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1984

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

IN REPLY REFER TO:  
5757  
Ser C023  
28 Oct 85

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

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

Subj: COMMAND HISTORY FOR CY 84

Ref: (a) OPNAVINST 5750.12C

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- Encl: (1) VAW-126 Command History For 1984  
(2) Commanding Officer's Biography  
(3) VAW-126 Immediate Superior in Command and Aircraft Listing  
(4) 1984 Battle "E" and AEW Excellence Award submission (U)  
(5) Periodic Operating Report Excerpts (U)

1. In accordance with reference (a), enclosures (1) through (5) are provided to supply the Command History for CY 1984 of Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY-SIX.

  
D. M. PARKER  
By direction

Copy to:  
Director of Naval History

Reg # R 329 424 054

*Logged*

6 Nov 85

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## VAW-126 COMMAND HISTORY FOR 1984

1984 was another banner year for VAW-126. The award winning Seahawks strengthened our reputation as the Navy's best E-2 squadron by adding the Golden Anchor Award for retention excellence to our already impressive list of achievements.

During the first two weeks of January the Seahawks provided 24 hour AEW/ASUW coverage in support of the Multinational Peacekeeping Forces in Lebanon. The constant terrorist threat to the task force necessitated flying around the clock for most of the month. We ended January with a much deserved port visit to Naples, Italy.

The beginning of February saw USS John F. Kennedy once again enroute to the Eastern Mediterranean. With the situation in Lebanon rapidly deteriorating, VAW-126 was called on to cover the evacuation of civilians from Beirut and later to provide protection for the back-loading of U.S. Marines onto their amphibious ships. Toward the end of the month, hostile activities ashore decreased significantly, allowing us to participate in SINKEX 1-84 with French and British units. On February 21st it was announced that the Seahawks had been awarded the coveted COMNAVAIRLANT Battle Efficiency "E" Award for 1983.

The departure of USS Independence on 2 March marked the beginning of our longest period of continuous operations. The volatility of the situation with the heavy interfactional fighting, as well as the ever present terrorist threat, prevented us from relaxing our surveillance. During this time, we also assisted U.S. Air Force AWACS in support of U.S. forces in Egypt. Consequently, March proved to be a record breaking month for the Seahawks. We flew continuous operations for 32 days (29 February - 2 April), and logged 850.8 flight hours — an unprecedented accomplishment in the AEW community.

The Seahawks celebrated their fifteenth birthday on 1 April, marking nearly 29,000 hours of accident-free flying. Because of the continuous heavy operations, four reserve aircrewmembers from VAW-78 arrived to augment the Seahawks. The same day, President Reagan announced the return to normal operations for the Sixth Fleet Marine Forces, allowing us to stand-down somewhat from what had become normal 24-hour operations. On 9 April, the reservists returned to the United States and USS John F. Kennedy departed the Eastern Mediterranean for a 12-17 April port call in Naples. On 23 April we departed the Mediterranean for home and a much anticipated reunion with family and friends.

The month of May was spent in a brief stand-down in preparation for Operation Southern Hospitality scheduled for 11-25 July.

July again found us making preparation to return to sea. After Field Carrier Landing Practice we were ready to embark in USS John F. Kennedy on 9 July for Southern Hospitality. The first two days consisted of Carrier Qualifications while enroute to the Caribbean. The objective of this exercise was to provide essential training, and to project U.S. Naval presence in the Caribbean. Before returning to Norfolk, we made a two day port visit to Cartagena, Columbia. On 31 July we were back in Norfolk. The rest of the year was spent in a very busy shore period while the Kennedy underwent overhaul.

Enclosure (1)

In August and September we participated in a number of exercises in which essential training for all personnel was accomplished. Our major tasking involved various MISSILEX's and the Shock Tests of USS John F. Kennedy and USS Yorktown.

The first five days of October we deployed to Homestead AFB in support of the Vice President's Task Force on drugs. This was followed by a deployment to NAS Roosevelt Roads, Puerto Rico, for a MISSILEX with the USS Mahan.

2-16 November again found the Seahawks deployed to NAS Roosevelt Roads, PR. During this period we accomplished extensive training for all aircrewmembers. While the first week in Puerto Rico was hampered by severe weather, the second week's weather improved allowing us to accomplish significant training in all warfare areas as well as the support of COMTUEX 1-85.

The Seahawks closed out 1984 by participating in SEABAT, a multiple jamming exercise, from 4-7 December. Simultaneously, our pilots flew Field Carrier Landing Practice in preparation for refresher Carrier Qualifications that were held on USS America 9 December. The month of December was accident-free, a record we've maintained since the squadron was commissioned.

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 E-2C "Hawkeye"

Bureau #'s: AC600 - 160011  
AC601 - 161099  
AC602 - 160701  
AC603 - 159499

VAW-126  
1984 HIGHLIGHTS

A. OPERATIONAL ACHIEVEMENTS

- 3114.2 HRS, 2240.3/72.0% embarked
- Two monthly FLT HR Records: 537.8 (FEB), 772.2 (MAR)
- Quarterly FLT HR Record: 1778.2 (1st QTR CY 84)
- 7mo 3330 HRS on deployment 100% sortie completion u/w 90% of deployment and airborne 88% of the time underway.
- 32 days of continuous flight operations
- Battle Efficiency
- AEW Excellence Award
- Nominated for Arleigh Burke Fleet Trophy
- Accident-free since commissioning, 15yrs, 30,848.5 HRS

B. PERSONNEL/MAINTENANCE ACHIEVEMENT

- CINCLANTFLT Golden Anchor for a deployed squadron
- AIRLANT Silver Anchor for three consecutive years (4 of 5)
- FOD Free Cruise
- Outstanding Mid-Cruise Corrosion Audit
- Outstanding Command Inspection
- 1 sortie missed in 1984, occurred when launching all three a/c on Orange Air Det to Puerto Rico

C. CONTRIBUTIONS TO WEAPON SYSTEM DEVELOPMENT

- Secret point paper "EMI in the Eastern Mediterranean"
- Generated OPREQS for: "E-2C IVV Subsystem Optimization", "APS-125 ECCM Limitations", "Secure Anti-jam Link-4", "E-2C Mission Support System"
- Discussed system performance at Grumman Aerospace Corporation

D. CONTRIBUTION TO TACTICS

- Pioneered E-2C/AEGIS integration into Battle Group Operations. Joint point paper "AEGIS Weapon System/E-2C Integration in CVBG Link-11"
- Discussed proceeding to "identify" civilian airlines during EASTMED operations in "E-2C Monitoring of Airways in the EASTMED"
- Briefed West Coast on EASTMED OPS
- Seahawk Liaison Officer instrumental in integration of Air Force RC-135 into BG Link-11 during Contingency OPS

E. GENERAL CONTRIBUTIONS

- Lessons learned during continuous ops discussed in "Fatigue in continuous 24-hour operations"
- Briefs on E-2C employment in EMED/QAB at SWOS
- Briefs on AEGIS/E-2C interoperability at Moorestown, NJ
- Conducted complex NAMFI missile with no flight violations
- Controlled VF-11/31 missile during which 11 missiles were successfully launched in one-day. COMFITWING ONE acknowledged it was most successful shoot to date