



**DEPARTMENT OF THE NAVY**  
CARRIER AIRBORNE EARLY WARNING SQUADRON  
ONE HUNDRED TWENTY FIVE  
FLEET POST OFFICE, AE 09507-6411

5750  
Ser 00/050  
1 Mar 02

From: Commanding Officer, Carrier Airborne Early Warning Squadron 125  
To: Chief of Naval Operations, Director Air Warfare Division, Special Assistant for Publications and Operational Records (N78H)

Subj: CALENDAR YEAR 2001 COMMAND HISTORY REPORT

Ref: (a) OPNAVINST 5750.12G  
(b) SECNAVINST 5212.5D

Encl: (1) Carrier Airborne Early Warning Squadron ONE TWO FIVE Calendar Year 2001 Command History Report

1. Per references (a) and (b), enclosure (1) is forwarded.

  
H. M. ROBINSON

1. Command Composition and Organization

a. Service: United States Navy

b. Command Title: Carrier Airborne Early Warning ONE TWO FIVE (VAW-125). Squadron callsign: "TIGERTAILS". UIC: 09922.

c. Mission Statement: To provide airborne early warning and battle management to the battle group commander to support sustained, forward-deployed combat operations, and to carry out that mission when required.

d. Organizational Structure: VAW-125 operates under the direction and control of Carrier Air Wing SEVENTEEN commanded by CAPT Roger L. Welch.

e. Commanding Officer: CDR Harry M. Robinson

f. Duty Station: Naval Station Norfolk, VA.

g. Aircraft: The squadron currently maintains and operates four Grumman E-2C Group II Navigation Upgrade "Hawkeye" aircraft.

Side Number	Serial Number
600	165302
601	165304
602	165507
603	165508

2. Chronology of Events

Space Shuttle Services	Patrick AFB, FL	6 Feb 2001	7 Feb 2001
Shipbuilder's Trials	Pensacola, FL	13 Feb 2001	14 Feb 2001
Counter Drug Detachment	NS Roosevelt Roads, PR	22 Mar 2001	21 Apr 2001
USS CHURCHHILL (DDG 81) Shock Trials	JAXOPAREA	5 May 2001	31 May 2001

Shipbuilder's Trials	Pensacola, FL	30 May 2001	31 May 2001
Exercise DESERT RESCUE IX	Fallon, NV	15 Jun 2001	30 Jun 2001
USS GEORGE WASHINGTON (CVN 73) Deck Certification/CQ	VACAPES	13 Aug 2001	17 Aug 2001
Operation NOBLE EAGLE USS GEORGE WASHINGTON	Western Atlantic	12 Sep 2001	17 Sep 2001
CVW-17 Unit Level Training (ULT)	Key West, FL	6 Oct 2001	14 Oct 2001
USS GEORGE WASHINGTON Tailored Ship's Training Availability (TSTA) I & II	VACAPES	4 Nov 2001	16 Nov 2001
CVW-17 Air-to-Air Strike Fighter Advanced Readiness Program (SFARP)	VACAPES	4 Dec 2001	20 Dec 2001

### 3. Narrative

a. In 2001, VAW-125 received special recognition for superior performance and command accomplishment earning the Calendar Year 2000 Commander, Naval Air Force, U.S. Atlantic Fleet (COMNAVAIRLANT) Battle Efficiency and Chief of Naval Operations (CNO) Safety awards. Additionally, Mrs. Sandy Ricardo, wife of the previous Commanding Officer, earned the 2000 Association of Naval Aviation Dorothy M. Flatley award as an exceptional military spouse for her concern, command support and considerable liaison with our squadron families.

b. Space Shuttle Services: During the February Space Shuttle launch, VAW-125 provided two E-2C Hawkeyes in an alert status to assist with vital and time crucial search and rescue for Space Shuttle aircrew in the event of a catastrophic mishap. The primary aircraft to support the mission remained on station in Cocoa Beach, FL while the backup E-2C stood the alert at Naval Station Norfolk, VA.

c. Shipbuilder Trials: The February and May Shipbuilder's Trials provided an opportune time for TIGERTAIL aircrew and shipboard command and control to coordinate and evaluate systems vital to airborne early warning and surface surveillance. Both JTIDS and Link-11 utilization from the E-2C Hawkeye to the ships with systems evaluation ensured complete reporting of airborne and surface activity. The trial periods provided an excellent training opportunity for all personnel to hone skills required for Carrier Battle Group defense.

d. Counter Drug Detachment: Under the direction of the Joint Chiefs of Staff, the TIGERTAILS completed a 4-week U.S. Southern Command Area of Responsibility Counter Drug Deployment at NS Roosevelt Roads, PR. Detaching with only 3 aircraft, VAW-125's exceptional efforts ensured continued monitoring to provide interdiction of airborne and surface narcotics trafficking. The command flew 285.2 hours during 84 flights to achieve a 95 percent sortie completion rate and completed the deployment with laudatory comments on performance and the praise of the operational chain of command.

e. USS CHURCHHILL (DDG 81) Shock Trials: VAW-125 spent 4 weeks in near-alert status, with fully mission capable aircraft ready for use to support USS CHURCHILL Shock Trials. The TIGERTAILS continuously monitored airborne and surface assets to maintain a ten to fifteen nautical mile clear area surrounding the USS CHURCHHILL during controlled detonation testing of the newly commissioned ship's integrity. For nearly one month, TIGERTAIL maintainers groomed weapons systems for daily flights to support the fleet's newest destroyer passing this critical milestone.

f. DESERT RESCUE IX: Exercise DESERT RESCUE IX provided TIGERTAIL aircrew the opportunity to sharpen vital Combat Search and Rescue (CSAR) mission skills. With two E-2C's airborne during events, VAW-125 was able to test Anti-Jamming capabilities, Joint Tactical Information Distribution System (JTIDS) and Link-11 connectivity between aircraft, and secure voice operations, exposing junior aircrew to the complex CSAR environment. Early contact with the survivor from the E-2C, as Airborne Mission Commander, ensured mission success. This contact provided survivor condition, enemy threat situation, and other critical information to aid Rescue Mission Commanders in the decision-making process. Though joint assets were employed, the TIGERTAILS flew 95 percent of their scheduled sorties to act as the only early warning command and control platform for the vast majority of the exercise.

g. USS GEORGE WASHINGTON (CVN 73) Flight Deck Certification and Carrier Qualification (CQ): In order to meet carrier launch and recovery requirements, USS GEORGE WASHINGTON and VAW-125 underwent rigorous flight deck training and carrier landing qualifications. In addition to helping USS GEORGE WASHINGTON attain COMNAVAIRLANT certification, these exercises allowed VAW-125 pilots to regain day/night carrier takeoff and landing proficiency.

h. Operation NOBLE EAGLE: Within hours of the unprecedented terrorist attacks and national crisis of 11 September, TIGERTAIL personnel were embarked at sea, leaving home base with minimal logistics support and literally nothing more than the shirts on their backs. Transported to USS GEORGE WASHINGTON, VAW-125 maintenance personnel immediately began dedicated aircraft launch and recovery operations while others prepared ship spaces, established supply requirements, and readied lines of communication to support Operation NOBLE EAGLE. Over the next week, personnel and equipment were added to the deployed effort from our shore-based detachment. The result was an impressive textbook study in emergency rapid response and warfighting synergy supported by a remarkable 100 percent sortie completion rate.

i. Unit Level Training (ULT): New Battle Group deployment and Inter-Deployment Training Cycle (IDTC) schedules were uncertain following the events of 11 September. Originally slated to begin Air Wing Strike Fighter Advanced Readiness Programs (SFARP), Carrier Air Wing SEVENTEEN elected to make the most of this unique opportunity and began the first stage of Air Wing consolidation and squadron integration. This training proved invaluable to successful SFARP Programs to follow in December and January.

j. Tailored Ship's Training Availability (TSTA) I & II: The first combined part of the GEORGE WASHINGTON Battle Group's (GWBATGRU) IDTC, TSTA I & II served to truly integrate the TIGERTAILS and CVW-17 with the CVN 73. During these exercises, CVW-17 and CVN 73 relearned the importance of communication and close coordination to ensure safe and efficient carrier based operations. Additionally, the Mid-Atlantic Electronic Warfare Range provided VAW-125 outstanding training opportunities with tactical targets for end-to-end systems checks of the E-2C Passive Detection System (PDS).

k. Air-to-Air Strike Fighter Advanced Readiness Program (SFARP): The TIGERTAILS completed nearly 400 live air-to-air intercepts with approximately 80 flight hours, controlled predominately by junior aircrew who dramatically improved their tactical control. In preparation, TIGERTAIL aircrew took the lead in GWBATGRU's advanced air-to-air intercept training. The squadron hosted an in-depth E-2C familiarity seminar, Weapons Systems Trainer simulations, and static aircraft display offered to all GWBATGRU units. Over 75 personnel ranging from junior Operations Specialists to the GWBATGRU Commander participated in this highly educational event. Possessing graduate level education in tactics and procedures, the TIGERTAILS provided in-depth lectures to Air Wing fighter squadrons in preparation for successful Advanced Readiness Program completion.

#### 4. Supporting Documents

a. Published Documents: VAW-125 TIGERTAIL periodic newsletter, "The Torch".

b. Reports on Performance of Weapons System, Major Projects or Material:

(1) Based on command submissions to the Navy's Tactics, Development, and Evaluation program (TAC D&E), VAW-125 included additional sorties beyond DESERT RESCUE IX requirements to support and enhance critical weapons sensor development. The talent and flexibility displayed by the Maintenance Department ensured the command's concurrent involvement in each endeavor was a resounding success. Researchers from contracted civilian analysis firms were given accurate, useful data to use as the basis for updates and revisions to current tactical publications.

(2) In addition to measures we recommended and those subsequently directed by higher authority, TIGERTAIL aircrew and maintainers continued to develop Operational Risk Management (ORM) procedures to address more prevalent losses of T-56-427A engines. This top-to-bottom review of all operating procedures led to greater margins of safety yet did not limit the operational commander's tactical use of Hawkeye aircraft. Aircrew continued to fly within published guidelines, yet minimized stresses normally placed on these engines.

(3) The Avionics Division tested two different tactical computer software versions, N9LEFCDD and N9TEKCDD, for Naval

Space Warfare Systems Command (SPAWAR). Command evaluation of these two versions identified faults and limitations leading to further development of E-2C Group II Navigation Upgrade weapons system software enhancements. The command's thorough evaluation prevented introduction of problematic software to E-2C Group II squadrons and the resulting adverse impact on fleet operations. VAW-125 dedicated over 30 flight hours to test and document software issues in an operational environment. The extensive process involved numerous assessments including: data link interoperability with CVN 73; the new "bullseye" feature for tactical air intercept control; verification of normal software functionality; and validation of map, geographic, PDS and JTIDS system loads. These efforts will aid in the fielding of a dramatically improved version of software available to all E-2C Group II and Navigation Upgrade squadrons in 2002.

c. Safety Milestone: On 2 October 2001, VAW-125 achieved a truly remarkable milestone of 33 years and 64,500 flight hours Class "A" mishap-free. This record serves as an unmistakable testament to safety awareness throughout the command.

d. Photographs of E-2C Hawkeye: Attached

e. Biography and Photograph (attached) of Commanding Officer: