

1975

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

VAW-125/15/dbm  
5750  
Ser: c 6  
**JUN 3 1976**

DECLASSIFIED

**[REDACTED]** UNCLASSIFIED upon removal of enclosures (6) through (9))

**From:** Commanding Officer, Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY FIVE  
**To:** Chief of Naval Operations (OP-0502)  
**Subj:** Command History (OPNAV report 5750-1)  
**Ref:** (a) OPNAVINST 5750.12B  
**Encl:** (1) Command Organization and Mission  
(2) Summary of Operations  
(3) Chronological Itinerary  
(4) Biography of CDR T. L. ZACKOWSKI, USN  
(5) Biography of CDR R. C. GENTZ, USN  
(6) Pilot Readiness Report (C)  
(7) NFO/Flight Tech Readiness Report (C)  
(8) AEW Performance (C)  
(9) VAW-125 Cruise Statistics (C)  
(10) Aircraft Deck and Inflight Abort Causes  
(11) VAW-125 Officer Precedence List  
(12) Enlisted Personnel Assigned

1. Enclosures (1) through (12) are submitted as the Command History of Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY FIVE for the year 1975 in accordance with reference (a).

  
R. C. GENTZ

Copy to:  
Director of Naval History  
COMNAVAIRLANT

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COMMAND ORGANIZATION BASIC HISTORY

1. Commanding Officer and dates of command.

a. The squadron's Commanding Officers during the year 1975 and their dates of command were as follows:

CDR Terrence L. ZACKOWSKI, USN - 21 JUL 74 to 29 AUG 75

CDR Richard C. GENTZ, USN - 29 AUG 75 to present

2. The mission of VAW-125

a. The primary mission of VAW-125 is to provide the fleet and maritime air with long range early detection and warning of approaching enemy forces and control the necessary assets to counter all threats. The principle is as old as warfare itself but as practiced by VAW-125, 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.

b. The squadron aircraft, the Grumman built E-2C "HAWKEYE," is a twin engine turbo-prop capable of reaching a station well ahead of the force at speeds up to 300 knots and altitudes above 30,000 feet. The E-2C with its 80 foot wing span and gross weight of over 25 tons, is one of the largest aircraft operated from the deck of an aircraft carrier. The crew consists of a Pilot, Co-Pilot, Combat Information Center Officer, Air Control Officer, and Flight Technician, who fly the aircraft and operate the complex electronic equipment which it carries. This equipment, collectively called the Airborne Tactical Data System, forms an Airborne Extension of the Modern Navy Tactical Data System Employed aboard all of our newer warships. The heart of the Airborne Tactical Data System is a powerful, long range radar which transmits its energy through the 24 foot rotating antenna dome atop the aircraft.

c. 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. The E-2C also has a passive detection system which can aid in the possible identification of unknown contacts and detection of enemy aircraft or ships before they would be within radar range. 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

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flight by the E-2C'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.

d. The inherent flexibility of the Airborne Tactical Data System, 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.

e. As of 31 December 1975 the squadron numbered 21 officers; 4 enlisted men were in a flight status and an enlisted complement of 97 onboard.

SUMMARY OF OPERATIONS

1. The following is a summary of squadron operations and activities in chronological order for the year 1975.

JANUARY. VAW-125 deployed aboard the USS JOHN F. KENNEDY (CV-67) in support of refresher training and carrier qualification while operating for the most part in the Guantanamo Opearea. This training period afforded all CAPC's the opportunity to become day/night qualified or refreshed. Liberty visits included both Guantanamo and Montego Bay.

FEBRUARY. The command remained ashore in NORVA the entire month engaging in very limited Pilot and NFO training.

MARCH. Mission Training Flights in TYT 1 included AIC (Air Intercept Control), SSSC (Surface, Search, Surveillance Control), ESM (Electronic Surveillance Measures), and HCA (Hummer Controlled Approach). TYT 2 missions expanded to include AAWEX's, coordinated strikes (CSTK) and an F-14 missile shoot.

APRIL. Beginning with TYT 3, the TORCHBEARERS of VAW-125 expanded in the development of new tactics aboard the USS JOHN F. KENNEDY (CV-67) ranging from those applying to single squadron employment to tactics utilizing the assets available in joint service operations. Exercise AGATE PUNCH served as prime example of how the E-2C increased its capability and reliability in the mission of Airborne Early Warning mission aboard USS JOHN F. KENNEDY (CV-67). Initially, the AEW tasking for AGATE PUNCH called for approximately 60 hours. During this period, 48 sorties were scheduled, of these, 47 launches were met with two inflight aborts occurring. Due to a delay in the Amphibious Lnding, an eight hour period of alert 30 was scheduled. In all, AEW coverage was provided for 162 hours out of the 175, or 90% of the time.

MAY. During May 1975, the squadron participated in TYT-4 and also served as the primary range surveillance and secondary range control agency for the Navy's first operational exercise involving the F-14 "TOMCAT" and the "PHOENIX" missile system, under the watchful eye of the "HAWKEYE" radar, the Navy successfully completed the most ambitious missile firing exercise in the 22 year history of the USAF Missile Range at Eglin AFB, FL. Having increased its tempo of participation in carrier operation and proving its ability to

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maintain a constant state of readiness throughout these exercises and TYT's, VAW-125 was consequently awarded a grade of outstanding performance for its success during USS JOHN F. KENNEDY's operational readiness exercise. In addition to maintaining readiness, VAW-125 made Memorial Day just a little more memorable when they broke the 10,000 hour mark for accident free operations on May 30, 1975 with an arrested landing aboard "BIG JOHN."

JUNE. VAW-125 deployed aboard USS JOHN F. KENNEDY (CV-67) until 6 June to participate in exercise SOLID SHIELD. The exercise was, in most respects, a repeat of exercise AGATE PUNCH. Nevertheless, it provided an opportunity in the later phases for additional AEW and AIC training. On 6 June the squadron returned to Norfolk for a short pre-overseas movement period.

JULY. Flight operations commenced on 4 July when an alert E-2C was launched in the vicinity of two Soviet BEARS. The E-2C detected and tracked the BEARS at maximum range and successfully intercepted them with two sections of A-7 CORSAIRS. During the 14th and 15th of July, the USS JOHN F. KENNEDY (CV-67) engaged with the Spanish Air Force in Exercise POOPDECK.

AUGUST. NATIONAL WEEK took place from 10 to 14 August involving an early launch of the E-2C so as to maintain immediate availability for air control. Characterized by its emphasis on ASMD (Air-to-Surface Missile Defense) and ASW (Anti-Submarine Warfare), this NATIONAL WEEK did not feature a "Look for the other Carrier" exercise. The E-2C has a high success rate in bogey detection.

SEPTEMBER. Highlighting the cruise was a major NATO exercise called, DEEP EXPRESS, which involved five countries operating at the same time in the Aegean Sea. Forces from Great Britain, Turkey, Italy, the Netherlands and the United States conducted Air, Sea and Land Warfare exercises aimed at improving Allied Command and Control and warfare techniques. The primary mission of the E-2C was Air Traffic Control to prevent flight violations by fighter and attack aircraft transmitting near Greek Islands enroute to Turkish targets.

OCTOBER. On 4 October, the USS JOHN F. KENNEDY (CV-67) entered in NATIONAL WEEK XIX which continued on into exercise DOORFLASH. DOORFLASH was a highly structured SSSC, Anti-Ship Strike against a NATO Convoy operating in the

Ionian. A major AAWEX (Anti-Air Warfare Exercise) was conducted on 24 October in order to evaluate the long range E-2C detection/F-14 attack capabilities. The following quote appeared in a message from COMSIXTHFLT to higher authority as a result. "The exercise demonstrated successful E-2C coordination and control of F-14/PHOENIX in long range force defense."

NOVEMBER. The first two weeks of the month were dedicated to the Mid-cruise standdown. On 14 November, a two cycle AAWEX was employed to further evaluate the long range detection and intercept capabilities of the E-2C and F-14. At 2200 on 22 November, the KENNEDY and BELKNAP collided at sea during night flight operations. The E-2C of VAW-125 immediately took control of the airborne aircraft and safely and expeditiously vectored all airplanes to the divert field, NAF Sigonella, Italy. Aboard the USS JOHN F. KENNEDY, General Quarters had sounded and the ship was engaged in fighting the resulting fires. Musters throughout the night located all squadron personnel, several of whom had been actively assisting in firefighting and rescue operations.

DECEMBER. During this month, the command participated in an AAWEX, and exercises QUICKDRAW, POOPDECK and LAFAYETTE. Exercise QUICKDRAW obtained services from the E-2C in the area of flight following, communications relay, and Link 11 services; primary Air Control was assigned to the Italian ships. E-2C participation in exercise POOPDECK was minimal as weather forced cancellation of Spanish Air Raids against the USS JOHN F. KENNEDY (CV-67). The first United States-French exercise in six years, LAFAYETTE assumed interest of major proportions. French attack aircraft were tracked with locating and attacking the USS JOHN F. KENNEDY (CV-67). During the two day exercise the E-2C controlled 28 F-14 CAP and intercepted 17 raids (41 aircraft). Due to the number of fighters airborne, dedicated tankers (KA-6D, 2 A-7's) were utilized and kept under E-2C control. In all, the E-2C intercepted 41% of the total incoming raids, many of which were low flyers. Christmas was celebrated in port, Barcelona, Spain.

2. In all during 1975 VAW-125 flew: 2,394 hours (724 hours of night time), 599 CV landings (233 night) and was underway at sea 170 days. We spent 267 days away from Norfolk.

CHRONOLOGICAL ITINERARY

1. The following is a chronological itinerary of VAW-125 activities and outstanding achievements for 1975.

<u>JANUARY</u>	01-05	Inport NORVA
	06-10	Transit Guantanamo
	11-12	Inport Guantanamo
	13-19	REFTRA/CQ Guantanamo Oparea
	20-22	Inport Montego Bay
	23-29	REFTRA/CQ Guantanamo Oparea
	30	Inport Guantanamo
	31	Transit NORVA
<u>FEBRUARY</u>	01-03	Transit NORVA
	04-28	Inport NORVA
<u>MARCH</u>	01-03	Inport NORVA
	04-14	VACAPES TYT-1
	15-17	Inport NORVA
	18-25	VACAPES TYT-2
	26-31	Inport NORVA
<u>APRIL</u>	01-07	Inport NORVA
	08-13	VACAPES/Jacksonville TYT-3
	14	Inport Mayport
	15	Enroute W-122
	16-25	W-122 AGATE PUNCH
	26-28	Enroute NORVA
	29-30	Inport NORVA
<u>MAY</u>	01-02	Inport NORVA
	03-06	VACAPES/Jacksonville TYT-4
	07-09	Jacksonville ORE
	10-11	Enroute NORVA
	12-26	Inport NORVA
	27-31	W-122 SOLID SHIELD
<u>JUNE</u>	01-06	W-122 SOLID SHIELD
	07-27	Inport NORVA
	28-30	Transit Atlantic
<u>JULY</u>	01-06	Transit Atlantic - BEAR Overflight
	07-11	Inport Rota Spain - FCLP
	12-18	West Med - POOPDECK
	19-20	Anchorage, Augusta Bay
	21-28	At sea, East Med - MISSILEX
	29-31	Anchorage, Augusta Bay

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AUGUST 01-04 Anchorage, Augusta Bay - Mt Etna Climb  
05-14 Ops, East Med - SSSC  
15-21 Anchorage/Inport Augusta Bay/Bari, Italy  
22-26 Ops, East Med - NATIONAL WEEK XVIII  
27-31 Inport Naples - Change of Command

SEPTEMBER 01-07 Inport Naples  
08-12 Ops, East Med - MISSILEX, Crete  
13-15 Anchorage, Kithra - SECNAV visit/KRESTA  
anchored also  
16-17 Ops, East Med - Flew ADM CARROLL  
18-19 Anchorage, Antalya  
20-27 Ops, East Med/Aegean - DEEP EXPRESS  
28-30 Anchorage, Kithra - Lebanon (?)

OCTOBER 01-03 Inport, Augusta Bay - ALERT  
04-13 Ops, East Med (Tyrrhenian) - NATIONAL  
WEEK XIX  
14-21 Inport, Taranto - Corrosion Inspection  
22-26 Ops, East Med - AAWEX (Moe flys)  
27-31 Inport, Naples - Mid Cruise Break

NOVEMBER 01-11 Inport, Naples - Mid Cruise Break  
12-16 Ops, East Med - MISSILEX  
17-18 Anchorage, Augusta Bay - FCLP's  
19-25 Ops, East Med - Collision BELKNAP  
26-28 Anchorage, Augusta Bay - Cleanup  
29-30 Inport, Naples - Ship's C.O.C.

DECEMBER 01-03 Inport Naples  
04-05 Ops, East Med - INDY vs JFK  
06-08 Ops, West Med - CLEMANCEAU vs JFK  
09-13 Inport, Palma  
14-21 Ops, West Med - LAFAYETTE  
22-26 Inport, Barcelona - Christmas  
27-29 Ops, West Med  
30-31 Inport, Barcelona - New Years



AIRCRAFT DECK & INFLIGHT ABORT CAUSES

1. Total from 28 June 1975 to 17 January 1976: 38

2. Breakdown by areas on deck/inflight:

a. On deck: 24

(1) Hydraulic Systems:

2 Hydraulic leaks  
3 Wingfold  
1 Hook Lift Cylinder  
1 "B" Nut  
1 Pitchfeel  
1 Hydraulic Quick Disconnect  
1 Nose Strut Seal

(2) Structures: None

(3) AME/PR: 2 Vapor Cycle

(4) Eng/Props:

1 Prop Feather Relay  
4 Starters  
1 Starter Hose  
1 Prop not feathering (Port)  
1 Prop bird strike  
2 RPM  
2 Bleed Air Ejector

(5) Navigation:

1 Power Interupt  
1 CAU Failure

(6) CP: 1 CP Cabinet

(7) Crew:

1 Radar Cooling CB  
1 (old) Hydraulic Fuuld

b. Inflight: 9

1 ACO Seat Blower Fire  
1 Firewarning  
1 Engine Failure  
1 High RPM  
1 4K memory  
1 Radar Airflow Switch  
2 Radar CB  
1 Vapor Cycle Pressure