

OPNAV Report Symbol 5750-1  
Command Serial Number: 09465  
Date Submitted:

Classification (when filled in): Unclassified

### Command Operations Report

---

This report is **required** by commands listed in **SNDL Parts 1 & 2** and all operational **Task Forces, Groups and Units** temporarily established to meet operational requirements.

---

The report format is divided into six sections: Command Data, Commander's Assessment, Chronology and Narrative, Supporting Reports, Published Documents, and Photographs. Required information is identified in specific sections of the form. See instructions appendices for assistance in compiling and on submitting this form and any attachments.

Electronic documents should be in a Microsoft Office format (Word, Excel, Power Point, or Access), HTML, PDF, JPG, GIF or plain text. Documents in electronic format are to be submitted via e-mail or on CD-ROM as explained at the end of this form. It is unnecessary to convert non-electronic documents to electronic format. List any enclosures that are not electronic and submit in hardcopy in the same manner as a CD-ROM. Photographs submitted electronically should be in JPG, TIFF or GIF format.

---

#### 1. Command Data (Boxes will expand as information is typed)

Name of your Command or Organization: Carrier Airborne Early Warning Squadron ONE ONE SIX

Unit Identification Code (UIC), per the SNDL: 09465

Name and Rank of Commander/Commanding Officer/Officer in Charge:

Last: Stone First: Daniel M.I.: C Rank: Commander (O-5)

Date Assumed Command (date format YYYY-MM-DD): 2014-07-02

Mission/Command Employment/Area of Operations:

Mission: AEW, C2

Command Employment:

2014 SFARP

2014 TSTA

2014 Air Wing Fallon  
2014 COMPTUEX/JTFEX

Area of Operations: United States 3<sup>rd</sup> Fleet  
United States 7<sup>th</sup> Fleet  
United States Fleet Forces

Permanent Location (Home Port for deployable units): Naval Base Ventura County, NAS Point Mugu, CA

Immediate Superior In Command:

Operational: Commander, Carrier Air Wing SEVENTEEN

Administrative: Commander, Airborne Command and Control Logistics Wing

Identify your assigned Task Force/Group/Unit name(s) and mission(s). Include OPLAN(s) and or named operations you participated in during Task Force assignment (if applicable):

Commander, Carrier Air Wing SEVENTEEN

Name(s) of Forces, Commands, Ships, Squadrons or Units assigned or under your operational control (if applicable): Carrier Airborne Early Warning Squadron ONE ONE SIX

Type and number of Aircraft Assigned and Tail Codes, if applicable: 4 E-2C "Hawkeye"

SIDE #	BUNO	CONFIGURATION
600	165648	Hawkeye 2000 CNS/ATM
601	165815	Hawkeye 2000 CNS/ATM
602	165814	Hawkeye 2000 CNS/ATM
603	165811	Hawkeye 2000 CNS/ATM

Commands, Detachments or Units deployed on board or stationed aboard as tenant activities (as applicable): N/A

Number of Personnel Assigned:

Officers: 30 Enlisted: 126 Civilian: 0

Command Point of Contact (required entry, complete in full):

Name (Rank, First Name, Middle Initial, Last Name): LT [REDACTED]

Job Title/Office Code: Public Affairs Officer / Admin

E-mail (both classified and unclassified, if available): [REDACTED]

Phone number(s): [REDACTED]

Command Mailing Address: Unit 25421

FPO/AP 96601-6404  
Hangar 553, 13<sup>th</sup> St.  
Point Mugu, CA 93042

---

## **2. Commander's Assessment**

During Fiscal Year 2014, the VAW-116 "Sun Kings" faced unique challenges with rewarding outcomes that established them as the premier Hawkeye squadron in the fleet. The Sun Kings spent the year preparing for and then embarking on a 10-month combat deployment to the FIFTH and SEVENTH Fleet Areas of Responsibility with Carrier Strike Group ONE (CSG-1) and Carrier Air Wing SEVENTEEN (CVW-17) onboard USS CARL VINSON (CVN 70).

Throughout the year, the Sun Kings demonstrated success on numerous levels. Overall, the Sun Kings executed 1,608 flight hours which led to a 98 percent sortie completion rate during the 2014 work-up cycle. During this time 11,597 maintenance actions involving over 38,063 maintenance hours were completed with zero mishaps.

Most notably, VAW-116 maintained a Ready Basic Aircraft (RBA) of 72.2% and a Ready for Training (RFT) gap of only 0.16, the lowest in the community, all while executing 19% below the FY planned cost per flight-hour. Quality workmanship and smart troubleshooting led the Sun Kings to operate \$2 Million under the Aviation Depot Level Repairables (AVDLR) target cost. In addition to being well under budget, VAW-116 achieved "fleet best" grades during the 2014, Commander, Naval Air Force Aviation Maintenance Inspection. VAW-116 has been at the forefront of defining the E-2C war fighting capabilities and continue to spearhead the Hawkeye community's tactical evolution.

The Sun Kings were awarded the EAWS Pennant, the Blue "M", and Retention Excellence Award. In addition, they were awarded CVW-17 Top Hook during pre-deployment work-ups.

---

## **3. Chronology**

See electronic submission

---

## **4. Narrative**

See electronic submission

---

## **5. Supporting Reports (Refer to specific guide for Ship/Shore/Aviation or Fleet Command)**

See electronic submission

---

## 6. Published Documents

See Attached folder with published articles

---

## 7. Photographs

See attached folder with photos

---

### Submit this Command Operations Report as follows:

Via e-mail, to email address: [archives@navy.mil](mailto:archives@navy.mil)

Place any attachments too large for transmission via e-mail on CD-ROM and send by an approved commercial courier, such as FEDEX or UPS. Check CDs for readability before submission to guard against corruption. Forward paper records included as attachments in the same manner. **Do not forward Command Operations Reports via U.S. mail, as all mail addressed to the Naval History and Heritage Command is irradiated and will result in destruction of discs and damage to paper enclosures.** Address all shipments to:

Naval History and Heritage Command  
Attn: (Ships History/Aviation History/Operational Archives)  
805 Kidder Breese Street, SE  
Washington Navy Yard, DC 20374-5060

Submit **Confidential and Secret** Command Operations Reports electronically via SIPR-net e-mail to: [archives@navy.smil.mil](mailto:archives@navy.smil.mil)

Place any **classified** attachments too large for transmission via e-mail on CD-ROM and send by an approved commercial courier, such as FEDEX or UPS. Check CDs for readability before submission to guard against corruption. Forward classified paper records included as attachments in the same manner. **Do not send attachments to the Command Operations Report via U.S. mail, as all mail addressed to the Naval History and Heritage Command is irradiated and will result in destruction of discs and damage to paper enclosures.** Ensure all items are properly marked and wrapped. Address all shipments to:

Naval History and Heritage Command  
Attn: (Ships History/Aviation History/Operational Archives)\*  
805 Kidder Breese Street, SE  
Washington Navy Yard, DC 20374-5060

Forward Command Operations Report enclosures containing **Top Secret** via courier to:

405130-BA 33  
NHC/AR Washington, DC

Forward Command Operations Report enclosures containing **Sensitive Compartmented Information (SCI)** via courier to:

449354-BA 31  
ONI/Suitland, MD

The inner wrapper should read: ONI Historian, ONI-ODB EXT 2975

Telephone numbers for the ONI Historian are DSN 659-4488/5901, Commercial (301) 669-4488/5901.

\* The attention line should read **Ships History** for all ships, **Aviation History** for all air/aviation commands, and **Operational Archives** for all other commands.

For electronic submissions or questions concerning the completion or submission of reports contact the following NHC offices:

- Ships: [shiphistory@navy.mil](mailto:shiphistory@navy.mil) COM 202-433-3224; DSN 94-288-3224
- Aviation: [aviationhistory@navy.mil](mailto:aviationhistory@navy.mil) COM 202-433-3224; DSN 94-288-3224
- Fleet and Shore Commands: [archives@navy.mil](mailto:archives@navy.mil) COM 202-433-3224; DSN 94-288-3224

Classified address is [archives@smil.mil](mailto:archives@smil.mil)

### 3. Chronology

<u>Operation</u>	<u>Location</u>	<u>Dates</u>
Strike Fighter Advanced Readiness Program (SFARP)	NAS Fallon, NV Fallon Range Training Complex	01NOV13 - 22NOV13
USS CARL VINSON (CVN 70) Tailored Ship Training Availability (TSTA)	SoCal Op Area	16JAN14 - 10FEB14
Carrier Air Wing FIVE (CVW-5) SFARP	NAS Fallon, NV Fallon Range Training Complex	05MAR14 - 14MAR14
Fleet Synthetic Training	NAS Point Mugu	17MAR14- 21MAR14
Carrier Air Wing SEVENTEEN (CVW-17) Air Wing Fallon	NAS Fallon, NV Fallon Range Training Complex	19MAR14 - 19APR14
Commander Command, Control and Logistics Wing (COMACCLOGWING) Maintenance Program Assist	NAS Point Mugu	28APR14 - 02MAY14
USS CARL VINSON (CVN 70) Composite Training Unit Exercise/Joint Task Force Exercise (COMPTUEX/JTFEX)	SoCal Op Area	09MAY14 - 13JUN14
Commander, Naval Air Forces (CNAF) Aviation Maintenance Inspection	NAS Point Mugu, CA	23JUN14 - 27JUN14
NATOPS Unit Evaluation	NAS Point Mugu, CA	23JUN14 - 27JUN14
Change of Command	NAS Point Mugu, CA	02JUL14
USS CARL VINSON (CVN 70) Carrier Strike Group ONE (CSG-1) Combat Deployment (estimated return date Summer 2015)	THIRD, SEVENTH & FIFTH Fleet Areas of Responsibility	22AUG14 - Present
VALIANT SHIELD Carrier Strike Group ONE	SEVENTH Fleet Area of Responsibility	14SEP14 - 23SEP14

## 4. Narrative

---

In 2014, the Sun Kings began an eventful year by joining Carrier Air Wing SEVENTEEN (CVW-17) in Fallon, NV for Strike Fighter Advanced Readiness Program (SFARP). It was here that CVW-17 began the process of building battle effectiveness and integrating as a cohesive unit. Three weeks at NAS Fallon afforded the squadron with the opportunity to provide tactical control to CVW-17 strike fighters in Offensive Counter Air (OCA), Defensive Counter Air (DCA), and Strike exercises against robust adversary presentations. VAW-116 maintainers continually provided aircrew with fully mission capable aircraft so that Air Intercept Controllers (AIC) and Air Wing strike/fighters could practice their most complex tactics and procedures on the Fallon Range Training Complex (FRTC) with the added benefit of in-depth feedback from highly qualified Weapons and Tactics Instructors (WTI). SFARP proved to be invaluable for VAW-116 maintainers and aircrew alike. By flying 50 sorties and posting a remarkable 100% sortie completion rate, the squadron was able to support Air Wing training missions, developing readiness, lethality, and the interpersonal relationships between squadrons that embody the synergy of the Carrier Air Wing Team.

In January, the Sun Kings began Field Carrier Landing Practice (FCLP) in preparation for Tailored Ship Training Availability (TSTA); their first at-sea period of FY 2014. The squadron subsequently flew three E-2C Hawkeye 2000 aircraft to USS CARL VINSON (CVN 70) on 16 January for carrier qualifications. Where SFARP provided the basis to build the CVW-17 team, TSTA provided the opportunity to develop the working relationship between CVW-17, CVN 70 and the rest of the Carrier Strike Group ONE (CSG-1) team. Emphasis was placed on the safe and expeditious launch and recovery of aircraft. In addition to these skill sets, the Carrier Strike Group refined its tactical employment across a variety of mission areas including Dynamic Air Resource Coordination Center (DARCC) operations, Airborne Battlespace Command and Control (ABCC), Dynamic Strike (DYSTEX), and Large Force Exercises (LFE). In particular, the advancements made by VAW-116 in DARCC operations placed CSG-1 on the cutting edge of a new tactical construct tailor-made for combat operations in theater. Thanks to the outstanding efforts of the maintenance professionals, the Sun Kings safely executed 72 sorties and again posted a 100% sortie completion rate, making TSTA a tremendous success. With the superb aircraft provided, squadron aircrew controlled 17 AIC events and led the Air Wing in 10 DARCC and DYSTEX events, culminating in three Sun Kings earning qualifications as CVW-17 Dynamic Strike Mission Commanders (DSMC).

VAW-116 returned from TSTA with a wealth of experience in employing their weapons systems. In addition to their support of CSG-1, the Sun Kings also supported the Liberty Bells of VAW-115 and Carrier Air Wing FIVE (CVW-5), forward deployed to NAS Atsugi, Japan, when their aircrew returned stateside for TDY training at NAS Fallon, NV. Due to the demanding logistical challenges that would have been required to fly their aircraft across the Pacific, CVW-5 and VAW-115 elected to keep their compliment of E-2Cs on station back in Japan. VAW-116 graciously provided both aircraft and aircrew to augment VAW-115, allowing forward deployed naval aviators to receive the same top-tier training as those stationed in CONUS. Aircrew flew four "out-and-in" sorties to Fallon, NV to pick up VAW-115 aircrew and execute training missions in support of CVW-5, allowing Sun King maintainers to further refine the Hawkeye weapons systems while aircrew continued to hone their tactical skills for the upcoming combat deployment.

In March 2014 the Sun Kings and CVW-17 returned to NAS Fallon, NV to participate in the pinnacle of tactical training in Naval Aviation: the Air Wing Weapons Detachment. Affectionately dubbed Air Wing Fallon, the training is designed to provide one of the most demanding and realistic environments in the world in order to simulate actual combat operations. Flying against seasoned aggressor pilots, Carrier Air Wings take the concepts first introduced during SFARP and employ them at a graduate level under the observation and guidance of experienced Weapons and Tactics Instructors. The squadron demonstrated their prowess in a wide skill set of mission areas including Large Force Strikes (LFS), Air Defense (AD), Combat Search and Rescue (CSAR) and Dynamic Targeting (DT). After a continuous succession of increasingly challenging missions, Air Wing Fallon culminated in a multi-day rolling campaign which found VAW-116 and CVW-17 operating at peak performance.

On 27 March, in the midst of fulfilling very demanding training requirements, Naval Air Systems Command, via the Chief of Naval Operations, issued a "Red Stripe", or grounding order, for all E-2C Hawkeye aircraft due to a number of cracks found in the wing center sections of E-2 and C-2 aircraft throughout the fleet. The subsequent Airframe Bulletin directed a one-time non-destructive eddy current inspection by Fleet Readiness Center (FRC) Non-Destructive Inspection teams. Possessing the requisite knowledge from its experienced maintainers, the Sun Kings

were able to comply and complete the time-intensive inspection requirements on all four aircraft the same day the Red Stripe was released, allowing the squadron to miss only one scheduled sortie. In spite of the many maintenance challenges, Sun King maintainers were able to provide enough full mission capable (FMC) aircraft to enable the squadron to achieve a 98 percent sortie completion rate for the duration of Air Wing Fallon.

Following this demanding detachment, the Sun Kings returned home to Point Mugu, welcoming the COMACCLOGWING Inspection Team for the 2014 Maintenance Programs Assist. The Sun King Maintenance team used this three week period between Air Wing Fallon and the next at-sea period as a window of opportunity to complete aircraft 600's 400/800-hour inspection. Removing panels during this major inspection, Airframes technicians discovered a section of delamination on the top of the aircraft center wing section. A Planning and Estimator (P&E) team was able to quickly repair the discrepancy and return the aircraft to service prior to COMPTUEX.

In August 2013, the T-56 Fleet Support Team (FST) released new performance limitations for T56-A-427 engines based on projected performance degradation over time. These new limitations affected eight engines fleet wide, three of which were installed in VAW-116 aircraft. The new performance limitations caused Power Plants technicians to perform major unplanned maintenance in order to verify performance metrics. During the first three quarters of the fiscal year, VAW-116 performed these maintenance actions on two of the three engines, the results of which seemed to indicate impending engine failure was likely. Demonstrating keen foresight, maintenance leadership coordinated with FST, T-56 Class Desk and COMACCLOGWING to perform the timely engine replacements prior to deployment to avoid possible material failure. The third affected engine was granted a waiver to fly through Air Wing Fallon, but suffered a critical failure of the turbine section while airborne during the detachment. Ultimately the astute maintenance management, technical expertise, and effective communication with external agencies enabled the command to meet all operational requirements.

Just one week after the MPA, the Sun Kings again embarked on USS CARL VINSON for Composite Training Unit Exercise (COMPTUEX) in another opportunity to lead CVW-17 and CSG-1. COMPTUEX is the embarked corollary to Air Wing Fallon, in which VAW-116, CVW-17, CVN 70 and rest of the CSG-1 team are graded on their ability to work as a team and, if determined to be eligible by THIRD Fleet evaluators, culminates in the CSG earning its certification to carry out combat operations. During this rigorous at-sea period, the Sun Kings executed 90 sorties and again posted an outstanding sortie completion rate of 99%. Not only did VAW-116 excel in its tactical employment and leadership, they were unmatched in the fundamentals of Naval Aviation, surpassing all other squadrons in the Air Wing and earning the coveted CVW-17 Top Hook Award for superior landing performance aboard the ship.

Additionally during COMPTUEX, VAW-116 lent out its considerable tactical expertise to USS BUNKER HILL (CG 52), USS GRIDLEY (DDG 101), and USS DEWEY (DDG 105) by sending squadron aircrew to provide crucial Air Intercept Control training to their compliment of Operations Specialists in order to maximize the lethality of AEGIS weapon systems. During the month-long exercise, three more aircrew completed the Dynamic Strike Mission Commander syllabus by serving as overall mission leads for various skill sets to include AD, DARCC, CSAR, and Maritime Counter Special Operations Forces (MCSOF).

Only ten days after returning to NAS Point Mugu, the Sun Kings welcomed the Commander Naval Air Forces (CNAF), Inspection Team Two for the 2014 Aviation Maintenance Inspection (AMI). The 2014 AMI found 37 out of 38 Sun King programs "On Track", a Fleet best. During the same week, the Safety Department and Sun King aircrew welcomed the VAW-120, E-2C NATOPS Evaluation Team. The NATOPS Unit Evaluation was conducted by the E-2C Model Manager and resulted in a score of "Excellent." The Evaluators remarked specifically on the outstanding communication between the Safety and Maintenance departments to ensure all technical publications remained up to date.

With its scheduled combat deployment quickly approaching, July brought significant change for the squadron as well as a much-deserved pre-deployment POM period. On 2 July 2014, CDR Daniel E. Harwood was relieved by CDR Daniel C. Stone as Commanding Officer. Following the change of command, the Sun Kings began the first of two POM periods. During the two POM periods aircrew and maintainers, manned at only 50%, continued to execute FCLPs in preparation for the rapidly approaching deployment.

On 22 August, 2014, VAW-116 began it's nearly ten month long combat deployment aboard CVN 70 in support of Third Fleet, Seventh Fleet, and Fifth Fleet Areas of Responsibility (AOR). To wrap up a busy year, in September, 2014, while in the Seventh Fleet AOR, the Sun Kings participated alongside the rest of CVW-17, CSG-1, CVW-5, CSG-5, and elements from the USMC and USAF in support of Exercise Valiant Shield. During this exercise,



VAW-116 put into action all of the skills developed during workups and helped make this Joint Large Force Exercise a success.