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DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE HUNDRED SIXTEEN
FPO SAN FRANCISCO 96601-6404

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(UNCLASSIFIED UPON REMOVAL OF ENCLOSURE (3))

From: Commanding Officer, Carrier Airborne Early Warning Squadron ONE HUNDRED SIXTEEN
To: Chief of Naval Operations (OP-05D2)
Subj: COMMAND HISTORY FOR CALENDAR YEAR 1985 (OPNAV REPORT 5750-1)
Ref: (a) OPNAVINST 5750.12C
Encl: (1) Command Mission and Command History
(2) The Officers and Men
(3) AEW Excellence Award Submission

1. In accordance with reference (a), enclosures (1) through (3) are submitted.

D. S. Wallace
D. S. WALLACE

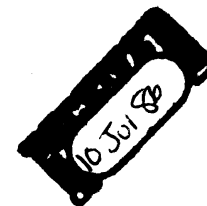
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COMMAND MISSION

Carrier Airborne Early Warning Squadron ONE HUNDRED SIXTEEN (VAW-116) is a four plane, Airborne Early Warning (AEW) squadron under the command of Commander, Carrier Air Wing TWO.

VAW-116 operates the five place, twin turboprop E-2C "Hawkeye" which is capable of all-weather carrier and shore-based operations. The E-2C is 57 1/2 feet long, has an 81 foot wing span and weighs 52,000 pounds when operationally loaded. Its most distinguishing physical characteristics are its four vertical stabilizers and its 24 foot diameter, dish-shaped rotodome mounted 6 feet above the fuselage.

The five man crew consists of a pilot, co-pilot, Combat Information Center Officer (CICO), Air Control Officer (ACO) and a Flight Technician/Radar Operator. This highly skilled crew, when working as a coordinated team, can perform the following missions.

1. Airborne Early Warning (AEW), the detection of unknown air contacts closing the Task Force.
2. Tactical Aircraft Intercept Control (AIC).
3. Strike flight following/control.
4. Surface/Subsurface Surveillance Coordination (SSSC) (includes interface with S-3A via voice and Link-11).
5. Helicopter control.
6. Aerial mining control.
7. Tactical reconnaissance aircraft control.
8. Secondary approach assistance for carrier aircraft.
9. Communication relay (automatic and manual).
10. Airborne Search and Rescue Coordination (SAR).

Encl (1)

VAW-116 COMMAND HISTORY

VAW-116 is one of 6 VAW squadrons located on the west coast under the cognizance of COMFITAEEWINGPAC. VAW had its early beginnings as a research development of project "Cadillac" at Massachusetts Institute of Technology at the end of World War II. The Navy continued this work in early 1948 by forming an Airborne Early Warning (AEW) department at one of the electronic training units in San Diego. Later that year this department was commissioned as VAW-1. A month later the name was changed to Composite Squadron Eleven (VC-11). VC-11 continued the work in the developing of the AEW concept, and in 1950 deployed detachments aboard aircraft carriers to provide both Anti-Submarine (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 missions were to provide all-weather Airborne Early Warning services to the 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 recognizing the complexity and responsibility of AEW support missions the Chief of Naval Operations directed that the E-2A detachments be commissioned as squadrons in their own right. On 20 April 1967 VAW-116 was commissioned and received the E-2B aircraft. Since then the VAW-116 "SUN KINGS" have 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 Commander Naval Air Pacific, Battle Efficiency Pennant "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 coveted Chief of Naval Operations, Annual Aviation Safety Award for FY-72 and again for 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 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 in USS FORRESTAL (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 ARPS. At the completion of transition, the "SUN KINGS" became the first west coast VAW squadron to operate the 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 5 aircraft. The "Sun Kings" returned to NAS Miramar 1 August 1984, where they are now.



VAW-116 OPERATIONAL SUMMARY

1. (C) Achievements in Combat Readiness

a. Flight Hours

(1) Total Flight Hour Grant:	1525
(2) Total Hours Flown:	
(a) Day:	1280.0
(b) Night:	344.8
(3) Total Embarked Hours:	
(a) Day:	128.9
(b) Night:	76.8

b. Ship Landings

(1) Total Carrier Arrested Landings:	
(a) Day:	177
(b) Night:	91
(2) Overall Boarding Rate:	
(a) Day:	98.2%
(b) Night:	90.1%

c. N/A

d. N/A

e. N/A

f. N/A

g. N/A

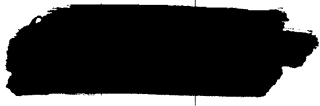
h. N/A

i. IWSR Results
Not Scheduled this period

j. Command Inspections

(1) Administrative:

Commander Fighter Airborne Early Warning Wing



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Command Inspection 30 April-02 May overall grade: Satisfactory

(2) Maintenance:

COMNAVAIRPAC Maintenance Management Advisory Team
30 January - 01 February overall grade: Excellent

(3) Safety:

NAS Miramar Industrial Hygiene Survey	February
NPS Safety Survey	June
NATOPS Unit Evaluation	November

All were graded as satisfactory or above.

2. (C) Achievements in Weapons System Readiness

a. Aircraft Availability (based on 3M data)

(1) Full Mission Capability (FMC) Rate: 20.1%
(2) Mission Capable (MC) Rate: 55.3%

b. Cannabilization rate per 100 Flight hours: 26.4

c. A799 Rate: 8.2%

d. Material Condition, Corrosion Control Inspections:

None Scheduled this period

3. (C) Achievements in Combat Exercises

a. ORE - N/A

b. Competitive Exercises: 5 Ungraded

c. N/A


d. N/A

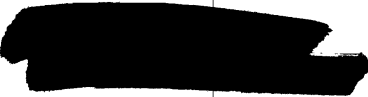
e. N/A

f. Major Exercises:

Hey Rube 85-2 09-14 January 85

During Hey Rube 85-2, VAW-116 worked with VAQ-34's ALT-40 equipped EA-3B's to help evaluate its effectiveness in B-Band.


Encl (1)



READIEX 85-1 16-21 January 85

The Sun Kings provided airborne control of all orange air assets against a deploying battle group.

COMFORT LEVEL 25-27 January 85

COMFORT LEVEL was a major USMC/USAF exercise flying 600 plus sorties over 5 events and 3 days. This exercise was to be an ORE for MACS-7.

CVW-2 Strike Week 11-14 February 85

This was an excellent training evolution taking advantage of numerous overland targets in the southwest. Particularly useful were the overland scenarios to which aircrews are not normally exposed.

MISSILEX 20-23 February 85

VAW-116 participated in a no-notice missile shoot with VF-2.

NNBIS Support 27 Feb - 03 Mar 85

The squadron provided airborne surveillance of a potential drug trafficking area extending from Southern California to Western Texas in support of a Vice Presidential project for the National Narcotic Border Interdiction System.

CNO Project (Tomahawk) 09 March 85

VAW-116 provided range control, FAA liaison, and flight following during an operational test of the Tomahawk Missile.

Rising Fighter 11-15 March 85

Working with VF-2, the Sun Kings had the opportunity to exercise their proficiency at overland tracking and link-4 work in the multi-bogey ACM arena of the TACTS range (R-2301). Under Sun King control, VF-2 achieved a 23 to 1 kill ratio.

CNO Project (Tomahawk) 19-23 March 85





The Sun Kings provided range control, FAA liaison, and flight following during an operational test of the Tomahawk Missile.

CNO Project (Tomahawk) 28-29 March 85

The squadron provided range control, FAA Liaison, and flight following during an operational test of the Tomahawk Missile.

FFARP/Fighter Derby 10-26 April 85

The three week long evolution with VF-1 and VF-2 significantly expanded the overland operating envelope for all participants. Due to the excellent FFARP results both fighter squadrons requested that VAW-116 control their aircraft in the Fighter Derby immediately following FFARP. This was the first time an E-2 squadron provided close control.

MISSILEX 06 May 85

VAW-116 participated in a no-notice missile shoot with VF-2.

NNBIS Support 06-07 May 85

The Sun Kings provided airborne surveillance of a potential drug trafficking area extending from Southern California to Western Texas in support of a Vice Presidential project for the National Narcotic Border Interdiction System.

CV-61 Support (NAS Whidbey) 10-12 May

VAW-116 provided an aircraft for an operational test of the USS Ranger Naval Tactical Data System after an extended overhaul period.


CNO Project (Tomahawk) 10-12 May 85

The squadron provided range control, FAA liaison and flight following during an operational test of the Tomahawk Missile.

NNBIS Support 13-14 May 85

The Sun Kings provided airborne surveillance of a potential drug trafficking area extending from Southern California to Western




Texas in support of a Vice Presidential project for the National Narcotic Border Interdiction System.

READIEX 85-2 23 May 85

The squadron provided air control for a multi-plane exercise against a deploying battle group.

CNO Project (Trident) 25-26 May 85

The Sun Kings acted as range control/safety observers for an operational test of the Trident Missile.

CNO Project (Tomahawk) 29-31 May 85

VAW-116 provided range control, FAA liaison and flight following during an operational test of the Tomahawk Missile.

Red Flag (Nellis AFB) 01-14 June 85

The Sun Kings provided control to USN/USAF aircraft during Red Flag 85-4.

Hey Rube 85-3 17-21 June 85

The Sun Kings participated as orange control for adversary raids in a jamming environment.

Mixed Fighter Tactics (NAS Fallon NV) 23-28 June 85

The primary emphasis of the evolution was the development and evaluation of F-14/F/A-18 tactics.

CVW-2 Mini Fallon Det (NAS Fallon NV) 13-20 July 85

This was the first opportunity to conduct integrated airwing training in many months. E-2's were on hand to provide control for day and night coordinated strikes.

CNO Project (Tomahawk) 29-30 July 85

The exercise consisted of range control, FAA liaison and flight following during an operational test of the Tomahawk Missile.



Kernal Usher 85-5 30 July 85

With one aircraft and crew, the Sun Kings provided close control for over-the-horizon helo tracking.

TOPGUN Gradex 08 August 85

A Many-V-Many air combat maneuvering exercise for a graduating TOPGUN class.

Operation Long Jump 08 August 85

The project was a low level evaluation of the E-2C radar signature.

CV-61 ISE I 20-27 August 85

VAW-116 supplied aircraft and crews for limited flight deck personnel training.

NNBIS Support 28-29 August 85

The Sun Kings provided airborne surveillance of a potential drug trafficking area extending from Southern California to Western Texas in support of a Vice Presidential project for the National Narcotic Border Interdiction System.

REFTRA CV-61 1-18 October 85

Extensive time devoted to carrier quals for all pilots in addition to ship/airwing damage control exercises.

COMFITAEWWING TAC D&E Project-APS-125 Trackeval
24-25 October 85

This project was conceived in order to evaluate the overland detection and tracking capabilities of the E-2C APS-125 radar. Aircrews conducted intercepts of lear jets at various altitudes from 500 to 15000 feet.

Rising Fighter 4-7 November 85

Similar to the previous Rising Fighter, this one was with VF-1.



READIEX 86-1 4-19 November 85

The Sun Kings conducted orange air control for adversary raids against a deploying battle group.

CNO Project 251 (Tomahawk) 21-22 November 85

VAW-116 provided range control, FAA liaison and flight following during an operational test of the Tomahawk missile.

Air Ops CV-61 SOCAL 2-17 December 85

The first real at-sea period to work as an integrated airwing. The Sun Kings gained valuable experience in all primary mission areas including an actual search and rescue operation.

g. N/A

4. (U) Achievements in Aviation Safety

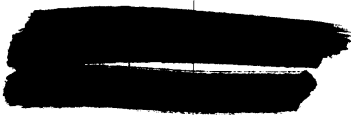
- a. Total continuous hours accident free: 18,591.1
10yrs 3 Nov 85
- b. Major accidents: None
- c. Minor accidents: None
- d. Ground accidents/incidents: None
- e. UR/Incident Reports: 27
- f. NATOPS changes submitted: 3

5. (C) Contributions to Weapons System Development.

a. VAW-116 has worked closely with FCDSSA providing airborne evaluation flights for the P-6 tape. Although the tape could be completely checked on deck, the dynamics of an actual operational flight are far superior.

6. (U) Contributions to Tactics Development





- a. TACMAN changes submitted: None
- b. VAW-116 revised/updated the following CVW-2 TACPRO/SOP's:

- Maritime Air Superiority
 - Surface Surveillance Control
 - EMCON/Hummer Controlled Approaches

- c. The squadron additionally devised a Strike Leader Briefing Guide that was incorporated as a TACPRO for CVW-2.

- d. Junior officers are routinely assigned to CVW-2 Contingency Planning Teams to further their tactical/professional development.

7. (U) General Contributions to VAW Community

This squadron in particular has been diligently working over the past 3-5 years to acquaint as many airwing personnel as possible with the role that the E-2C plays in battle group effectiveness. Through constant liaison with all players, both on the ground and in the air, the Sun Kings have arrived at a point where the E-2 and its aircrew are primary players in all aspects of warfare planning.

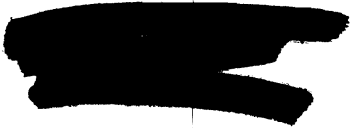
These efforts were finally rewarded when VAW-116 was requested to provide control for VF-1 and VF-2 during their most recent Fighter Derby. Never before had an E-2 squadron been a participant in this evolution. The success rate of the F-14/E-2 team in the demonstrated real world environment has led to the inclusion of other E-2 squadrons in subsequent Fighter Derbys.

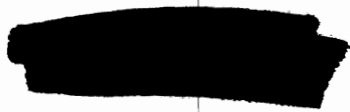
8. (U) Achievements in Personal Readiness

- a. Retention Rate

- (1) Officers: 100%

- (2) Enlisted:





- (a) First Tour 56%
- (b) Second Tour 50%
- (c) Career 67%

b. Advancement (enlisted)

- (1) Number Eligible: 171
- (2) Number Advanced: 85
- (3) Number PNA'd: 77

