



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

1979

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VAW-125/00/alm  
5750  
Ser: C3-80  
21 February 1980

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(UNCLASSIFIED upon removal of enclosures (2), (4) and (7))

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 5750.12C

- Encl:
- (1) Command Organization and Mission
  - (2) Chronological Itinerary (C)
  - (3) Biography of Commander Harold E. SELIGSON, USN
  - (4) Special Topics (C)
  - (5) VAW-125 Officer Precedence List
  - (6) VAW-125 Enlisted Personnel Assigned
  - (7) VAW-125 Periodic Operating Reports for 1979 (C)

1. In accordance with reference (a), Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY FIVE Command History is submitted as enclosures (1) through (7).

*H. E. Seligson*  
H. E. SELIGSON

Copy to:  
Director of Navy History  
COMNAVAIRLANT



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## COMMAND ORGANIZATION AND MISSION

1. The Command. The Squadron's Commanding Officers during the year 1979 and their dates of command were as follows:

Commander William J. MOOBERRY 1 October 1978 - 26 October 1979

Commander Harold E. SELIGSON 26 October 1979 - Present

2. The Mission of VAW-125

a. 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, 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's 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 to 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 ATDS 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 electronic 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 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.

Enclosure (1)

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d. 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.