



DEPARTMENT OF THE NAVY
 CARRIER AIRBORNE EARLY WARNING SQUADRON
 ONE HUNDRED TWENTY SIX
 FPO NEW YORK 09501-6412

DECLASSIFIED

1983

IN REPLY REFER TO:

5757

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~~CONFIDENTIAL~~—Unclassified upon removal of enclosures (4) and (5)

From: Commanding Officer, Carrier Airborne Early Warning Squadron
 ONE HUNDRED TWENTY SIX

To: Chief of Naval Operations (OP-05D2)

Subj: COMMAND HISTORY FOR CY 83

Ref: (a) OPNAVINST 5750.12C

- Encl: (1) VAW-126 Command History For 1983
 (2) Commanding Officer's Biography
 (3) VAW-126 Immediate Superior in Command and Aircraft Listing
 (4) 1983 Battle "E" and AEW Excellence Award submission (U)
 (5) Periodic Operating Report Excerpts (U)

1. (U) In accordance with reference (a), enclosures (1) through (5) are provided to supply the Command History for CY 1983 of Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY SIX.

D. P. Whalen
 D. P. WHALEN

Copy to:
 Director of Naval History

Reg # 292 412 687

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VAW-126 COMMAND HISTORY FOR 1983

This has been a record-breaking year for VAW-126. Not only did we win the COMNAVAIRLANT AEW Excellence and Battle "E" Awards, but we set new squadron flight hour records as well.

In January and February 1983 we participated in a number of exercises which helped to prepare us for our upcoming Refresher Training on the USS JOHN F. KENNEDY (CV-67). A CNO project, Fleet Air Readiness and Airborne Intercept Projects, and missile and jamming exercises rounded out the month. By practicing fighter control in a simulated jamming environment, we were preparing for the kind of operations we might encounter later on cruise. The month of January 1983 was accident-free, a record we've maintained since the squadron was commissioned, and we continued this trend throughout the year.

After Field Carrier Landing Practice and Carrier Qualifications, we were ready to embark aboard the USS JOHN F. KENNEDY on 24 February 1983 for a rigorous Refresher Training schedule (26 February - 9 March 1983) in the Guantanamo Bay, Cuba, operating area. Our Type Training I (16 March 1983), Mobile Sea Range/Harpoon missile exercise/Readiness exercises (24 March 1983), and Type Training II (30 March 1983), in the Northern Puerto Rican Operating Area, was preceded by a port visit to beautiful Barbados on 10 March 1983. Throughout these evolutions we intercepted Soviet reconnaissance aircraft twice while operating around-the-clock. Despite the heavy tasking we maintained our 100% sortie completion rate, celebrating our 14th accident-free birthday, 1 April 1983, on the USS JOHN F. KENNEDY fo'c'sle.

After a brief turn-around and training in Norfolk (9 April - 17 April 1983) we participated in Fleet Air Superiority Training and SEABAT, a multiple jamming environment exercise. Field Carrier Landing Practice on 20 April 1983 prepared our pilots for carrier landings in preparations to get underway on 26 April 1983 for SOLID SHIELD '83. This Amphibious Support/Power Projection operation gave us excellent exposure to the coordination in a combined U.S. forces exercise.

After a few weeks in Norfolk, followed by more Field Carrier Landing Practice, we were ready to get underway on 25 May 1983. Exercises with our NATO allies were the next order of business. UNITED EFFORT (25 May - 06 June 1983) and OCEAN SAFARI (07 June - 17 June 1983) gave us priceless experience working with French, British, and Canadian forces as well as our own USS AMERICA (CV-66). The intense operations culminated in a welcome port visit to Portsmouth, England.

Returning to Norfolk in time for the Fourth of July, we started preparing for the very busy summer months that lay ahead. Another SEABAT dedicated jamming exercise on 12 July 1983 got us additional training for the type of jamming we might encounter in later exercises. Additionally, Fleet Fighter Air Combat Manuevering Readiness Program (FFARP) on 18 July 1983, where we practiced controlling both fighter and aggressor aircraft, added to our airwing's cohesiveness.

A very enjoyable Open House and Picnic was held in July 1983 to give us all the chance to get together with our families and let them see our squadron. We were underway 10 August 1983 for the Puerto Rican "Op" Area and Type Training III.

Enclosure (1)

This phase of our training carefully honed our skills with innumerable Alpha Strikes, War at Sea exercises, Search and Rescue exercises, and Anti-air Warfare exercises. This lead directly into our Operational Readiness Evaluation on 23 August 1983. It was a tough test of our ability in all areas, but we "maintained the strain" and our accident-free 100% sortie completion rate. There was no let up, either, as we went right into Readiness Exercise 2-83 on 26 August 1983 with double E-2 coverage the majority of the time.

During the month of September 1983 we had all of the usual personal and professional preparations to make for a major cruise. We bade good-bye to Norfolk on the 27 September 1983 and transited to the Puerto Rican area for some brief operations, then south for a port visit in Rio De Janeiro, Brazil. Before Rio, though, we had the traditional "Crossing the Line (equator)" ceremony on 8 October 1983.

Rio was a marvelous port, and we took part in an Air Power Demonstration (18 October 1983) for Brazilian Armed Forces and government officials as part of our participation in the South American Exercise, UNITAS. Transit to the Mediterranean was completed on 29 October 1983, where after INCHOP to the Sixth Fleet, we took part in CRISIS EXERCISE '83. Three days later, however, world events caused us to go east in support of the Multi-national Peacekeeping Forces stationed in Beirut, Lebanon.

All the eyes of the world have been focused on the Middle East lately, with particular attention being paid to Lebanon. It was our job here to provide what we do best: Continuous airborne command and control in response to the Battle Group commander. We filled out the month of November 1983 doing just that.

A port visit to Haifa, Israel gave us a break before plunging right back into round-the-clock flight operations. The volatile nature of operations in this part of the world heavily underscored the necessity of the E-2 to the Battle Group. All components of the U. S. and other foreign military forces in the area were glad that the SEAHAWKS were there to provide Battle Management services.

This has been the most demanding and productive year since VAW-126 was commissioned. Even a partial list is impressive:

- 1) Battle "E" and (AEW Excellence Award).
- 2) Commander Naval Air Force, U.S. Atlantic Fleet "Silver Anchor" Award for retention excellence.
- 3) Over 3,800 flight hours in 1983.
- 4) 28,000 accident-free hours since commissioning.

On 1 April 1984, the SEAHAWKS will be celebrating their fifteenth squadron birthday. Fifteen years of accident-free Airborne Early Warning Excellence has given VAW-126 the Navy-wide reputation of "being the best-east or west!"

Enclosure (1)

VAW-126 Immediate Superior in Command and Aircraft Listing

Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY-SIX is a major element of the Carrier Airborne Early Warning (VAW) forces of the United States Navy. The squadron's primary mission is to use long range radars installed in our aircraft to provide the Commander, Carrier Task Force with the earliest possible warning of impending air attack, and using the computer based weapons system, defend the force by directing fighter aircraft to meet the threat. Moreover, the capabilities of our four Grumman E-2C HAWKEYE aircraft have proven to be exceptionally versatile, enabling the squadron's aircrews to play important roles in other varied operations, among them strike control, surface surveillance, and search and rescue missions.

Immediate Superior Command:

Administrative: COMCAEWING TWELVE

Operational: COMCARAIRWING THREE

Aircraft Assigned: Grumman E2-C "Hawkeye"

Bureau #'s: AC600 - 160011

AC601 - 160418

AC602 - 160701

AC603 - 159107