



DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING SQUADRON 120
NAVAL AIR STATION, NORFOLK, VIRGINIA 23511-5193

5750
Ser 10/120
10 MARCH 93

From: Commanding Officer, Carrier Airborne Early Warning Squadron
ONE HUNDRED TWENTY
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington

Subj: COMMAND HISTORY FOR CALENDAR YEAR 1992

Ref: (a) OPNAVINST 5750.12E

Encl: (1) CY-92 VAW-120 Command History
(2) CO's Biography and Photograph
(3) VAW-120 Squadron History
(4) COMNAVAIRLANT Citation Operating free of Class "A"
Flight/Flight Related mishaps 22 OCT 85-22 OCT 92

1. In accordance with reference (a), enclosures (1) through (4) are submitted.

A handwritten signature in black ink, appearing to read "V. C. Huber", is positioned above the printed name.

V. C. HUBER

COMMAND MISSION

Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY is the Fleet Replacement Squadron of Carrier Airborne Early Warning Wing Atlantic. It is our primary duty to indoctrinate and train Naval Aviators, Naval Flight Officers, and maintenance personnel in the operation and maintenance of the E-2C "Hawkeye" and C-2A "Greyhound" aircraft.

COMMAND ORGANIZATION

CDR EDWARD R. CAFFREY	COMMANDING OFFICER	JAN 92-NOV 92
CDR VERNON C. HUBER	COMMANDING OFFICER	NOV 92-DEC 92
LCDR MARTIN J. ERDOSSY	EXECUTIVE OFFICER	JAN 92-APR 92
LCDR PAUL K. REIMANN	EXECUTIVE OFFICER	APR 92-NOV 92
LCDR RAUL R. GARCIA	EXECUTIVE OFFICER	NOV 92-DEC 92
LCDR [REDACTED]	MAINTENANCE OFFICER	JAN 92-DEC 92
LCDR [REDACTED]	OPERATIONS OFFICER	JAN 92-APR 92
LT [REDACTED]	OPERATIONS OFFICER	APR 92-NOV 92
LCDR [REDACTED]	OPERATIONS OFFICER	NOV 92-DEC 92
LCDR [REDACTED]	FRAMP OFFICER	JAN 92-DEC 92
LT [REDACTED]	ADMINISTRATIVE OFFICER	JAN 92-APR 92
LT [REDACTED]	ADMINISTRATIVE OFFICER	APR 92-NOV 92
LCDR [REDACTED]	ADMINISTRATIVE OFFICER	NOV 92-DEC 92
LT [REDACTED]	SAFETY OFFICER	JAN 92-JUL 92
LT [REDACTED]	SAFETY OFFICER	JUL 92-DEC 92
LT [REDACTED]	PILOT TRAINING OFFICER	JAN 92-JUN 92
LT [REDACTED]	PILOT TRAINING OFFICER	JUN 92-DEC 92
LT [REDACTED]	NFO TRAINING OFFICER	JAN 92-DEC 92

NUMBER OF PERSONNEL ON BOARD

STAFF OFFICER

52

STUDENT OFFICER

43

STAFF ENLISTED

329

STUDENT ENLISTED

106

Enclosure (1)

OPERATIONS

The Operations Department provided the scheduling and complete coordination that enabled 38 pilots and 24 NFO's to complete the E-2C and C-2A (R) training syllabus in CY92. The Greyhawks logged over 3,300 total flight hours all of which were Class "A" mishap free. Squadron aircrew developed and presented numerous VIP orientation briefings and aircraft indoctrination tours for visiting foreign dignitaries and prospective Carrier Air Wing Commanders. VAW-120 also trained foreign military students from the countries of Australia and the United Kingdom.

VAW-120 is routinely tasked with providing tours for visiting groups such as Naval Reserve Officer Training Corps (NROTC), Naval Junior Reserve Officer Training Corps (NJROTC) units and Naval Sea Cadets. These briefings are designed to orient prospective Naval Officers and enlisted personnel to the capabilities and mission of the E-2C Hawkeye and C-2A Greyhound.

MAINTENANCE

The following E-2C and C-2A repro cured aircraft were received, transferred or under-went Aircraft Service Life Period Adjustment Inspections (ASPA) during CY-92:

A/C RECEIVED

159498	26JUN92	From VAW-113
162172	29JUN92	From VR-24
162176	29JUN92	From VR-24
160703	06NOV92	From SDLM
159495	04DEC92	From SDLM
161225	31AUG92	From VAW-113
160418	17DEC92	From VAW-113
160011	25JUL92	From Coast Guard

A/C TRANSFERRED

161551	28SEP92	To SDLM
161785	28JUL92	To ST Augustine
159106	30JUL92	To AMARC
158645	12NOV92	To AMARC
158647	04DEC92	To AMARC
162166	30JUL92	To SDLM
162140	18SEP92	To SDLM

A/C ASPA'S

162172	05AUG92
162179	04DEC92
162159	08MAY92

161224	25SEP92
161551	22OCT91
162166	27OCT91

WIRING AUDITS

159498	07SEP92
161224	23NOV92
158647	07OCT92
162159	27APR92
161551	17JAN92

Three major inspections were conducted in CY92.

MCI	APR 92	AIRLANT
ADMAT	JUN 92	AIRLANT
PIT	JUL 92	AIRLANT

SAFETY DEPARTMENT

1992 was another impressive year of operational safety for the VAW-120 Greyhawks. With over 4300 flight hours and 1028 arrested landings, the squadron met all training commitments without a single personnel loss or serious injury. As always the Greyhawk Safety Department set the course for all Atlantic Fleet E-2/C-2 safety related matters.

Annual highlights include:

- Leading the community to future safety through communication, the squadron submitted 103 safety reports and articles. Specific subjects included:

- Fire warning system malfunctions
- Electrical fires
- Smoke and fume elimination
- Fentress arresting gear
- Hydraulic and bleed air line chaffing

- Hosted the 1992 E-2C NATOPS conference, approving 200 of the over 300 agenda items, including 30 VAW-120 submissions.

- Conducted quarterly safety standdowns dedicated to encouraging the safest environment possible, both on the job and at home.

- Attended the 1992 aviation life support systems operational advisory group meeting to develop improved emergency oxygen and emergency communication systems for the E-2C aircraft.

- Sponsored a pitchlock conference, soliciting fleet experience and knowledge to combat the increasing dangers presented by this little understood emergency. As a result, new procedures were developed for NATOPS incorporation.

- Brought modern Aircrew Coordination Training (ACT) techniques to the E-2/C-2 community. The new mandatory program attacks the largest single cause of lost lives and aircraft in Naval Aviation - aircrew error.

The Safety Department is tasked with arming our men and women with the knowledge and skills necessary to combat the hazards of our environment. Our success this year can only be measured by our safety record in the future.

TRAINING DEPARTMENT

The Training Department has completely re-written the E-2C training, implementating computer software into the syllabus. Additionally, with the change in world politics, the Intelligence and Battle Problem Phases generated a new set of tactical scenarios. The Weapon System Trainer Instructor stations have all been replaced by state-of-the-art color graphic, automated interfaces, making the WST a more formidable foe to the unsuspecting student NFO. It produces a more capable war fighter since it is able to simulate a very realistic environment.

The Replacement Pilot syllabus has undergone changes as well. The syllabus now includes a 2 week NAMTRADETGRU System course, followed by simulator training and instructional courses involving systems use from an operators' standpoint. Also, pilots undergo a week long E-2 Tactics Seminar, Intelligence Training, and develop an indepth lecture for presentation to the junior pilot class. The Carrier Qualification remains the finale of their training. The end product of this intense training is a more tactically oriented and better educated member of the E-2C crew.

The IP/INFO IUT syllabus has been updated to vastly improve on instructional effectiveness and cockpit CIC integration. This includes an Instructor Training Course designed to develop personal instructional techniques and classroom presentation strategies. Several IP's are transitioning to the C-2 aircraft to become full-fledged IP's in the Greyhound.

FRAMP

The Fleet Replacement Aviation Maintenance Program (FRAMP) graduated 187 students during CY 92 in E-2C and Basic AEW (Integrated Training), C-2A Electronic System (Integrated Training, E-2C/C-2A(R) Powerplants and Related Systems (Integrated Training), E-2C/C-2A(R) Environmental Systems (Integrated Training), E-2C/C-2A NDA/PC Training, C-2A Loadmaster, C-2A In-Flight Plane Captain, E-2C/C-2A(R) Electrical and Instrument (Integrated Training), Indoctrination with the course E-2C/C-2A(R) Airframes and Hydraulics (Integrated Training), and Aviation Ordnance Maintenance. Total student graduates reflect a decrease of 39% from the previous year, due to Department of Defense cut backs. In addition to these primary responsibilities, the FRAMP Department is involved in other training/awareness/morale programs. The squadron indoctrination and Navy Rights and Responsibilities workshops are also conducted by FRAMP Instructors.

FRAMP student flow continues to decrease each year as more cut backs are projected in coming years. With a total number of 24 training tracks, 8 of those training tracks are NEC awardable. The FRAMP department now has a modified C-2A, which is configured as a training device. This will enable a wide range of training to be carried out efficiently and at low cost. As a result of the March 92 MTRR, the Propeller Blade Repair Course will be a stand alone course commencing on Nov 92.

ATSS

The Aviation Training Support Systems (ATSS) Division continues to provide computer services and training databases for the entire aviation community at NAS Norfolk. Relocation to the newly constructed computer facility at SP-381 was completed in July, providing a permanent site for computer operations and maintenance. A second PDP-11/83 was added to the computer suite, while much of the less effective peripheral equipment (printers, multiplexors, etc.) were replaced by newer, more cost-effective equipment. In addition, in-house data lines replaced many of the leased C&P telephone lines, further reducing cost and providing more efficient computing services.

CAREER INFORMATION PROGRAM MANAGER (CIPM)

Calendar Year 1992 was most productive in the area of retention at VAW-120. The overall retention rate was 74.8% (NET), marking 58 total reenlistments. During 1992, 146 personnel attended Career Information Training Courses (CITC) and 63 personnel attended the Transition Assistance Program (TAP) course.

The Command's Career Information Program Manager (CIPM) assisted Naval Air Station, Norfolk and Carrier Airborne Early Warning Wing-12 in conducting Career Information Training Courses (CITC) for an additional 829 personnel. The CIPM also made monthly trips to Washington, D.C. and utilized the late night detailing program to assist personnel in negotiating PCS orders. This resulted in 49 successful PCS transfers worldwide.