

ECM=VAW 13 "ZAPPERS"

With the concept of modern warfare so firmly implanted in the minds of men it would be foolhardy for us to ignore the capabilities of potential aggressors. The ability for us to know at all times what the enemy is up to, us of primary importance before instituting any retaliatory procedures in the way of increased military expenditure or increased efficiency of the present fighting force.

With the present conflict in waters close to our shores it is doubly important for this fact-finding capability to be at a maximum of performance. The security of the free world, the United States, and the Naval Air Station at Cubi Point depends to a large part on the men who gather intelligence information for us concerning the current crisis in which we are involved.

Modern warfare requires a closely coordinated group of men and machines to combat all possibilities that may occur. Electronics, since the advent of WW-II, is of vital importance to the modern fighting forces of today. Streams of energy which are used for ordinary radio transmissions to the guidance of supersonic missiles, must be monitored and if necessary, combatted.

The mission of getting this vital information one step ahead of the enemy belongs to VAW-13 Detachment One. Flying from the decks of carriers in the South Pacific, members of the squadron supply an electronics countermeasures (ECM) environment for the SEVENTH FLEET. VAW stands for Carrier Early Warning and Detachment One is more than actively involved in providing the fulfillment of that mission.

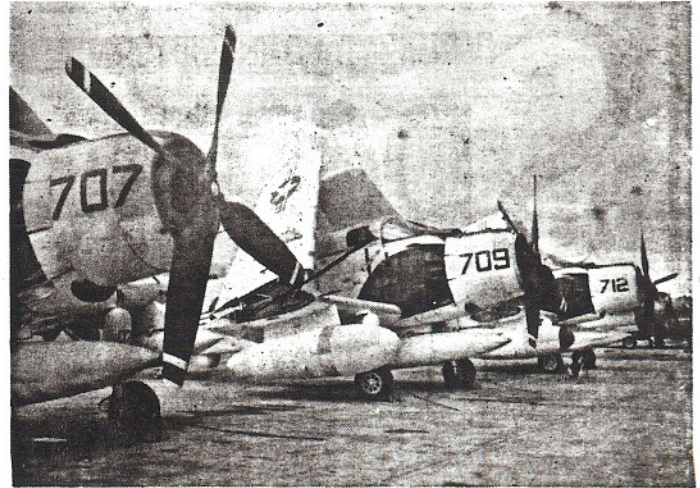
Home port of the Squadron is at present Naval Air Station, Alameda, Calif. Aircraft used by the squadron

are EA-1F's and EC-1A's, which provide deployed early warning nets in which the mighty aircraft striking arm of the SEVENTH FLEET can operate.

Detachment One, stationed at Cubi Point since 15 May, 1962 is composed of three shipboard detachments which rotate in a schedule involving forty days at sea and 12-15 days in port. This heavy schedule is supported by a complement of forty officers, 140 men and 10 E-1F's.

VAW-13 nickname themselves the ZAPPERS, because of the mission involving electronics countermeasures. Their insignia, a dragon emerging out of white clouds spewing bolts of energy from its nostrils, is indicative of the spirited group of men that are attached to Detachment One. The ZAPPERS have long been known for their ability to make Olongapo a worthwhile liberty port and are not men to withhold on their allotment of off-duty fun.

For a detachment that spends a full schedule maintaining airplanes and electronic equipment, this group of men display a high degree of esprit de corps which singles them out in any group. The Squadron motto of "WE CAN HACK IT" seems highly indicative of the spirit with which these men turn - to and work when there's work to be done, and have fun when the work is



Planes of VAW-13 (707, 709, 712) stand ready on the line to replace or support any deployed aircraft on shipboard detachments.

done.

Officers of the Squadron are treated to a monthly ZAPPER Day at the O Club. For those of you unfortunate enough not to know what ZAPPER Day is, then here is the opportunity for you to become acquainted with one of the reasons why VAW-13 has high morale. On ZAPPER Day the stalwart leaders of the squadron gather at the O Club to do battle. Not really. It's mostly an informal session which helps them get a lot of things off their minds in a relaxed atmosphere. At these meetings, plans are discussed to improve work routines and common complaints are aired and discussed. All of the gripes that have been saved throughout the month find a release in the informal and relaxed atmosphere enjoyed by squadron officers on ZAPPER Day.

The Officer in Charge of this Detachment and a man who has his hands full coordinating all of the necessary administrative, operational, and maintenance schedules into a smooth working organization is Lt. Cdr. L.H. Wells. When asked about the number of air medals that have been awarded the Squadron he said that the official count tallies approximately one hundred and fifty three "but this number is going up all the time."

The Squadron is also at the top of the Safety Totem Pole. Considering the total number of flight hours (6000 flight hours since their last accident which was a minor mishap!) that the squadron has racked up, it is a sure sign that the men and officers of the unit work hand in hand to prevent any accidents. Their creed when it comes to safety involves prevention not deten-

tion.

Detachment One at Cubi maintains two shipboard detachments, each consisting of approximately eight officers and twenty enlisted men. The two detachments maintain a constant vigilance on Yankee Station and provide the electronic countermeasures environment which is so important to the SEVENTH FLEET operating in the South China Sea. During a months operation each air crew flies on the average of twenty sorties and logs approximately seventh combat support hours.

The ZAPPERS, in carrying out the general mission of the SEVENTH FLEET, which goes into making the Navy the strongest fighting force afloat, more than fulfill the specific mission of providing the electronic - countermeasures environment for all fleet air

activities. This, in itself, requires the coordination of the men and the machines, a task not easy in an environment where high temperature hampers efficiency. "They are doing excellent maintenance, maintaining a high level of flight hours, all in keeping with the highest ZAPPER traditions, in spite of the high temperature and humidity!", said Cdr. Chantee

Lewis, Commanding Officer of the Squadron. Commander Lewis has been at Cubi for the past two to three weeks evaluating the men and equipment that make the squadron one of the "tightest" units in WESTPAC.

The relationship, though, between the men, the esprit de corps, and the CAN HACK IT spirit with which they tackle all jobs is sure to help make our fleet in the Pacific a strong and mighty force for world peace.



(L to R): David Waller AMHAN and Don Barnett AEWN ponder maintenance problem on one of the squadron's planes which recently had its engine replaced.