

1980

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VAW-125:00:wdw
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NARRATIVE:

I. (U) OPERATIONS

1. (U) Overview: During the 1979 - 1980 Mediterranean Cruise VAW-125 was embarked in USS FORRESTAL as an integral part of Carrier Air Wing SEVENTEEN. The squadron flew 848 hours in support of tasked operations which included two MISSILEXes, a PHIBLEX, NATIONAL WEEK XXVIII, DASIX 1-80, MULTIPLEX 1-80, and several PASSEXes. From early January until late March, FORRESTAL served as the only U. S. carrier in the Mediterranean. The professional high point of numerous port visits was the tour exchange with the Israeli E2C squadron based at Hazerim, Israel.

2. (U) Employment/Tasking 27 November 1979 to 5 May 1980:

27 November - 8 December	Transit to Mediterranean
9 December - 13 December	INCHOP: Rota, Spain E-3A OPS, Sigonella, Sicily
14 December - 20 December	MULTIPLEX 1-80
21 December - 31 December	Inport: Marseille, France
1 January 1980	Enroute Naples, Italy
2 January - 4 January	Inport: Naples, Italy
5 January - 7 January	OPS: Tyrrhenian Sea
8 January - 13 January	Inport: Naples, Italy
14 January - 26 January	OPS: EMED
27 January - 31 January	Inport: Alexandria, Egypt
1 February - 5 February	OPS: EMED
6 February - 10 February	Inport: Haifa, Israel
11 February - 13 February	OPS: EMED
14 February - 19 February	Inport: Athens, Greece
20 February - 23 February	OPS: EMED
24 February - 3 March	Inport: Naples, Italy
4 March - 7 March	Training Anchorage, Naples, Italy

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8 March - 14 March	OPS: Tyrrhenian Sea
15 March - 27 March	Inport: Palermo, Sicily
28 March - 3 April	OPS: West MED
4 April - 9 April	Inport: Toulon, France
10 April - 15 April	OPS: West MED
16 April - 21 April	Inport: Barcelona, Spain
22 April	Training Anchorage: Pollensa Bay
23 April - 24 April	OPS: West MED
25 April - 26 April	OUTCHOP: Rota, Spain
27 April - 6 May	TRANSLANT

3. (C) Cruise Summary: (U)

a. (C) Atlantic Transit OPS: The twelve day transit from Mayport, Florida to Rota, Spain included ten flying days of four day cycles each. The Torchbearers provided range control, AUTOCAT, and drone tracking/recovery support to a surface-to-air MISSILEX for accompanying units of DESRON TWENTY FOUR. Pilot landing proficiency received primary emphasis during the transit and touch and go landings were completed on most recoveries. The usual Bear alert was maintained during the transit, but the only Soviet reconnaissance activity of the cruise was directed against INDEPENDENCE prior to the turnover rendezvous. CV separation was such that no intercepts were required by FORRESTAL aircraft. A PASSEX against the outchopping INDY preceded a blue water CV turnover. The STEELJAWS provided a comprehensive turnover package on rendezvous; however, the opportunity for face-to-face liaison was curtailed because of transportation constraints.

b. (U) MULTIPLEX 1-80 exercised our forces against the NIMITZ Battle Group which was proceeding west from the Tyrrhenian Sea. The initial opposing CV engagements of the MULTIPLEX 1-80 exercise provided substantial AEW training; however, as the battle forces closed, AAW and ASU missions were made less realistic because of the relatively short range between CV's. As the exercise transitioned to dual CV OPS emphasizing ASW, the Torchbearers shifted to a round-the-clock mode for a period of 59 hours.

c. (C) Staff Transfer/Tyrrhenian OPS: After spending the holidays in Marseille, France, FID transited to Naples to embark CTF-60 and staff from the NIMITZ prior to her departure for Indian Ocean OPS. A brief period of Tyrrhenian OPS preceded the return to Naples for the regularly scheduled visit. SSSC tasking constituted the bulk of operational effort during this period as both KIEV and MOSKVA Task Groups were operating in the area.

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