1990

CARAEWRON ONE ONE SIX COMMAND HISTORY

1. COMMAND COMPOSITION AND ORGANIZATION

a. Primary Mission: Airborne Early Warning and Battle Management. Secondary Missions: Airwing Command and Control, Air Intercept Control, Strike Control, Surface Search Co-ordination, War at Sea, Deconfliction of Friendly/ Hostile aircraft, Communications Relay, Passive Detection of Hostile Emitters.

b. Organizational Structure: Operational Senior Command: Commander, Carrier Air Wing TWO. Administrative Senior Command: Commander, Fighter Airborne Early Warning Wing Pacific. Deployed aboard U.S.S. Ranger (CV-61) under Commander, Carrier Group SEVEN, as part of Battle Group Echo.

c. Commanding Officer: CDR Patrick T. Madison, USN.

d. Home Base: Hanger Six, NAS Miramar, San Diego, Ca. U.S.S. Ranger is home-ported at NAS North Island, San Diego, Ca.

e. Type and Number Aircraft Assigned: Four E-2C Hawkeye aircraft. Tail codes NE 600, NE 601, NE 602, NE 603. Bunos: 163025, 163026, 163027,163028.

2. CHRONOLOGY

12 January 90. Aegis Evaluation. Flew Two Sorties against the USS Princeton's SPY-1B radar (CNO Project 124-2-DT) using multi-axis jamming and chaff, including (1) EC-135, (1) EA-7, and (1) EA-6B.

5-12 April 1990. Independent Steaming Exercise. 35 Sorties, 88.2 hours, 101 traps aboard USS Ranger (CV-61).

28 April-4 May 1990. REFTRA. Refresher training aboard USS Ranger (CV-61). 38 Sorties, 137.3 hours, 72 traps.

7-8 May 90. Kernal Usher. Supported two Kernal Usher exercises including close control of COMFIBRON FIVE AV-8B Harriers.

14-16 May 90 Sledgehammer. Supported MEFLEX 90-4 Sledgehammer, providing air control for the USS England (CG-22) and USS Waddell (DDG-24).

14-16 May 90. Improved Carrier Optical Landing System Evaluation. NAEC Lakehurst, NJ. Provided aircraft and aircrew for an evaluation of three Optical Landing Systems, including a ten-cell lens and two laser glideslope and lineup systems.

17-21 May 1990. NTISA MULTOTS. NTISA LK-11 MULTOTS

17-21 May 1990. NTISA MULTOTS. NTISA LK-11 MULTOTS evaluation and end-to-end systems check of two squadron aircraft.

25 May 1990. Harrier Strike. Provided Blue and Orange control for Operation "Harrier Madness," a USMC strike opposed by USAF F-16's to China Lake

12 June 1990.OV-10 AIC. Provided AIC Control for VMC-2 OV-10's after a thorough capabilities and limitations brief by each squadron.

13 June 1990. Submarine LINKEX. Conducted interoperability LINKEX study with USS Portsmouth (SSN-707) and two S-3A's.

16 June 1990. Harrier vs. Harrier. Conducted 2v2 AIC with four (4) VMA-513 AV-8B Harriers.

27 June 1990. Intruder vs. Intruder. AIC requested by and conducted for VMA(AW)-242 validated self-defense tactics for A-6E.

24-29 June 1990. War on Drugs. Provided flights and alert capability for CUFT-5 in support of ODCP/CN "War on Drugs".

27-28 June 1990. Hailed by Navy Fighter Weapons School as the "Premier E-2C overland control squadron", controlled 2 strikes and a graduation hop for a squadron member attending NFWS (class 4-90). The only squadron to ever lend such support.

30 June 1990. VT-10 FAM. Introduced the E-2C to Student Naval Flight Officers with several lectures, tours, and flights for 9 students.

17 July 1990. EWTPI. Graded outstanding (96%) in EWTPI by Mr. Ron Steep, MWC China Lake.

4-7 September 1990. MASEX. CNO Project 961 (OT-IIC). A coordinated opposed strike against the USS Lake Champlain.

18 September 1990. SEAL Team Strike Rescue. Conducted Strike Rescue with SEAL Team 5, using ADF cuts to provide locating information, and evaluated the PRC-112 survival radio .

22 September 1990. TLAM Evaluation. CNO Pri one Project 251 (Tomahawk C-4: OTL-80 MOI) Coordinated Strike-Missile launch by USS Paul F. Foster. Acted as range safety and fighter control for Air Wing TWO against VF-127 at NAS China Lake.

27 September 1990 -17 October 1990. READIEX 90A.
9 -13 November 1990. READIEX 90B. 113 Sorties, 393.7 hours, 153 traps aboard USS Ranger (CV-61).

14-16 November 1990. Battle Group Evaluation. Part of the first Battle Group to be evaluated with a Southwest Asia scenario during workups.

8 December 1990. WESTPAC Cruise. Departed San Diego for Persian Gulf to participate in Operation Desert Shield and Desert Storm.

SUN KINGS HONOR SUPERIOR SERVICE

At a recent quarters aboard U.S.S. Ranger, the VAW-116 Sun Kings honored some real live war heroes. In the month of January, VAW-116 set a new record for the number of flight hours flown by a 4 plane E-2C squadron in one month by flying 505 flight hours, 104 of those in the first 72 hours of war alone. Such a high tempo of flight ops under combat conditions could only have been achieved through a superhuman effort on the part of the VAW-116 maintenance team and support personnel. Sun King skipper CDR Pat Madison noted that the entire squadron deserved commendation for their outstanding performance, and that only a few of many outstanding examples were being cited.

Navy Achievement Medals were awarded to AMH Pardee and AT1 Larson for their outstanding troubleshooting efforts which returned Sun King aircraft to fully mission capable status in less than half the allotted time. Ens. Blake Ward received the Navy Achievement Medal for his superb work as squadron intelligence officer devising critical target lists for Air Wing Two strikes. AMH2 Kaloz was selected as Sun King of the month for January; ADAN Mccubbin was designated Pro of the Week. On the aircrew side of the house, literally years of training were rewarded when LTs Laslo and Vance were designated Carrier Aircraft Plane Commanders, and LTs Dornan, Kennedy, and Hagenbuch certified as E-2C Mission Commanders, the highest qualification for E-2C pilots and NFOs respectively.

Other attaboys included Letters of Appreciation from U.S.S. Ranger to AK1 Cristobal and AKAN Eddy, and Good Conduct Awards to

AN Howie, AD2 Song, AT1 Cleveland, AZ1 Reick, AME1 Tellez, ADC Evans and AMHC Greenwood. Lastly, Skipper Madison emphasized again that the teamwork of the whole Sun King team deserved the highest commendation, and the record-breaking mission capability of VAW-116 aircraft in combat provided tangible proof of their superb efforts.

Sun Kings Provide Shield for Desert Storm

The VAW-116 Sun Kings, the only Miramar-based E-2C squadron engaged in combat operations in the Arabian Gulf, continue high-tempo combat operations in direct support of Operation Desert Storm. Led by the dynamic duo of CO CDR Pat Madison and current XO, soon to be Skipper, CDR Paul Hauser, the flight crews and maintenance teams of VAW-116 have been setting records for operations in the Arabian Gulf. When the "tip of the sword" was unleashed against Saddam's forces soon after the expiration of the UN deadline, the Sun Kings were ready to leap into action. Despite having only recently arrived in the Gulf as part of Battle Group ECHO aboard U.S.S. Ranger (CV 61), VAW-116 and the rest of Air Wing Two were in the peak of combat readiness after a demanding workup cycle tailored to the Middle Eastern scenario.

The intensity of the conflict has demanded a higher level of operational readiness and a sheer number of hours flown far in excess of any previously imagined or expected for a deployed E-2C squadron. In January, VAW-116 set a new record for the total number of hours ever flown in one month by a four aircraft E-2 squadron. Even more incredibly, nearly all of this record level of operations was flown in the <u>second</u> half of the month, in actual combat conditions. Despite having to do more with less, the Sun King team more than met the challenge, flying 103.5 hours in 24 sorties during the first 72 hours. "Fully Mission Capable" was the watchword of the day as the Sun Kings launched on time, every time, to provide the command and control so critical to

the achievement of air superiority by Allied Forces.

As the first Navy squadron to take the APS-138 advanced radar processing system into combat in the Gulf, the Sun Kings are perfecting innovative new tactical employments of the E-2C Hawkeye in that challenging environment. In addition to their traditional emphasis on Anti-Air, War-at-Sea, and Strike warfare, Desert Storm sees the Sun Kings pioneering the integration of the Hawkeye into new warfare areas such as Battlefield Air Interdiction, and Close Air Support.

The lack of significant enemy air activity highlights the very rational Iraqi fear of VF-1 and VF-2 F-14s under Sun King control, while the combination of E-2C long-range detection and A-6E precision bombing has taught Saddam's forces the meaning of the phrase "you can run, but you can't hide." The winning team of VAW-116 and the world's finest attack squadrons, VA-145 and VA-155, has wrought the systematic destruction of the Iraqi Navy, as witnessed during the "Battle of SHAT AL ARAB" 30-31 Jan, 1991.

As the conflict unfolds, the Sun Kings will continue to sharpen the vigilance which has served the Allied forces so well. In the meantime, they wish to extend heartfelt thanks to all the families and folks back home who have provided such great support. It means a great deal to know how much you all care, because it is you and your right to live in a better world for which we fight.

THE SQUADRON AND ITS MISSION
VAW-116

Carrier Airborne Early Warning Squadron ONE ONE SIX (VAW-116) is one of seven Carrier Airborne Early Warning (VAW) squadrons located on the west-coast under the cognizance of Commander, Fighter Airborne Early Warning Wing, U. S. Pacific Fleet (COMFITAEWWINGPAC).

The VAW community began as a research development, called "Project CADILLAC", at the Massachusetts Institute of Technology at the end of World War II. The Navy continued work on the VAW concept in early 1948 by forming an Airborne Early Warning (AEW) department at one of its Electronic Training Units in San Diego. Later that year this department was converted to an aviation squadron and was commissioned as VAW-1. A month later its name was changed to Composite Squadron ELEVEN (VC-11). VC-11 continued the work of developing the AEW concept, and in 1950 deployed detachments aboard aircraft carriers to provide both Anti-Submarine Warfare (ASW) and Airborne Early Warning protection to the fleet throughout the Korean conflict.

In July 1956, VC-11 became Carrier Airborne Early Warning Squadron ELEVEN (VAW-11). Its mission was to provide all-weather Airborne Early Warning services to fleet forces and shore warning nets. When E-1B's replaced TBM-3W's and AD4/5W's, VAW-11 became VAW-111, with a series of detachments each consisting of three E-1B's. With the advent of the newer E-2A in 1964, and in recognition of the complexity and responsibility of AEW support missions, the Chief of Naval Operations directed that the E-2A

detachments be commissioned as aviation squadrons in their own right.

On 20 April 1967 VAW-116 was commissioned and received the E-2B aircraft. From that date the VAW-116 "Sun Kings" completed three far-east deployments as part of Attack Carrier Air wing FIFTEEN and two while attached to Attack Carrier Air wing NINE. VAW-116 was awarded the coveted Commander Naval Air Pacific, Battle "E" in February 1970 (for the period July 1968 through December 1969), and again in March 1973 (for the period July 1971 through December 1972). VAW-116 was the recipient of the Chief of Naval Operations Aviation Safety Award for both FY-72 and FY-73. Additionally, VAW-116 was awarded the Presidential Unit Citation for extraordinary performance of duty in action against the enemy in Southeast Asia in 1972.

In July 1975, VAW-116 transferred to Attack Carrier Air Wing EIGHT. Concurrently, the west-coast VAW community, including VAW-116, moved from Naval Air Station, North Island to Naval Air Station, Miramar. As a unit of CVW-8, the "Sun Kings" saw duty in the North Atlantic in 1975. In 1976 VAW-116 again deployed aboard the USS NIMITZ (CVN-68) for a Mediterranean cruise. The squadron transferred to Carrier Air Wing SEVENTEEN embarked on USS FORESTAL (CV-59) in 1977 and deployed to the Mediterranean and North Atlantic in March 1978.

VAW-116 then transitioned to the E-2C and made a Western Pacific/Indian Ocean cruise from 26 February to 15 October 1980 aboard USS CONSTELLATION (CV-64) in support of Iranian

contingency operations. During this cruise the "Sun Kings" saw 110 consecutive days at sea without a port call. Upon return to Naval Air Station Miramar, VAW-116 began preparation for transition to the E-2C Advanced Radar Processing System (ARPS) Update. At the completion of transition, the "Sun Kings" became the first west-coast VAW squadron to operate the AN/APS-125 radar. VAW-116 was assigned to Carrier Air Wing TWO in July 1981. On 7 April 1982, the squadron embarked on the USS RANGER (CV-61) for another Western Pacific/Indian Ocean cruise. Returning in October 1982 the "Sun Kings" remained with Carrier Air wing TWO aboard the USS KITTY HAWK (CV-63).

In December 1983, VAW-116 became the first E-2 squadron to finish first overall during Operational Readiness Exercises (ORE). On 13 January 1984, Carrier Air Wing TWO deployed aboard USS KITTY HAWK, and the "Sun Kings" became the first E-2 squadron in the world to make an extended deployment with five aircraft. The "Sun Kings" returned to NAS Miramar on 1 August 1984. While ashore, VAW-116 became the first E-2C squadron to provide overland intercept control to Fighter Derby participants during the 1985 Fleet Fighter Air Combat Maneuvering Readiness Program (FFARP).

In April 1986 the "Sun Kings" were at sea again to start refresher training (REFTRA). This was followed by the five week RIMPAC '86 exercise which included a week long visit to Honolulu, Hawaii. The year's at-sea schedule concluded with SURGE-OPS: a two month mini-cruise during which VAW-116 celebrated it's first foreign port call since being aboard USS KITTY HAWK.

In late January 1987 VAW-116 was at sea for 2 weeks in preparation for SURGE II/Team Spirit 87, the most extensive joint AEW operation ever coordinated with the Korean Defense Forces. In March the Sun Kings deployed on board USS RANGER (CV-61) for Team Spirit 87; the two month at sea period included port visits to Pusan, Korean and Sasebo, Japan. In July the Sun Kings deployed for a 6 month Western Pacific/Indian Ocean cruise aboard USS RANGER. VAW-116 repeated their 1984 performance by deploying with five E-2C aircraft, a feat of which no other VAW squadron can boast. VAW-116 also provided AEW protection in support of the Reflagged Kuwaiti Tanker missions, returning in late December to their homeport, Naval Air Station, Miramar, California.

In January 1989 the Sun Kings were back aboard USS RANGER (CV 61) for READIEX. The squadron provided essential command and control during numerous exercises in this two week event. After proving their skill and professionalism during work-ups, VAW-116 was named as Fighter Derby controlling squadron for the fourth consecutive year.

On February 24th the Sun Kings deployed aboard USS RANGER (CV 61) for their WESTPAC/I.O. 89 Cruise. This tremendously successful deployment saw VAW-116 flying more hours and taking more traps than any other cruise in their history. Extensive training operations with the Omani and Royal Thai Airforces brought major acclaim for professionalism. The superb Sun King control is reflected in the fact that not a single flight violation was logged against any of the numerous airwing assets de-

spite operations over three continents. The deployment included visits to the ports of: Honolulu, Hawaii; Cubi PT., Philippines; Singapore; Diego Garcia; Perth, Australia; Pattaya Beach, Thailand; Hong Kong; Subic Bay, Philippines; and a second visit to Honolulu, Hawaii to pick the squadron's Tigers. After a one week "Tiger Cruise" the Sun Kings returned home on August 24th to NAS Miramar, CA.

1990 proved to be a banner year for VAW-116. The Sun Kings garnered further acclaim with their selection by NAVAIRPAC for the prestigious AEW Excellence Award for 1989. Hailed by Navy Fighter Weapons School as the "Premier E-2C overland control squadron", the Sun Kings were selected to control a Topgun graduation hop, the only squadron ever to lend such support. In another Sunking first, VAW-116 was the first E-2C squadron ever to write and validate an NFO co-pilot syllabus, qualifying two aircrew in the right seat. Always on the cutting edge of tactics, the Sun Kings, led by Skipper CDR Pat Madison (COMNAVAIRPAC Golden Tailhook 1989) conducted E-2C self-defense and IR signature flights with Carrier Airborne Early Warning Weapons School. The skills of Sun King aviators were further honed by a cross-training program which put Hawkeye aviators in the cockpit of the F-14 Tomcat to promote better integration within the airwing. Expanding the scope of Hawkeye operations, strike rescue excercizes were conducted with Navy Seals.

VAW-116 also led the way in the area of administrative excellence, nominated by Battle Group Echo for the FY 90 Golden Anchor Award, and earning a grade of "Outstanding" in the June 90 command inspection by COMFITAEWWINGPAC. A Sun King was chosen as

the Air Wing Two Sailor of the Year, and 5 of the 11 CPO's promoted throughout the airwing were Sun Kings, by far the highest number from any squadron.

During Battle Group workups for their upcoming Desert Shield cruise, the squadron was recognized for "extremely effective" Anti-Air Warfare, Strike Warfare, and Command and Control by COMTHIRDFLEET, who awarded an overall grade of "fully ready" for both the Advanced Tactical Assessment and Battle Group Evaluation excercizes.

After successful workups, VAW-116 deployed aboard the U.S.S. RANGER (CV-61) on January 8,1990, for a Western Pacific cruise in support of Operation Desert Shield. After a successful transit, the Sun Kings lept into aggressive around the clock operations in support of Operation Desert Thunder. The only E-2C squadron to operate the APS-138 radar system in the Arabian Gulf, VAW-116 provided vital early warning and command and control for the numerous Navy and Marine Corps units involved in that operation.

Today, as for the last twenty three years, Naval units hearing the radio call "Sun King is up" rest assured that they are under the protective umbrella of the world's finest carrier-based airborne early warning squadron.