



VAW124

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DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED TWENTY FOUR
FLEET POST OFFICE
NEW YORK 09501

1977

VAW124:18:cm
5720
Ser C-011
23 APR 78

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

To: Chief of Naval Operations (OP-0502)

Subj: Command History for 1977; forwarding of

Ref: (a) OPNAVINST 5270.12B

Encl: (1) VAW 124 Command History for 1977 (U)

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

J.R. Condon
J. R. CONDON

Copy to:
PAO History File

CLASSIFIED BY: CO, CARAEWRON 124
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 DECEMBER 1984

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DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING SQUADRON
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NEW YORK 09501

COMMAND HISTORY
1977

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1 January to 30 November 1977

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CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED TWENTY FOUR
COMMAND HISTORY FOR 1977

I. (U) COMMAND ORGANIZATION

A. Commanding Officers

Commander J. M. FULCHER
9 July 1976 to 14 September 1977

Commander J. R. CONDON
14 September 1977 to Present

B. Executive Officers

Commander J. R. CONDON
9 July 1976 to 14 September 1977

Commander J. R. SLAUGHTER
14 September 1977 to Present

C. Mission

To act as an airborne tactical command and control center for offensive and defensive fleet operations by providing early warning and aircraft control and services through data link and voice communications.

D. Composition of Command

Aircraft: Four (4) E-2C

Personnel on board: Officers in flight status
(31 December 1977) - 19

Enlisted in flight status
(31 December 1977) - 3

Officers (Maintenance and Intelligence)
(31 December 1977) - 3

Enlisted on board
(31 December 1977) - 118

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E. Squadron Nickname

"Bullseye Hummers"

F. Squadron Motto

"Bullseye Hummers - Right on Target"

II. (U) CHRONOLOGY OF EVENTS

| | |
|--------------------|---------------------------------------|
| 1 JAN - 18 JAN 77 | INITIAL TACS/TADS (MULTOTS) |
| 19 JAN - 21 JAN 77 | YUMA, AZ |
| 10 FEB - 17 FEB 77 | CV 66 SEA TRIALS |
| 18 FEB - 23 FEB 77 | INPORT NORVA |
| 24 FEB - 4 MAR 77 | REFTRA VACAPES AND CMX |
| 5 MAR - 9 MAR 77 | INPORT NORVA |
| 10 MAR - 18 MAR 77 | TYT I VACAPES |
| 19 MAR - 22 MAR 77 | INPORT NORVA |
| 23 MAR - 4 APR 77 | TYT II VACAPES/EXERCISE ALOUD FOXTROT |
| 5 APR - 13 APR 77 | INPORT NORVA/PRE OED TRAINING |
| 14 APR - 20 APR 77 | TYT III JAX OP AREA |
| 21 APR - 24 APR 77 | ORE VACAPES |
| 25 APR - 2 MAY 77 | INPORT NORVA |
| 3 MAY - 7 MAY 77 | ALoud GOLF VACAPES |
| 8 MAY - 9 MAY 77 | INPORT MAYPORT, FL |
| 10 MAY - 25 MAY 77 | SOLID SHIELD 77 |
| 26 MAY - 0 JUN 77 | INPORT NORVA |
| 10 JUN - 19 JUL 77 | RIO CRUISE |
| 20 JUL - 28 SEP 77 | INPORT NORVA |
| 29 SEP - 8 OCT 77 | OPS/TRANSIT ROTA, SPAIN |
| 9 OCT - 14 OCT 77 | INPORT ROTA, SPAIN |
| 15 OCT - 23 OCT 77 | OPS TYRRHENIAN SEA |
| 24 OCT - 25 OCT 77 | OPS IONIAN SEA |
| 26 OCT - 6 NOV 77 | INPORT BRENDISI, ITALY |
| 7 NOV - 8 NOV 77 | OPS IONIAN SEA |
| | 9 NOV 77 |
| 10 NOV - 11 NOV 77 | ANCHORAGE SOUDA BAY, CRETE |
| | 12 NOV 77 |
| 13 NOV - 18 NOV 77 | OPS MISSILEX NAMFI RANGE |
| | 19 NOV 77 |
| | ANCHORAGE SOUDA BAY, CRETE |
| | OPS ASW WEEK, EASTERN BASIN |
| 20 NOV - 21 NOV 77 | ANCHORAGE KITHERA, GREECE |
| 22 NOV - 26 NOV 77 | OPS IONIAN AND ADRIATIC SEAS |
| | 27 NOV 77 |
| | INPORT DUBROVNIK, YUGOSLAVIA |
| | OPS ADRIATIC SEA |
| 28 NOV - 3 DEC 77 | INPORT TRIESTE, ITALY |
| 3 DEC - 6 DEC 77 | OPS ADRIATIC/IONIAN/AEGEAN |
| | 7 DEC 77 |
| | ANCHORAGE SOUDA BAY, CRETE |
| 8 DEC - 9 DEC 77 | OPS MISSILEX NAMFI RANGE |
| 10 DEC - 12 DEC 77 | ANCHORAGE SOUDA BAY, CRETE |
| 13 DEC - 15 DEC 77 | OPS IONIAN/WESTERN BASIN |
| 15 DEC - 26 DEC 77 | INPORT PALMA DE MALLORCA, SPAIN |
| 27 DEC - 29 DEC 77 | OPS WESTERN BASIN |
| 30 DEC - 31 DEC 77 | INPORT GENOA, ITALY |

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III. (U) OPERATIONS HISTORY

After an extremely busy year in 1976, the Bullseye Hummers continued the same pace in 1977. Starting in January the squadron became intimately involved in the Joint Data Link program (TACS/TADS), spending many hours in training and systems checks of the project.

In late January, one aircraft and crew deployed to MCAS Yuma, Arizona to participate in the CVW 6 training evolution preparing for the 77-78 Mediterranean cruise.

VAW 124 went to sea again in early February aboard USS AMERICA for sea trials, then in earnest in late February for REFTRA. Returning in early March, we enjoyed a short rest then departed Norfolk in late March for TYT I. March, April and May were spent for the most part at sea, completing TYT II, EXERCISE ALOUD FOXTROT, TYT III, ORE, EXERCISE ALOUD GOLF, and finally EXERCISE SOLID SHIELD 77. EXERCISE SOLID SHIELD 77 was also the Operational Effectiveness Demonstration of the TACS/TADS project.

Mid June saw the USS AMERICA and the embarked airwing deployed for six weeks to South America, visiting Salvador, Brazil and Rio de Janeiro. Returning to Norfolk in July, VAW 124 had a few days home before deploying again aboard AMERICA in August to Puerto Rico for COMTUEX 77.

September 29th marked the deployment date for the 77-78 Mediterranean cruise. During the translat on 2 October, the Bullseye Hummers again detected and directed intercepts on two Soviet Bears - making numbers 13 and 14 since the beginning of the 76 Mediterranean cruise.

During and after Inchop at Rota, VAW 124 became heavily involved in a SIXTH Fleet TAC D&E project exploring the possible tactical advantages of UHF Link 11 and UHF L-11 relay. This is an ongoing project that will continue for the entire deployment.

In October, the squadron also participated in a GATORAIDE exercise designed to test the feasibility of E-2C controlled Marine Assault Helo's during darkness and low visibility.

In November, the Bullseye Hummers were assigned primary AIC and Range Surveillance control for a MISSILEX at the NAMFI Missile Range north of Crete. December again required our services at the NAMFI Range for a second MISSILEX, then west for Christmas and a well deserved rest at Palma de Mallorca. December 31 was spent in Genoa, Italy treating us to an Italian New Years Eve.

1977 was no less busy than 1976, and by the end of the year the Bullseye Hummers were a well trained, well organized and highly respected member of the CVW 6/CV 66 team. We have worked toward one aim, and feel we have accomplished that: "Airborne Early Warning is our business, and we do it better than anyone else."

Appendix A is a concise delineation of VAW 124's 1977 operating schedule.

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IV. (U) MAINTENANCE HISTORY

The nineteen seventy seven maintenance effort was characterized by nearly continuous at sea maintenance support. Successfully meeting the challenges of a demanding operational schedule, outstanding improvements were achieved in operationally ready aircraft and full systems capability performance. Additionally all assigned aircraft were processed through a modernization and update program primarily focused on improving avionics system reliability.

Two new aircraft transitioned through the squadron inventory as the scheduled depot level maintenance cycle was met. The average onboard inventory was four E-2C aircraft. For short periods of time the squadron experienced inventory increase with an onboard count of six aircraft. This was primarily the result of the modernization program and adjustments necessary due to the rescheduling of scheduled depot level maintenance induction dates. Aircraft Bureau number 159109 was damaged extensively during a CV 66 respotting evolution and required special rework in order to be returned to flight status. Bureau number 159109 is currently awaiting induction for its scheduled depot level maintenance cycle.

V. (U) SAFETY DEPARTMENT

VAW 124 has built a reputation as a highly energetic and extremely professional squadron. However, all our hard work and sacrifices are meaningless if we lose an aircraft, or more importantly, lives, due to a lack of safety awareness. While there is no question that VAW 124 demonstrated our capabilities in the air, it is more important to note that we have done it safely. By aggressively maintaining a continuous high level of safety awareness, we have successfully met heavy operational commitments, short turnarounds and changing deployment schedules.

Nineteen seventy seven saw VAW 124 accumulate nearly 2000 accident free hours. During this time frame over 600 arrested landings were made aboard USS AMERICA. Twenty one July 1977 marked the sixth consecutive year of accident free operations totaling 8715 hours. The squadron is extremely proud of this milestone, but remains dedicated to continue this enviable record.

VI. (U) AWARDS, CITATIONS AND COMMENDATIONS

Sailor of the Year 1977: AMH1 [REDACTED]

1977 Sailor of the Quarter

First Quarter: AD3 [REDACTED]
Second Quarter: AMSAN [REDACTED]
Third Quarter: AE1 [REDACTED]
Fourth Quarter: AMH2 [REDACTED]

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VAW 124 Letters of Appreciation

CWO4 [REDACTED]
ATCS [REDACTED]
AME2 [REDACTED]
AMS2 [REDACTED]
AD3 [REDACTED]
AE2 [REDACTED]

VAW 124 Letters of Commendation

AE1 [REDACTED]
AMS2 [REDACTED]

VAW 124 Citation

AMS3 [REDACTED]

Commanding Officer, USS AMERICA, Letters of Appreciation

AT3 [REDACTED]
AZAN [REDACTED]
LTJG [REDACTED]
CDR John R. CONDON

Letters for superior performance from Naval Aviation Maintenance
Training Detachment, Norfolk, VA

AR [REDACTED]
AR [REDACTED]
AR [REDACTED]
AR [REDACTED]
AMS3 [REDACTED]

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