAP Control Agency for the entire time period. Sixteen raids were directed at **KENNEDY** during the AAWEX. The E-2B detected 100% of the raids and successfully directed fighters to intercepts of twelve, while assisting **KENNEDY** in the intercept of two additional raids. This exercise vividly demonstrated the capabilities and value of the E-2B system as an integral part of the Task Force Defense System.

SEPTEMBER: The grounding of all E-2/C-2 aircraft curtailed further training after September 9, 1971.

OCTOBER: The first of the squadron's aircraft to be returned to an "UP" status following the propellor inspection groundings was successfully test flown on 13 October, however, the third aircraft could not be completed and test flown until the last day of the month. A heavy schedule of FCLP and systems flights was planned for the pre-cruise period but was hindered by an unusually persistent period of bad weather. By taking advantage of every possible flying day, including weekends, the squadron managed to complete "BACK IN THE SADDLE" flights and FCLP in sufficient quantity to consider all pilots ready for carrier operations prior to loading aboard the KENNEDY in early November.

Additionally, VAW-125 celebrated its third anniversary since it was commissioned and on 27 October 1971, CDR W. P. COURTNEY, Jr. was relieved by CDR T. P. MC CLENAHAN as Commanding Officer in charge of command ceremonies held at NAS Norfolk.

NOVEMBER: VAW-125 was originally scheduled to have its Operational Readiness Evaluation in September but due to the grounding of all of its aircraft it was unable to meet this commitment. As a result, RIMEX 2-72 held on 10 November became VAW-125's ORE and was conducted as a 72 hour ENDUREX. Our squadron was tasked with continuous AEW coverage throughout this period.

Foremost of the problems encountered during RIMEX was aircraft and system performance. Three and one-half hours of AEW coverage were lost due to the lack of mission ready aircraft. In addition, four missions were launched and subsequently aborted with resulting varying lengths of AEW coverage loss.

DECEMBER: On 1 December 1971, VAW-125, aboard USS JOHN F. KENNEDY, departed the United States for a six month deployment to the Mediterranean. Soon after departing Norfolk, KENNEDY was placed in an alert status in anticipation of a possible overflight by Soviet aircraft known to be in Cuba. This threat, coupled with the normal overflight alert requirements of EASTLANT kept the squadron in 15 minute alert for most of the transit. A total of eight sorties were flown during this period, four of which were in response to suspected or actual overflights and the remainder as a result of the approach of Soviet surface units which shadowed the Task Group during the latter portion of the transit.