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CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED FIFTEEN
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA 96601



1969

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COMMAND HISTORY 1969

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PART I. CHRONOLOGY OF EVENTS FOR CALENDAR YEAR 1969

A. General. Calendar year 1969 can be subdivided into three major periods as follows:

1. 1 January-17 May Deployed to the Western Pacific aboard USS RANGER (CVA-61)
2. 17 May-11 October Temporarily based at NAS North Island undergoing training for deployment.
3. 14 October-31 December Deployed to the Western Pacific aboard USS RANGER (CVA-61).

B. Detailed Schedule.

- | | |
|----------------------|--|
| 1-5 January | In port, Subic Bay, Philippine Islands |
| 6-8 January | Enroute Yankee Station |
| 8-29 January | SPECOPS at Yankee Station as a part of CTF 77 |
| 30-31 January | Enroute Subic Bay |
| 1-8 February | In port, Subic Bay, Philippine Islands |
| 8-9 February | Enroute Hong Kong |
| 10-14 February | In port, Hong Kong BCC |
| 14-16 February | Enroute Yankee Station |
| 16 February-15 March | SPECOPS at Yankee Station as a part of CTF 77 |
| 16-19 March | EMCON transit to the Yellow Sea/Operations in the Yellow Sea as a part of CTF 71 |
| 20-21 March | Operations in the Yellow Sea as a part of CTF 71 |
| 22-23 March | EMCON transit into the Sea of Japan; CTF 71 Operations in the Sea of Japan |
| 23-24 March | Enroute Yokosuka, Japan |
| 24-30 March | In port, Yokosuka, Japan |
| 31 March-5 April | Enroute Yankee Station. TYT in Okinawa operating area |

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PART I. CHRONOLOGY OF EVENTS (CONT'D)

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5-15 April	SPECOPS at Yankee Station
16-19 April	Enroute Sea of Japan in conjunction with USS ENTERPRISE, USS TICONDEROGA, and USS HORNET as a result of the downing by the Koreans of an EC-121 reconnaissance aircraft
20-26 April	CTF 71 operations in the Sea of Japan
27-30 April	Enroute Subic Bay
30 April-3 May	In port, Subic Bay
4-17 May	Enroute CONUS
16 May	Fly-off of squadron aircraft to NAS North Island
17 May	Remaining squadron personnel arrive NAS North Island
18 May	Squadron equipment and personal belongings arrive NAS North Island
16 May-1 July	Post-deployment leave period. Start retraining for deployment.
10-11 July	Operation Beagle Baron
15 July	Operation Beagle Baron
24 July	Change of Command
31 July	Carquals USS RANGER
12 August	Carquals USS RANGER
25 August	Carquals USS RANGER
28 August	Carquals USS RANGER
3 September	Carquals USS RANGER
5-12 September	COMTUEX
12-16 September	USS RANGER in port Alameda. Squadron aircraft at NAS North Island for pre-ORE maintenance.
16-24 September	Operational Readiness Evaluation

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PART I. CHRONOLOGY OF EVENTS (CONT'D) DECLASSIFIED

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19 September	First squadron aircraft to NAS Pt. Mugu for SPRA installation.
24 September- 10 October	USS RANGER POM Alameda. Squadron complete preparations for deployment. SPRA installation in remaining aircraft. SPRA crew training at Pt. Mugu.
11 October	Fly-away of squadron aircraft to NAS Alameda for loading USS RANGER.
11-13 October	In port Alameda
14 October	Depart for Western Pacific aboard USS RANGER
14-23 October	Enroute Hawaii, and TYT in Hawaii Op Area.
24 October	In port, Pearl Harbor
25-27 October	Operational Readiness Inspection
27-29 October	In port, Pearl Harbor
29 October- 9 November	Enroute Subic Bay
9-13 November	In port, Subic Bay, Philippine Islands
14-16 November	TYT Subic Op Area; enroute Yankee Station
17 November- 6 December	SPECOPS at Yankee Station
6-8 December	Enroute Subic Bay
8-16 December	In port, Subic Bay
17-18 December	Enroute Yankee Station
18-31 December	SPECOPS at Yankee Station

PART II. SUMMARY OF CALENDAR YEAR 1969

A. General. Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN was assigned operationally to Attack Carrier Air Wing TWO and was deployed to the Western Pacific aboard USS RANGER (CVA-61) from 1 January through 17 May and from 14 October through 31 December. The interim period was spent temporarily based ashore at Naval Air Station, North Island, San Diego, California undergoing training for deployment. The squadron was commanded by Commander

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Jaime GARCIA until 24 July, when he was relieved by Commander Frederick Basil HOLLICK.

B. Composition. Three E-2A "Hawkeye" aircraft, Bureau Numbers 151712, 151716, and 151717 were assigned for the entire year. The fourth aircraft, 150533, was transferred in July and replaced with 151714. Twenty-one officers were assigned. The breakdown of ten aviators, ten NFOs and one ground maintenance type remained essentially constant. An average of one hundred ten enlisted personnel were assigned, of which six to eight at all times doubled as maintenance technicians and airborne Flight Technicians.

C. Mission. The basic mission of the squadron is to provide Airborne Early Warning coverage on a continuous basis and to make this information readily available to the CTF Commander through the ATDS data link system. This mission was modified in late September to include the control of Special Purpose Reconnaissance Aircraft (SPRA). The tactical callsign, "Belfry Express" was subsequently assigned this mission.

D. Special Topics.

1. Statistics. Only total operational statistics for the year are given here. These are broken down by month or operating period in the detailed narrative.

Table 1
Aircraft Custody

<u>Aircraft Bureau Number</u>	<u>Custody Dates</u>
150533	1 Jan-24 Jul
151712	1 Jan-31 Dec
151714	29 Jul-31 Dec
151716	1 Jan-31 Dec
151717	1 Jan-31 Dec

Table 2
Operations

Total sorties	650
Flight Hours	1970.8
Carrier landings Day/Night	372/194
Aircraft incidents	None
Aircraft accidents	None

Table 3
Maintenance

Average number of aircraft 3.34

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PART II. SUMMARY OF CALENDAR YEAR (CONT'D)

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% Operationally Ready	56.10
% NOR Scheduled Maintenance	9.28
% NOR Unscheduled Maintenance	14.70
% NOR Supply	17.73
% NORM Awaiting Hours	34.10
% RMC Unscheduled Maintenance	7.15
% RMC NFE	4.86
% RMC Awaiting Maintenance	27.70

2. Major conversions and modifications. All Squadron aircraft were modified in late September and early October for the control of Special Purpose Reconnaissance Aircraft (SPRA). Prior to deployment in October, all aircraft were configured with E-2 prototype ASW-25 equipment for Mode 2 carrier landing approaches.

3. Casualties of men and equipment. None.

4. Research and development. Under the direction of LCDR P. D. EDGAR, prototype AEW Mod ALQ-91 "Eager Ed" installations were completed in all squadron aircraft. VAW-115 then wrote, printed, and presented the proposed Aircraft Service Change for ALQ-91 to higher authority.

5. Awards and Commendations. One Bronze Star, one Vietnamese Air Gallantry Medal, forty-one Air Medals, four Navy Commendation Medals, six Navy Achievement Medals, and six Letters of Commendation were awarded VAW-115 personnel subsequent to 17 May and the completion of the 1968-1969 WestPac deployment. Additional awards have been recommended for the period 14 October-31 December and will be reported in 1970.

6. Notable "Firsts".

- a. First VAW squadron to install and operate AEW ALQ-91.
- b. First VAW squadron to operate with ASW-25.
- c. Only Navy squadron qualified for SPRA control.

PART III. DETAILED NARRATIVE OF CALENDAR YEAR 1969.

A. General. Carrier Airborne Early Warning Squadron ONE HUNDRED FIFTEEN was commanded by Commander Jaime GARCIA (Annex A) until 24 July, when Commander Frederick Basil HOLLICK (Annex B) assumed command. Essentially, Commander GARCIA had command during the 1968-69 WestPac deployment and during the post-deployment leave period. Commander HOLLICK assumed command of the squadron for the pre-deployment training cycle and during the 1969-70 deployment, and subsequent. VAW-115 was based aboard USS RANGER (CVA-61) as a part of Attack Carrier Air Wing TWO with the exception of the period 17 May-5 September and 24 September-10 October. During these periods the squadron underwent train-

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ing temporarily based at NAS North Island. The squadron reported dually to COMATKCARAIRWING TWO and Commander Carrier Airborne Early Warning Wing ELEVEN. The standard organizational structure (Annex C) for aviation commands was maintained by VAW-115 throughout the year. An average of twenty-one officers (Annex D) and one hundred ten enlisted (Annex E) were assigned. Twenty-six (ten aviators, ten NFOs, six Flight Technicians) flight crew personnel comprised five crews for continuous operation of four E-2A aircraft. (Table 1). One ground maintenance officer was assigned with the exception of the period 3 September-27 November. VAW-115 played a continuingly active role in furthering AEW through the development of new equipments and tactics. Significantly the label as the "Idea Squadron" resulted from the leading role in the development of the equipment and tactics associated with the AEW modification of the ALQ-91 equipment for E-2 use. Radarscope photography utilizing the tripod introduced by VAW-115 made readily available the advantages of ALQ-91. Tactics were devised, practiced, and used under actual conditions for the EMCON launch and recovery of CVA aircraft with the E-2A as the controlling agency. Project SPRA (Special Purpose Reconnaissance Aircraft) was assigned to VAW-115 late in the retraining cycle. All aircraft were configured at NAS Point Mugu, and flight crews were trained at Ryan Aircraft Corporation, San Diego and at Point Mugu. Additionally, VAW-115 prototyped, wrote the service change, and became the first VAW squadron to deploy with the ASW-25 Mode II Carrier Landing System operational. A detailed narrative follows by operating period or month as dictated by the squadron's schedule.

B. January.

Table 4
Operational Statistics

Flight hours Day/Night	176.5/147.0
Carrier landings Day/Night	57/41
Sorties Assigned	83
Sorties cancelled, aircraft down	9
Sorties cancelled, Air Operations	0
Air aborts	2
Intercepts controlled	71
Successful Link 11 Time	120.9

The period 1-5 January was spent in port Subic Bay, Philippines. FMLP was conducted at NAS Cubi Point on 3-4 January in preparation for upcoming night deck time. Initial night qualifications were completed on LTJG G. G. WEAVER and LTJG J. C. MANSTROM on 6 January. LTJG WEAVER completed CAPC qualification later in the month. SPECOPS at Yankee Station were conducted during the period 8-30 January; 30-31 January were spent transiting to Subic Bay. Mid-night-to-noon operations were conducted 16-30 January. Tactics for utilizing the E-2 during EMCON ALFA conditions were devised and practiced during this SPECOPS period. These include: (1) Early launch of the E-2 to allow time for stationing (2) A color code, using the format of True Track IFF codes,

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for use in vectoring recovering aircraft under SIOP/EMCON conditions (3) Use of the continuous transmit rather than picket mode of Link 11 operation, wherein the E-2 is the only active emitter in the TDS net (4) Single letter codes, constructed of Link 11 symbols, which are then transmitted via Link 11 to convey messages adapted to the individual situation and (5) The use of TDS tract numbers to represent pre-designated geographic points for E-2 positioning as a navigation aid for the CVA. During this period, LCDR P. D. EDGAR introduced the concept of radarscope photography utilizing a tripod manufactured at NMC Point Mugu. This tripod is readily adaptable to 35mm or polaroid cameras, and provided much-needed liaison information concerning the results and capabilities of the ALQ-91 "Eager Ed" equipment (Annex F). Little progress was made in Link 4A use due to the inability of the ship to support or repair the ASW-14A system. Aircraft readiness for this period averaged 57.9%. NORS time averaged 24.7%, largely due to the transfer of aircraft 151717 to G-3 reporting status for repair of the lateral cap strip on the starboard rear wing spar. NORM time averaged 17.4% due to the inflight seizure and decoupling of the starboard engine of 150533 on 22 January. This aircraft made two night bolters in attempting to recover which provided unwanted but useful information regarding single-engine characteristics of the E-2. VAW-115 Safety UR/Incident Reports 0024/2-69I apply. MIL-L-7808 engine oil was in short supply during this period. MIL-L-23699 oil was determined not to be a suitable substitute. IFF Emergency Alarm kits were received and installed in all squadron aircraft.

C. 1 February-24 March.

Table 5
Operational Statistics

Flight hours Day/Night	279.3/155.2
Carrier landings Day/Night	83/36
Sorties Assigned	114
Sorties cancelled, aircraft down	9
Sorties cancelled, Air Operations	4
Air Aborts	4
Intercepts Controlled	39
Link 11 Time	266.4

The period 1-8 February was spent in port at Subic Bay, Philippines. Day/night FMLP was conducted on 4-6 February in anticipation of the upcoming long lay-off from operations. USS RANGER arrived in Hong Kong, BCC on 10 February and departed on the 15th. SPECOPS at Yankee Station were then conducted from 16 February-15 March. No new problem areas were encountered during this line period. Unusually fine flying weather for the Gulf of Tonkin ceased during this period of operations, and provided training and practice in all-weather flying procedures. Continued emphasis was placed on EMCON (Zip Lip) procedures in preparation for upcoming operations. During

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the period 16-19 March, RANGER transited from Yankee Station to the Yellow Sea under EMCON conditions with the exception of a period for a one-time flight of four E-2 aircraft for equipment checks. EMCON flight operations were conducted in the Yellow Sea on 20-21 March, constituting the first carrier operations in these waters since the Korean conflict. Weather conditions precluded wholesale testing of Zip Lip procedures and forced the bingo of two squadron aircraft to Kunsan AFB, Korea on the morning of 20 March. Flight operations were conducted in the Sea of Japan on 22 March following an EMCON transit from the Yellow Sea. The ship arrived at Yokosuka, Japan on 24 March. Aircraft readiness for the month of February decreased to 51.7% and then rose to 70.1% in March. NORM time decreased to 5.8% in February due to no aircraft being inducted into calendar inspection. This time then rose to 13.6% in March. NORS time for February increased to 42.5% due to the inavailability of a TIT indicator, then decreased to 16.3% in March when these parts became available. The extreme cold weather encountered in the Yellow Sea and Sea of Japan operations brought to light E-2 problems to be anticipated in the future in (1) the shrinking and cracking of hydraulic seals, (2) problems due to shrinkage in the main landing gear downlock latch mechanism, and (3) vapor cycle problems which could not be detected prior to flight. The squadron's fourth aircraft was on board during this period of cold weather operations for the first time during the deployment.

D. 24 March-16 May.

Table 6
Operational Statistics

Flight hours scheduled	158.0
Hours flown	148.0
Sorties assigned	83
Sorties flown	78
Total intercepts	4
Link 11 time	113.9

The period 24-30 March was spent in port at Yokosuka, Japan. Enroute to Yankee Station, type training consisting of a missile with the E-2 as controlling agency was conducted in W-173 east of Okinawa on 2 April. SPECOPS at Yankee Station were conducted 5-15 April with no new problems arising. Subsequent to the North Korean downing on 15 April of an unarmed EC-121 reconnaissance aircraft, CTF 71 was formed with RANGER a participant. This force transited north, conducted operational equipment checks south of Korea on the 20th and entered the Sea of Japan on 21 April. Flight operations were conducted 21-25 April. RANGER detached from CTF 71 on 26 April and proceeded to Subic Bay for the final off-load of ammunition and spares in preparation for the transit to CONUS. This was completed on 3 May. Operational readiness for April decreased to 50.5%. NORM time increased to 22.0% due to a calendar inspection on 150533 and down time on 151712 which resulted from

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a flight deck crunch of the port outboard vertical fin. The period 4-16 May was spent in transit. Final aircraft corrosion control, touch-up painting, and equipment checks were made in preparation for fly-off. "Magic Carpet" personnel remained at Cubi Point and preceded the squadron to NAS North Island to make preparations for the return. Sixteen VAW-115 personnel returned via this means. Five first-cruise NFOs, one pilot, the Ground Maintenance Officer, and nine enlisted made up the group, which departed Clark AFB on 8 May. All four squadron aircraft departed RANGER at approximately 1000 on 16 May and arrived at NAS North Island at 1300 local time.

E. 17 May-30 June.

Table 7
Operational Statistics

Flight hours	122.4
Carrier landings	0

This period was designated officially for post-deployment leave. Up to thirty days were approved for virtually all personnel who requested it. Debarkation from RANGER was completed on the afternoon of 17 May. Personnel were then airlifted to NAS North Island. No Night Check maintenance crew was maintained during this period, and the workday was modified to commence at 0830 to coincide with the leisurely pace of operations. Flight operations consisted almost exclusively of area familiarization, instrument training and cross countries. Aircraft 151712 was inducted into Progressive Aircraft Rework (PAR) at NAS North Island on 20 May. Aircraft readiness for May was 60%, NORM time decreased to 11.1%. Aircraft readiness for June reflected the slowdown in operations at 41.1%. A calendar inspection and mid-tour corrosion control on aircraft 151716 contributed significantly. NORM time increased to 27.0% as a result of personnel on leave and in school. NORS time increase to 25.0%.

F. 1-31 July.

Table 8
Operational Statistics

Flight hours Day/Night	81.5/24.3
Carrier landings Day/Night	52/12

The tempo of operations began to increase during July, as training for deployment in October got underway. The official post-deployment leave period ended on 15 July. A large number of maintenance personnel were not available for squadron aircraft maintenance due to schooling requirements. VAW-115 participated in operation Beagle Baron 10-15 July as a part of Orange Forces evaluating USS CONSTELLATION (CVA-64). ECM jamming effects on the E-2 APS-96 radar were evaluated during this exercise. Broadband noise of a low power level (10-15 db above radar receiver noise) was evaluated to be extremely ef-

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PART III. DETAILED NARRATIVE OF CALENDAR YEAR (CONT'D)

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fective against the E-2 system due (1) to the poor side-lobe characteristics of the APA-143 rotodome antenna, (2) the employment of broad-band limiting in the APS-96 receiver, and (3) due to the mechanization of the APS-96 AMTI circuitry. FMLP training was conducted 17-21 July, with carquals on RANGER on 31 July. Additional training on NFOs still in RVAW-110 was accomplished in squadron aircraft due to limited RAG aircraft availability. Commander Frederick Basil HOLLICK assumed command of the squadron on 24 July in ceremonies which commenced at 1300. Captain R. E. CHAMBERLAIN, Commander Carrier Airborne Early Warning Wing ELEVEN, delivered the guest speaker's address. Commander Fleet Air San Diego and Commander Attack Carrier Air Wing TWO were in attendance (Annex G). Aircraft readiness for July increased to 51.2%. NORM time did not change appreciably, nor did NORS time. Aircraft 150533 was transferred to RVAW-110 on 24 July in an effort to bolster their training capability. Aircraft 151714 was accepted from VAW-112 on 29 July.

G. 1-31 August.

Table 9
Operational Statistics

Flight hours Day/Night	54.9/28.8
Carrier landings Day/Night	17/15

FMLP and carquals dominated pilot training in August. Deck time was utilized on RANGER on 11, 25, and 28 August. Additional NFO training of officer personnel in RVAW-110 was accomplished. Aircraft 151712 was accepted from PAR on 22 August. Aircraft readiness for August was 54.3%. NORM time increased to 25.4% due to requirements for corrosion control and personnel being in school. NORS time decreased to 16.3% due to cannibalization of aircraft 151714 which was out of a ready reporting status during corrosion control.

H. 1 September-13 October.

Table 10
Operational Statistics

Flight hours Day/Night	180.2/39.0
Carrier landings Day/Night	40/25

During this period, the squadron completed pre-deployment training, inspections, and moved aboard USS RANGER in preparation for deployment on 14 October. Carquals were conducted on 3 September. Significant is the fact that all day and night pilot qualifications were completed prior to deployment, a factor contributing greatly to overall squadron readiness and to scheduling flexibility. The squadron moved aboard RANGER for the period 5-24 September. A maintenance detachment was maintained at NAS North Island for

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PART III. DETAILED NARRATIVE OF CALENDAR YEAR (CONT'D)

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emergency repairs only. The COMTUEX, in preparation for the ORE, was held in the SoCal operating area 8-11 September. During this period AEW, strike control, missile control, intercept control, and SAR coordination flights were conducted. RANGER spent the period 12-16 September in port Alameda. Squadron aircraft were flown to NAS North Island, along with maintenance personnel, for final upkeep prior to the ORE. Operation BELL EXPRESS, RANGER and CVW-2's ORE, was conducted in the SoCal operating area during the period 16-24 September. Prior operating time had indicated beyond any doubt that RANGER was incapable of supporting the E-2 during the ORE due to lack of parts, test equipment, and IMA support facilities. VAW-115 attempted to operate wholly from on board RANGER during this exercise despite the knowledge that support for squadron aircraft would fail rapidly. This was done in an effort to give the ORE an opportunity to bring to light the true shortcomings which would have not been apparent had a major beach detachment for maintenance been maintained at North Island. The squadron grade of 84.90 on the ORE reflected to a great extent the ship's capabilities or lack of. During this period Project SPRA (Special Purpose Reconnaissance Aircraft) was shifted to VAW-115 for action. This was brought about as a result of the decision to mothball USS BENNINGTON, which had heretofore been the project ship in conjunction with VAW-111 det 20, flying E-1B aircraft. The first squadron aircraft was flown to NAS Pt. Mugu on 19 September for SPRA equipment installation and wiring. Four squadron CICOs (LCDR P. D. EDGAR, LT H. E. LOVEJOY, LTJG P. R. SAUERACKER, and LTJG R. W. MCNULTY) commenced training at Ryan Corporation, San Diego on 20 September. The remaining aircraft were cycled through Pt. Mugu on a four day installation cycle which was completed on 12 October. Operational tests of the installation in each aircraft with the exception of the last (151717) were completed. ARCO (Airborne Remote Control Officer) training was conducted at Pt. Mugu in actual drone control, utilizing the squadron aircraft as SPRA installations were completed. Final preparations for deployment were completed during the period 1-11 October. Awards ceremonies were held on 1 and 8 September for the presentations of awards accumulated from the 1968-69 deployment. Most noteworthy was LCDR EDGAR's receipt of the Bronze Star for his contributions to AEW in the development of the AEW ALQ-91 "Eager Ed" modification. On 10 October, squadron equipment, personal gear, and personnel with the exception of flight crews were loaded and moved enroute NAS Alameda for embarkation. Three aircraft and crews departed at 1000 on 11 October. The fourth aircraft, completing SPRA installation, proceeded to Alameda on 13 October. Embarkation was complete by 13 October in preparation for a 14 October departure for WestPac. Aircraft readiness for September increased to 68.0%. NORM time decreased to 22.7%. Aircraft 151717 was grounded 2-10 September for inspection and corrosion control, part of which was outside squadron capabilities for repair. This aircraft was subsequently grounded for stripping and painting from 19 September-7 October. It should be noted here that corrosion control problems which would later prove of major concern and greatly influence E-2 performance were at this time becoming apparent. NORS time for September decreased to 16.3% due to a special supply assist necessitated by the commitment of VAW-115 to Project SPRA immediately before deployment. Cannibalization of aircraft not in a ready reporting status also contributed to decreasing NORS time.

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I. 14 October-8 December.Table 11
Operational Statistics

Hours scheduled/Flown	255.7/154.9
Sorties scheduled/Flown	79/55
AEW Coverage scheduled/Flown	223.0/130.0
Carrier landings Day/Night	18/11

RANGER departed Alameda for WestPac on 14 October after 149 days in CONUS. Type training was conducted in the Hawaii operating area 18-23 October. During this period the first SPRA launch was conducted. The Operational Readiness Inspection (ORI), conducted 25-27 October, brought to light the soundness of squadron thinking during the ORE. With many of RANGER's previous shortcomings eliminated, and through a maximum effort by the squadron Maintenance Department, a mark of 93.49 was achieved. This mark represents the highest ever awarded a VAW squadron. RANGER departed Pearl Harbor for Subic Bay, Philippines on 29 October. Aircraft readiness for October decreased slightly to 66%. NORM time increased to 31.8% due to calendar inspections, paint/corrosion control, and SPRA installation. NORS time decreased to 1.5% due to high priority given the squadron for NORS A and NORS N items prior to deployment. The transit to WestPac continued through 8 November, and RANGER arrived in Subic Bay on the 9th. FMLP was conducted during the inport period 9-13 November. Refresher landing practice and a missile exercise were conducted while enroute Yankee Station. SPECOPS as a part of CTF 77 with COMCARDIVTHREE embarked were conducted 17 November-6 December. During this period operational SPRA testing and evaluation commenced with five launches conducted. In-flight recovery of the drone by US Air Force MARS helos proved highly successful and subsequently proved to be of great significance in increasing the life of the SPRA vehicles. The first two weeks of operations were conducted with one E-2 shorebased. Shipboard operating policy and deck loading was then modified to allow the fourth aircraft aboard, a situation which remained unaltered to the end of the year. With COMCARDIV assistance, flight deck handling and operating procedures were altered to permit vastly increased flexibility in the operation of the E-2. During this period, the first of many problem areas peculiar to the E-2 aircraft materialized to hinder operations. Wing fold swivel joints, previously sight inspected in PAR, began to fail and a sudden increase in propeller failures occurred. Additionally, a revised Maximum Operating Time (MOT) was established for E-2 propellers. Four props were changed in a three week period as a result. Aircraft readiness predictably dropped to 38.8% for November. NORM time increased to 40.2%. Hydraulic failures helped increase this statistic in addition to the items mentioned already. NORS time increased from 1.5% to 21.0%. The Personnel Qualification Standards Program, instituted just prior to deployment, improved steadily despite the increase in tempo of operations and personnel working outside their shops. Overall squadron qualification rose to 36.3%. RANGER arrived NAS Cubi Point, Subic Bay, Philippines on 8 December. A missile exercise was conducted enroute from Yankee Station.

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PART III. DETAILED NARRATIVE OF CALENDAR YEAR (CONT'D)

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J. 8-31 December.

Table 12
Operational Statistics

Hours scheduled/Flown	155.1/103.1
Hours AEW Coverage	89.5
Hours Link 11	65.8
Carrier landings Day/Night	45/21

The period 8-15 December was spent in port Subic Bay, Philippines. SPECOPS at Yankee Station commenced on 18 December and continued through the end of calendar year 1969. Seven successful SPRA flights were conducted, during which the capability of the E-2 to control the drone to its Initial Point well within the accuracy limits required was established. Glide slope sensitivity problems previously encountered in the ASW-25 carrier landing system were corrected. Aircraft readiness for December increased to 55.7%. NORM time decreased to 30.2%, but remained high due to propeller problems previously mentioned. NORS time decreased to 14.1%. Once again, cannibalization to meet commitments accounted for the decrease in NORS. Problems encountered in aircraft wiring not normally inspected or replaced during PAR began to show up as another E-2 problem area. SPECOPS continued at Yankee Station past 31 December, into calendar year 1970.

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