

1974
EVAW-120
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COMMANDING OFFICER
CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON
ONE HUNDRED TWENTY
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

RVAW 120/11:pae
5750
Ser 113

26 FEB 1975

From: Commanding Officer
Carrier Airborne Early Warning Training Squadron 120
To: Chief of Naval Operations (OP-05D2)
Subj: OPNAV Report 5750-1 (Command History)
Ref: (a) OPNAVINST 5750.12B
Encl: (1) RVAW-120 1974 Command History

1. In accordance with reference (a), enclosure (1) is submitted.



L. W. RYAN
By direction

Copy to:
Director of Naval History

CARRIER AIRBORNE EARLY WARNING TRAINING
SQUADRON
ONE HUNDRED TWENTY

SQUADRON HISTORY
CALENDAR YEAR 1974

CHRONOLOGY OF COMMANDING OFFICERS
OF
CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON 120

CAPT S. L. CORNER	1 JULY 1967
CDR T. E. NEWARK	1 OCTOBER 1968
CDR R. A. PETTIGREW	8 AUGUST 1969
CDR D. G. W. TERRY	17 JULY 1970
CDR R. A. SPARGO	12 JULY 1971
CDR W. P. COURTNEY	25 JULY 1972
CDR T. P. MC CLENAHAN	6 JULY 1973
CDR J. D. LARISON, JR.	30 OCTOBER 1974

MISSION

To indoctrinate and train Naval Aviators, Naval Flight Officers, aircrewmen, and maintenance personnel in the operations and maintenance of carrier airborne early warning aircraft and systems in order to provide a maximum level of air combat readiness in the fleet airborne early warning units.

STATISTICS 1974

	<u>E-2B/C</u>
Flight hours:	2,804
Sorties:	963
Carrier Arrested Landings, day/night	272/78
Student pilots completed:	40
Student NFO's completed:	20
Student aircrewmen completed:	4
FRAMP students completed:	105
	<u>Enlisted</u> <u>Officer</u>
Squadron Composition:	189 34
Enlisted Retention:	<u>First Term</u> <u>Career</u>
	29% 94%

NARRATIVE

During calendar year 1974 CARAEWTRARON 120 trained a total of 40 replacement pilots, 24 replacement naval flight officers and aircrewmen, and 105 maintenance personnel. Five carrier qualification deployments on 3 different carriers were conducted, resulting in a total of 272 day and 78 night carrier landings. Six RVAW 120 staff officers received 1000 hour certificates in the E-2 aircraft in 1974.

The squadron suffered two major aircraft accidents during 1974. The first occurred on 30 April 1974 at NAS OCEANA when an E-2C "landed with gear up" while practicing simulated single engine landings. The second accident occurred on 31 July 1974. While practicing stop and go landings, a TE-2B experienced a malfunction in the auto-feather system on the port engine and lost directional control in the take-off phase and due to the lack of sufficient altitude impacted a shop building at the Coast Guard's Elizabeth City Air Base. One pilot was rescued but major fire engulfed the aircraft before the second pilot could be removed. Fatally injured in the crash was the plane commander, LCDR Oscar E. LYNGE, Jr. This was the squadron's second fatal aircraft accident since its commissioning.

Special projects and new programs initiated during 1974 included: Sponsorship of an entry in the Tidewater Soap Box Derby; first female plane captain qualification in VAW history; new E-2C Hawkeye Pilot audio/visual training program; establishment of a squadron Affirmative Action Plan; and the sponsorship of Navy Junior ROTC units at Granby High School, Norfolk, Virginia, and Valley High School, Valley Station, Kentucky.

In January 1974 RVAW 120 implemented a new device for the training of replacement pilots transitioning to the E-2C aircraft. The E-2C Cockpit Procedures Trainer (CPT), an exact cockpit replica of the E-2C, is capable of simulating aircraft performance characteristics in normal and emergency situations and automatically evaluating pilot performance in each. During the year over 1500 CPT hours were utilized to complement the existing ground school and flight syllabus in training over 60 replacement and fleet pilots. Probably the most valuable aspect of training provided by the CPT, is the ability to practice emergency procedures that cannot be performed in flight due to their hazardous nature.

The E-2C NFO Training Department progressed significantly towards achieving its goal of a refined naval flight officer Airborne Tactical Data Systems (ATDS) training syllabus during 1974. An established eleven phase ground school program complemented a thorough flight syllabus in the transition of two of the East Coast VAW squadrons to the E-2C. In addition, much progress was made in working to establish an air intercept control syllabus, a series of operational laboratory periods, and a series of simulated operational tactical problems to complement and enhance full utilization of the Weapons Systems Trainer upon its acceptance.

The Weapons Systems Trainer is a sophisticated tactical device for use in training replacement E-2C naval flight officers.

Two members from RVAW 120 were provided to the Fleet Project Team which completed the factory acceptance tests of the Weapons Systems Trainer, and enabled its subsequent shipment in August of 1974. The remainder of 1974 saw installation of the trainer, but sequent testing and system integration should continue through mid 1975.

During the 1974 calendar year the RVAW 120 Maintenance Department continued to operate and maintain the new E-2C Hawkeye aircraft. Moreover, April 1974 marked the arrival of the only existing TE-2C to the squadron for the purpose of enhancing the pilot training effort. The squadron completed more than 2800 flight hours and nearly 1000 sorties. Many of these hours and flights occurred during the preparation and execution of the squadron's five carrier qualification evolutions which took place aboard USS LEXINGTON, USS ROOSEVELT, and USS KENNEDY.

The E-2C update program conducted by Grumman Aerospace Corp. completed the update of one of the squadron's E-2C's and inducted another. The major modifications occurring in this program were the installation of a Passive Detection System and reliability changes in the other various Avionics systems.

The squadron also contributed significantly in refining the reliability and improving the performance of the E-2 aircraft in general. During the 1974 calendar year the squadron's Quality Assurance Division processed 217 Unsatisfactory/Material/Condition Reports on the E-2, and many proposed aircraft improvements (Beneficial Suggestions) were adapted.

The Fleet Readiness Aviation Maintenance Personnel (FRAMP) Department provided replacement training for 105 students during the past year. All E-2B training was discontinued before the last quarter of the year and E-2C training was fully implemented. Additionally, the propeller/power plants curriculum was updated to include training on the new E-2C Hamilton Standard propeller. The Non-Designated/Non-Rated Apprentice Program was implemented and the curriculum was submitted to CNO for approval. Finally, the new E-2C Personnel Qualifications Standards were prepared and submitted and the FRAMP Program was incorporated into the Navy Integrated Training Resources and Administration System (NITRAS).

After successfully participating as one of the trial commands to establish a Safety Department in Mid-1973, this squadron instituted and utilized a separate Safety Department through out 1974.

As a result of the Civilian Substitution Program of 1973, RVAW 120 was authorized six civilian billets. Initial hiring commenced in the Spring of 1974 and was completed by July 1974. The squadron's transition to utilizing civilian employees was most satisfactory. The employees have proven to be an extremely loyal and dedicated group of people and have added significantly to the fulfillment of the squadron's mission.

On October 30, 1974, CDR J. L. LARISON, JR., relieved CDR T. P. MC CLENAHAN as Commanding Officer. Guest speaker for the ceremony was CAPT R. A. PETTIGREW, Commander Carrier Airborne Early Warning Wing TWELVE.