

1970

CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED TWENTY ONE
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

B

VAW-121/SS/bjc
5750
Ser: C-3
5 APR 1972

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Unclassified upon removal of enclosure (1)

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

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

Subj: Command Histories (OPNAV Report 5750-1) (U)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) CARAEWRON 121 (VAW-121) Squadron History 1970 (C)

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

W. T. Miesse
W. T. MIESSE

Copy to:
Director of Naval History
COMCAEWW-TWELVE

GROUP - 4
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CARAEWRON 121

(VAW-121)

SQUADRON HISTORY

1970

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COMMAND ORGANIZATION

CHRONOLOGY OF CARAEWRON 121 COMMANDING OFFICER'S

Captain Joseph A. PARISEAU, USN, 124265/1310 - 1 April to 9 June 1967
Captain Sheldon L. CORNER, USN, 407279/1310 - 9 June to 1 July 1967
Commander Raymond A. PETTIGREW, USN, 540343/1310 - 1 July 1967 - 10 July 1968
Commander Stuart V. REYNOLDS, USN, 520034/1310 - 10 July 1968 - 16 May 1969
Commander Charles F. ALEXANDER, USN, 581325/1310 - 16 May 1969 - 9 June 1970
Commander Thomas G. EVANS, USN, 565582/1310 - 9 June 1970 - Present

MISSION OF COMMAND

To provide Airborne Early Warning to Fleet Units involving Intercept Control, Strike Control, Radar and Radio Relay, Search and Rescue, and Radar and Visual Reconnaissance as directed by higher authority.

COMPOSITION OF COMMAND

CARAEWRON 121 is organized according to a Detachment Concept. That is, each detachment functions as a squadron within a squadron. Each detachment has its own departments and divisions as does the squadron.

The Officer in Charge of each detachment is selected by the Commanding Officer. Ashore, the Officer in Charge functions as a Department Head, responsible to the Commanding Officer, CARAEWRON 121. At sea, he is responsible to the Air Wing Commander for operational purposes as well as the Commanding Officer CARAEWRON 121 for administrative purposes.

The detachment takes its designation from the Hull Number of the ship aboard which it deploys.

COMPOSITION OF DETACHMENTS

As of December 1970, we have four (4) detachments which deploy with the following personnel and aircraft:

Three (3) aircraft detachment, 5 pilots, 4 co-pilots, 6 Naval Flight Officers, 1 ground officer, 5 enlisted aircrewman and a total of 45 enlisted personnel for a total compliment of 61.

Five (5) aircraft detachment, 7 pilots, 7 co-pilots, 8 Naval Flight Officers, 1 ground officer, 8 enlisted aircrewman and a total of 77 enlisted personnel for a total compliment of 100.

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PERSONNEL ASSIGNED

96 Officers - 290 Enlisted

The E-1B "TRACER"

CARAEWRON 121 flies the E-1B Tracer from the decks of Atlantic Fleet Carriers. The aircraft is a twin-engine, high wing aircraft built by the Grumman Aircraft Engineering Corporation. Its primary mission is to provide airborne radar coverage to an assigned area or force at sea. It is equipped for all weather flight and is operated by a crew of four (4), pilot, co-pilot, naval flight officer and enlisted aircrewman. The aircraft features a top-mounted radome that houses a 17 1/2 foot by 4 foot rotating antenna, which provides a search range of approximately two hundred (200) miles.

OPERATIONAL STATISTICS 1970

Total Hours Flown -----	5,712
Total Carrier Landings-----	1,730
Total Sorties-----	1,774

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CARAEWRON 121 1970 CHRONOLOGY

- 4-15 JAN Detachment THIRTY-EIGHT deploys to Naval Air Station Cecil Field for Carrier Qualifications aboard USS SHANGRI-LA (CVA-38).
- 12 JAN USS FRANKLIN D. ROOSEVELT (CVA-42) completes turnover with USS INDEPENDENCE (CVA-62) in the Mediterranean.
- 13-16 JAN USS FRANKLIN D. ROOSEVELT (CVA-42) participates in Operation DEEP SIX III.
- 1 FEB Detachments TEN and SIXTY-SEVEN disestablished. Detachment ELEVEN formed with LCDR B. H. KEESLER as Officer in Charge.
- 2 FEB Detachment THIRTY-EIGHT boards USS SHANGRI-LA (CVA-38) in conjunction with Operational Readiness Inspection.
- 16-27 FEB Detachment EIGHTEEN deploys aboard USS WASP (CVS-18) for Carrier Qualifications.
- 17 FEB Detachment THIRTY-EIGHT returns to Naval Air Station, Norfolk.
- 23-27 FEB Detachment ELEVEN deploys to Naval Air Station Pensacola for Carrier Qualifications aboard USS LEXINGTON (CVT-16).
- 3 MAR Detachment THIRTY-EIGHT loads aboard USS SHANGRI-LA (CVA-38) at Mayport, Florida for deployment to Western Pacific.
- 3-15 MAR Detachment ELEVEN deploys two aircraft to Naval Air Station, Roosevelt Roads, Puerto Rico for participation in Exercise SPRINGBOARD.
- 17 MAR Detachment EIGHTEEN deploys aboard USS WASP (CVS-18) for coastal operations.
- 23-26 MAR Detachment ELEVEN deploys two aircraft to Naval Air Station, Quonset Point to participate in coordinated ASW Exercises with CVSG-56.
- 3 APR Detachment EIGHTEEN returns to Naval Air Station, Norfolk.
- 3-9 APR USS FRANKLIN D. ROOSEVELT (CVA-42) participates in Exercise NATIONAL WEEK VI.
- 10 APR USS SHANGRI-LA (CVA-38) arrives on Yankee Station for Combat Operations.
- 18-22 APR USS FRANKLIN D. ROOSEVELT (CVA-42) participates in CAAWEX II and AEW/SURFEX.

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21-30 APR Detachment ELEVEN deploys aboard USS INTREPID (CVS-11) for Carrier Qualifications.

5 MAY Detachment EIGHTEEN deploys aboard USS WASP (CVS-18) for operations in the North Atlantic.

4-10 MAY USS FRANKLIN D. ROOSEVELT (CVA-42) participates in Operations TRANSITEX and PHIBLEX.

4-10 MAY USS INTREPID (CVS-11) conducts ASW operations in SouthWestern Atlantic.

14 MAY Detachment ELEVEN returns to Naval Air Station, Norfolk.

17-20 MAY USS FRANKLIN D. ROOSEVELT (CVA-42) participates in Operation POOPDECK.

25-28 MAY USS FRANKLIN D. ROOSEVELT (CVA-42) particiaptes in Operation DATEX.

3-14 JUN USS FRANKLIN D. ROOSEVELT (CVA-42) participates in Operation DAWN PATROL.

9 JUN CDR T. G. EVANS relieves CDR C. F. ALEXANDER as Commanding Officer, Carrier Airborne Early Warning Squadron ONE HUNDRED TWENTY ONE

3-8 JUN USS WASP (CVS-18) participates in Exercise NIGHT PATROL.

17 JUN Honorable Melvin R. Laird, Secretary of Defense visits USS FRANKLIN D. ROOSEVELT (CVA-42) in the Mediterranean.

28 JUN - 3 JUL USS WASP (CVS-18) engages in ASW operations North of the Arctic Circle.

5-11 JUL USS FRANKLIN D. ROOSEVELT (CVA-42) participates in Operation SHAHBAZ.

13-19 JUL Detachment ELEVEN deploys two aircraft to Naval Air Station, Quonset Point, Rhode Island for ASW operations with CVSG-56.

17-20 JUL USS INDEPENDENCE (CVA-62) completes turnover with USS FRANKLIN D. ROOSEVELT (CVA-42) in the Mediterranean.

26-31 JUL Detachment ELEVEN deploys two aircraft to Naval Air Station, Pensacola for Carrier Qualifications.

27 JUL Detachment FORTY-TWO returns to Naval Air Station, Norfolk from Mediterranean deployment.

18 AUG LCDR J. J. DITTRICK relieves LCDR D. P. SMITH as Officer in Charge of Detachment FORTY-TWO.

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- 25-31 AUG Detachment ELEVEN deploys aboard USS INTREPID (CVS-11) for Carrier Qualifications.
- 7 SEP Detachment EIGHTEEN returns to Naval Air Station, Norfolk from North Atlantic deployment.
- 15-17 SEP USS SHANGRI-LA (CVA-38) participates in Exercise BEACON TOWER IV.
- 21-30 SEP Detachment ELEVEN deploys aboard USS INTREPID (CVS-11) for ASW operations in the Atlantic.
- 29 SEP USS SHANGRI-LA (CVA-38) participates in Operation NEW BOY.
- 3 OCT Detachment ELEVEN returns to Naval Air Station, Norfolk from ASW operations aboard USS INTREPID.
- 11-31 OCT Detachment FORTY-TWO deploys aboard USS FRANKLIN D. ROOSEVELT for operations in the Atlantic.
- 18-28 OCT Detachment ELEVEN deploys aboard USS INTREPID (CVS-11) for ASW operations with CVSG-56.
- 29-31 OCT USS INTREPID (CVS-11) participates in Exercise EYE BOLT.
- 5 NOV USS SHANGRI-LA (CVA-38) departs Yankee Station enroute to CONUS via Southern Pacific ports.
- 20 NOV Detachment FORTY-TWO returns to Naval Air Station, Norfolk from operations aboard USS FRANKLIN D. ROOSEVELT (CVA-42).
- 6-11 DEC Detachment ELEVEN deploys to Naval Air Station, Pensacola for Carrier Qualifications aboard USS LEXINGTON (CVT-16).
- 6-11 DEC Detachment FORTY-TWO deploys to Naval Air Station, Pensacola for Carrier Qualifications aboard USS LEXINGTON (CVT-16).
- 17 DEC Detachment THIRTY-EIGHT returns to Naval Air Station, Norfolk from deployment to Western Pacific.
- 21-23 DEC Detachment ELEVEN deploys one aircraft to Naval Air Station, Quonset Point for participation in CVSG-56 Command Presentation.

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NARRATIVE

The year began with one of our four detachments, Detachment FORTY-TWO, already steaming to the Mediterranean aboard ROOSEVELT. The ship in chopped to the SIXTH Fleet on 12 January after completing her turnover with INDEPENDENCE at Pollensia Bay on Majorca. Detachment FORTY-TWO, as part of Attack Air Wing SIX, became involved shortly thereafter in its first exercise of the cruise, OPERATION DEEP SIX III. Closer to home, Detachment THIRTY-EIGHT was busy making preparations and completing last minute changes as necessary prior to its rapidly approaching West PAC deployment aboard SHANGRI-LA. Early in the month, the pilots of the detachment flew their aircraft down to Cecil Field to practice field carrier landings and then get some refresher traps aboard SHANGRI-LA. One of the aircraft required an engine change which increased the detachment's work load considerably, in addition to its being away from home base and support facilities. The detachment suffered an additional engine change requirement on the 28th during practice landings at Fentress. This one occurred just two days prior to the airlift to Mayport for the Operational Readiness Inspection aboard SHANGRI-LA. Needless to say the job required an all hands effort, but was completed in an outstanding fashion.

Detachments ELEVEN and EIGHTEEN were engaged in local training missions and ground training in general through most of the month and, in fact, this carried over to February as well. Both of these detachments did participate in refresher carrier landing periods in February with Detachment EIGHTEEN working with WASP out of Quonset Point in mid-month and Detachment ELEVEN working with LEXINGTON out of Pensacola from the 23rd through 27th. Detachment THIRTY-EIGHT continued its busy schedule by deploying aboard SHANGRI-LA for seventeen days on a work-up training cruise to the Carribbean area culminating in the ship/Air Wing Operational Readiness Inspection. The Commanding Officer of the squadron, Commander Thomas G. EVANS visited with Detachment THIRTY-EIGHT during this period and gained insight into the E-1B's role in the Attack Carrier environment. Detachment FORTY-TWO in the Mediterranean, was experiencing reduced flight hours due to the ship being limited to eleven days at sea a month. They managed to base a detachment at Soudha Bay Crete for 5 days thereby providing an opportunity to complete necessary standardization flights for pilots and crew.

As March rolled around, Detachment ELEVEN was involved in two separate ASW exercise periods. The first of these was Exercise SPRINGBOARD SEVENTY which required the services of two of the detachment aircraft in the Roosevelt Roads, Puerto Rico area for two weeks in early March. The second was staged out of Quonset Point, Rhode Island. Both exercises significantly enhanced the training level of the detachment from an operational point of view by creating many opportunities to supply radar services to actual aircraft. Detachment EIGHTEEN spent the last half of March to the 2nd of April aboard WASP basically in a type-training environment.

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Just prior to their departure from Norfolk, the detachment received an Administrative/Material Inspection conducted by the squadron's Site Support. Detachment THIRTY-EIGHT loaded aboard SHANGRI-LA at Mayport on the 3rd of March and began its long transit to the Western Pacific area. Most of this non-flying time was utilized in formal ground training and indoctrination of sister squadrons in Attact Air Wing EIGHT in the capabilities of the E-1B. Detachment FORTY-TWO entering its third month away from home base, was busily engaged in improving its radar services to the ship. Of importance was the utilization of the E-1B radar in night/IFR approaches to the deck. An E-1 was spotted on the number three elevator, manned by two Air Controllers from CATTG and one detachment FORTY-TWO Senior Controller to coordinate. Three Case III recoveries were completed with apparantly no major difficulties.

April was basically a shore-based month for half the squadron, Detachments ELEVEN and EIGHTEEN. The runways were closed at NAS Norfolk for a few weeks and practice field carrier landings were staged out of NAS Oceana during this period. Detachment THIRTY-EIGHT aboard SHANGRI-LA arrived on Yankee Station and began conducting combat operations. On the 28th LT's [REDACTED], [REDACTED], LTJG [REDACTED] and a ships company officer played an active role in the successful rescue of an A-4 pilot forced to eject enrout to DaNang. Upon hearing the MAYDAY, LT [REDACTED] headed for the last known position which has been plotted on the E-1B's radar. Under unfavorable weather conditions, LT [REDACTED] and his crew located the pilot in the water and dropped three smoke lights to mark the location. LTJG [REDACTED] assisted in vectoring the rescue helicopter to the scene for their successful pickup.

Between the 4th and 10th of May, Detachment ELEVEN was engaged in round-the-clock ASW operations and used the opportunity to gain a closer involvement in prosecution of the submarine by having VS pilots fly as co-pilots aboard the E-1B. It apparantly was a significant step in VS/VAW cross-pollination. On May 5th, Detachment EIGHTEEN got underway aboard WASP for their North Atlantic deployment and began a busy month at sea. On the 12th and 13th they tracked and helped intercept two over-flights of Russian Bears. Late in the month a one aircraft detachment was dispatched to Rota, Spain with four pilots for refresher field carrier landing practice. Now in its second month in and out of the Combat area in the Pacific, Detachment THIRTY-EIGHT lost the utilization of one of its aircraft when on 15 May, LT [REDACTED], as pilot, suffered the failure of the starboard mainmount of aircraft 147231 upon landing aboard SHANGRI-LA. The aircraft was off loaded at Subic Bay with an estimated 500 man hours of structural repair required. Through out most of May, Detachment FORTY-TWO was participating in SIXTH Fleet exercises including POOPDECK, DATEX, and TRANSITEX/PHIBLEX. POOPDECK primarily being an AEW exercise, included incoming raids generated by the Spanish Air Force, while DATEX included French air raids on the carrier force. A combination of AEW/ASW capabilities was required in DATEX/PHIBLEX, which was also multi-national in origin.

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On the 9th of June, when Commander Thomas G. EVANS relieved Command C. F. ALEXANDER as Commanding Officer of the squadron, the occasion found only Detachment ELEVEN ashore in Norfolk. In the Mediterranean ROOSEVELT was visited by Secretary of Defense, Melvin R. Laird on the 17th and was afforded the opportunity to view a fire power demonstration performed by the ship's Air Wing SIX. Detachment FORTY-TWO participated by a fly-by. On June 28, LT [REDACTED] made a night barricade arrestment aboard SHANGRI-LA. This reduced the detachment to only one aircraft. Fortunately no injuries were incurred. The last 4 days of June were devoted to a Safety-standdown which was coordinated by Wing TWELVE at Hangar SP-1 in Norfolk.

In early July Detachment EIGHTEEN aboard WASP enjoyed operations North of the Arctic Circle. These basically involved the tracking of a Russian submarine by employing skimmer/scrapper control. Flights for Detachment THIRTY-EIGHT were drastically reduced during July because of the detachment's two previous accidents and the need for SHANGRI-LA to under go extensive repairs in dry dock at Yokosuka, Japan. Needless to say, liberty ashore increased markedly and was enjoyed throughly by all concerned. Repairs to both E-1B's were effected at Cubi Point, Phillipines. On the 27th, Detachment FORTY-TWO returned from its six month deployment to the Mediterranean and three weeks later on 18 August LCDR John J. DITTRICK relieved LCDR Donald P. SMITH as its Officer in Charge. Detachment THIRTY-EIGHT aboard SHANGRI-LA continued to be plagued by it's having only one of its three aircraft available to perform the mission. The lack of E-1B parts in the Western Pacific area was a serious detriment in the repair of the two previously damaged aircraft.

During September, operational flights increased tremendously by having two aircraft available again. Estimates on the third one were encouraging. Included among all the sorties in the combat area was Exercise BEACON TOWER IV conducted on the 15th. This was designed to test fleet AAW capabilities by having returning strike aircraft simulate attacks on the carrier task force. Detachment THIRTY-EIGHT participated by supplying radar control services. On 29 September, the detachment was engaged in Operation NEWBOY, a simulated strike against the Philippine island of Luzon which tested the defense of the Philippine Air Force.

The detachment entered its final line period at Yankee Station aboard SHANGRI-LA on 19 October and remained until the 5th of November conducting combat operations. Part of that time was hampered by the transit of two tropical storms through the area and the ship took a modified Dixie Station for several days. Aircraft 148123 which incurred barricade damage in June was officially transferred to Commander, Naval Air Force Pacific from Cubi Point where repairs were still in progress.

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Most of October was utilized by Detachment FORTY-TWO as a Carrier Qualification/work-up training period aboard ROOSEVELT. A rash of catapult bridle slaps to the detachment's aircraft halted operations for a while so that an investigation could be properly conducted. Flights resumed late in the month. Training continued for the ship/Air Wing team throughout most of November. ROOSEVELT had catapult problems which necessitated and unscheduled return to Mayport for repairs, however flight operations remained basically normal by the Air Wing's staging out of Mayport's runway.

November also saw the end of duty on Yankee Station for Detachment THIRTY-EIGHT and the 9th SHANGRI-LA started it's 38 day transit back to Mayport, including of course, port calls at Sydney, Australia, Wellington, New Zealand and Rio De Janeiro, Brazil. Detachment FORTY-TWO returned to Norfolk in late November and began field landing practice for work aboard LEXINGTON in early December. One of the highlights of the month for the entire squadron was a Secret brief outlining the Soviet Naval Presence given at NAS Oceana on December 22nd. It was an especially timely evolution for Detachment FORTY-TWO since they were deploying to the Mediterranean in mid-January. Detachment THIRTY-EIGHT arrived back at the hangar on the 19th of December and enhanced the festive atmosphere of the holiday spirit. The remainder of the year was devoted basically to holiday leave and liberty after concluding a virgorously active year.

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ACCIDENTS AND INCIDENTS

1. TOTALS

A. Accidents 4
B. Incidents 107

2. ACCIDENTS

A. DET-38 SER 01-70A 15 May 70 147231

(1) USS SHANGRI-LA (CVA-38) LT [REDACTED]

(2) Failure Starboard Main Mount

(3) Damage to Starboard Nacelle, Main Mount Assembly, sudden engine stoppage, starboard wing tip.

B. DET-11 SER 01-70A 30 May 70 148912

(1) USS INTREPID (CVS-11), LT [REDACTED]

(2) Bridle Slap

(3) Damage to tail wheel assembly.

C. DET-38 SER 02-70A 28 June 1970 148123

(1) USS SHANGRI-LA (CVA-38), LT [REDACTED]

(2) Barricade Arrestment

(3) Damage to Nacelles, Wings, Tail wheel

D. DET-11 SER 01-71A 6 November 1970 147214

(1) USS INTREPID (CVS-11), LT [REDACTED]

(2) Barricade Arrestment

(3) Damage to Nacelles, Radome, Nose Section, Wings

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3. INCIDENTS

A. DET-11

- (1) 01-70I 22 April 70, NALF Charlestown, R. I. 147214, Locked controls in flight, momentary.
- (2) 02-70I 28 April 70, CVS-11, 148904, CSD Leak.
- (3) 03-70I 28 April 70, CVS-11, 147214, Locked Controls in flight.
- (4) 04-70I 28 April 70, CVS-11, 148912, Auto feather malfunction on deck.
- (5) 05-70I 30 April 70, CVS-11, 147213, Generator light.
- (6) 06-70I 6 May 70, CVS-11, 148912, Tail wheel assembly.
- (7) 07-70I 6 May 70, CVS-11, 148904, Chip light.
- (8) 01-71I 14 September 70, NAS NORVA, 148905, Chip light.
- (9) 02-71I 14 September 70, NAS NORVA, 148906, Generator light.
- (10) 03-71I 25 September 70, CVS-11, 148908, AFCS Disconnect switch shorted, co-pilot's yoke.
- (11) 04-71I 2 October 70, NAS NORVA, 148908, CSD light.
- (12) 05-71I 31 October 70, CVS-11, 148901, Excessive carburator air temperature.
- (13) 06-71I 4 November 70, CVS-11, 147214, Chip light.
- (14) 07-71I 20 November 70, NAS NORVA 148908, CSD light.

B. DET-18

- (1) 06-70I 16 February 70, NAS QUONSET PT, 148139, Chip light.
- (2) 07-70I 16 February 70, NAS QUONSET PT, 148145, Carburator Air inoperative.
- (3) 08-70I 17 February 70, NAS QUONSET PT, 148902, Auto feather system.
- (4) 09-70I 17 February 70, NAS QUONSET PT, 147222, Generator light.

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- (5) 10-70I 17 February 70, NAS QUONSET PT, 147236, Chip light.
- (6) 11-70I 19 February 70, NAS QUONSET PT, 148145, Auto feather system.
- (7) 12-70I 22 February 70, NAS QUONSET PT, 147236, Loose parachute.
- (8) 13-70I 18 March 70, CVS-18, 148145, Nose gear unsafe.
- (9) 14-70I 19 March 70, CVS-18, 148139, Loss of starboard brake.
- (10) 15-70I 24 March 70, CVS-18, 148146, Fire warning light.
- (11) 16-70I 25 March 70, CVS-18, 148146, Fire warning light.
- (12) 17-70I 30 March 70, CVS-18, 147236, CSD light.
- (13) 18-70I 30 March 70, CVS-18, 148146, Windshield wiper failure.
- (14) 19-70I 6 May 70, CVS-18, 147236, Chip light.
- (15) 20-70I 6 May 70, CVS-18, 148139, Engine backfires.
- (16) 21-70I 7 May 70, CVS-18, 148145, Fire warning light.
- (17) 22-70I 7 May 70, CVS-18, 147236, Torque fluctuation.
- (18) 23-70I 7 May 70, CVS-18, 147236, Torque fluctuation.
- (19) 24-70I 8 May 70, CVS-18, 147222, Hydraulic leak.
- (20) 25-70I 11 May 70, CVS-18, 147236, CSD Light.
- (21) 27-70I 19 May 70, CVS-18, 148145, Engine backfires.
- (22) 28-70I 20 May 70, CVS-18, 148139, Torque pressure drop.
- (23) 29-70I 1 June 70, CVS-18, 147236, Chip light.
- (24) 30-70I 8 June 70, CVS-18, 148145, CSD light.
- (25) 31-70I 27 June 70, CVS-18, 148145, Rough running engine.
- (26) 32-70I 29 June 70, CVS-18, 148145, Fuel gauge and chip light.
- (27) 01-71I 2 July 70, CVS-18, 147236, Cowl flap inoperative.
- (28) 02-71I 31 July 70, CVS-18, 148139, Chip light.
- (29) 03-71I 11 August 70, CVS-18, 147222, Tach generator failure.

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- (30) 04-71I 11 August 70, CVS-18, 148145, Chip light.
- (31) 06-71I 17 August 70, CVS-18, 148145, Chip light.
- (32) 07-71I 29 September 70, NAS NORVA, 148145, Blown tire.

C. DET-38

- (1) 04-70I 5 January 70, NALF WHITE HORSE, FLA., 148919, Chip light.
- (2) 05-70I 16 January 70, NAS CECIL FIELD, FLA., 147231, CSD light.
- (3) 06-70I 28 January 70, NALF FENTRESS, VA., 147231, Single engine landing.
- (4) 07-70I 6 February 70, CVA-38, 148919, Inadvertant loss of hatch and raft from Nacelle.
- (5) 08-70I 12 March 70, CVA-38, 148123, CSD light.
- (6) 09-70I 11 April 70, CVA-38, 148919, Flap pushrod.
- (7) 10-70I 1 May 70, CVA-38, 148123, CSD light.
- (8) 11-70I 3 May 70, NAS CUBI POINT, P.I., 148123, CSD light.
- (9) 12-70I 15 May 70, CVA-38, 148919, CSD light.
- (10) 13-70I 26 May 70, CVA-38, 148123, Torque pressure and RPM fluctuation.
- (11) 14-70I 11 June 70, NAS CUBI POINT, P.I., 148123, Hydraulic leak.
- (12) 15-70I 28 June 70, CVA-38, 148123, CSD light.
- (13) 16-70I 28 June 70, CVA-38, 148919, A. C. generator fluctuation.
- (14) 01-71I 30 July 70, CVA-38, 148919, Port engine smoking.
- (15) 02-71I 31 July 70, CVA-38, 148919, Chip light.
- (16) 03-71I 12 August 70, CVA-38, 147231, Landing gear unable to retract.
- (17) 04-71I 6 September 70, CVA-38, 147231, Excessive oil and smoke from overfill.

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(18) 05-71I 15 September 1970, CVA-38, 147231, A. C. generator fluctuation.

(19) 06-71I 17 September 70, CVA-38, 148919, Generator light.

(20) 07-71I 23 October 70, CVA-38, 147231, Excessive oil and smoke from overfill.

D. DET-42

(1) 06-70I 20 January 70, CVA-42, 148923, Auto feather inoperative.

(2) 07-70I 14 February 70, CVA-42, 147237, Wing flap system.

(3) 08-70I 19 February 70, CVA-42, 148136, Shattered windshield on deck.

(4) 11-70I 21 March 70, CVA-42, 147237, CSD light.

(5) 12-70I 19 April 70, CVA-42, 147237, Hydraulic pressure fluctuation.

(6) 13-70I 5 May 70, CVA-42, 147237, CSD light.

(7) 14-70I 6 May 70, CVA-42, 148136, Oil leak.

(8) 01-71I 13 October 70, CVA-42, 148904, Bridle slap.

(9) 02-71I 19 October 70, CVA-42, 147237, Bridle slap, CSD light.

(10) 04-71I 20 November 70, NAS JAX, FLA., 148902, Single engine landing.

E. SITE SUPPORT

(1) 21-70I 12 January 70, AAF FELKER, VA., 147222, CSD light.

(2) 24-70I 15 January 70, NAS NORVA, 147222, CSD light.

(3) 25-70I 21 January 70, NAS NORVA, 147230, Carburetor alternate air.

(4) 26-70I 27 January 70, NAS NORVA, CSD light.

(5) 27-70I 4 February 70, AAF FELKER, VA., 148902, Generator light.

(6) 28-70I 12 February 70, NALF FENTRESS, VA., 148902, Generator light.

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- (7) 29-70I 12 February 70, NALF FENTRESS, VA., 148139, Oil pressure drop.
- (8) 30-70I 14 March 70, NAS GUANTANAMO BAY, CUBA, 148913, Tach generator failure.
- (9) 31-70I 15 March 70, NAS NORVA, 148913, Generator light.
- (10) 32-70I 16 April 70, NALF FENTRESS, VA., 148913, Fire warning light.
- (11) 33-70I 16 April 70, NALF FENTRESS, VA., 148902, Chip light.
- (12) 34-70I 17 April 70, NAS OCEANA, VA., 148913, MAG drop.
- (13) 35-70I 11 June 70, NAS NORVA, 148908, Prop governor malfunction.
- (14) 36-70I 11 June 70, NAS NORVA, 148901, Blown tire.
- (15) 37-70I 17 June 70, NAS NORVA, 148908, CSD light.
- (16) 38-70I 18 June 70, LANGLEY AFB, VA., 148906, CSD light.
- (17) 39-70I 18 June 70, NAS NORVA, 148913, Engine driven fuel pump malfunction.
- (18) 41-70I 19 June 70, NAS NORVA, 147213, Prop dome leak.
- (19) 01-71I 7 July 70, NAS NORVA, 147213, Unsafe gear indication.
- (20) 02-71I 12 August 70, NALF FENTRESS, VA., 148908, Blown tire.
- (21) 03-71I 12 August 70, NALF FENTRESS, VA., 148906, Tach generator failure.
- (22) 04-71I 13 August 70, NALF FENTRESS, VA., 147213, Aux pump.
- (23) 05-71I 14 August 70, NALF FENTRESS, VA., 148908, Tach generator failure.
- (24) 06-71I 15 August 70, NAS NORVA, 148908, Hydraulic failure.
- (25) 07-71I 19 August 70, NAS NORVA, 147214, Flat Tire.
- (26) 08-71I 19 August 70, NAS NORVA, 147214, Tach generator failure.
- (27) 09-71I 20 August 70, NALF FENTRESS, VA., 147214, CSD light.
- (28) 10-71I 6 October 70, NAS NORVA, 148146, Low oil pressure.
- (29) 11-71I 1 December 70, NAS NORVA, 147236, Fuel quantity indications
- (30) 12-71I 4 December 70, NALF FENTRESS, VA., 148145, Blown tire.
- (31) 13-71I 6 December 70, RALEIGH, N.C., 148139, Generator light.

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