

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

Classification:

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. This form can be used by all types of commands: ship, shore, or aviation.

All sections must be completed. Command Operations Reports (CORs) are divided into six sections: Command Data, Commander's Assessment, Chronology and Narrative, Supporting Reports, Published Documents, and Photographs. List the attachments included within each applicable section. See OPNAVINST 5750.12K and Tips for Preparing a Command Operations Report for assistance in compiling and submitting this form and any attachments.

It is only necessary to submit one version of the COR, and electronic submission is highly preferred. Electronic documents should be in a Microsoft Office format (Word, Excel, Power Point, or Access), PDF, TIFF (preferred) or JPEG, or plain text. Attachments in electronic format are to be submitted via e-mail, AMRDEC, or on CD as explained at the end of this form. List any enclosures that are not electronic and submit them in hardcopy in the same manner as a CD.

1. Command Data

Name of your Command or Organization: Carrier Airborne Early Warning Squadron ONE TWO THREE (VAW-123)

Unit Identification Code (UIC), per the SNDL: 09477

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

Last: Martin First: Darryl M.I.: B Rank: CDR

Date Assumed Command (date format is YYYY-MM-DD): 2016-12-07

Mission/Command Employment/Area of Operations: Carrier Airborne Early Warning/Tactical Command and Control

Permanent Location (Home Port for deployable units): Naval Station Norfolk (Norfolk, VA)

Immediate Superior in Command:

Operational: Captain Marc J. Miguez, Commander Carrier Air Wing THREE

Administrative: Captain Valerie R. Overstreet, Commodore Airborne Command Control and 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):

Carrier Strike Group TEN (CSG-10)

USS Dwight D. Eisenhower (CVN 69)

Carrier Air Wing THREE (CVW-3)

Operation OAKEN SHIELD

Operation INHERENT RESOLVE

Name(s) of Forces, Commands, Ships, Squadrons or Units assigned or under your operational control (if applicable): N/A

Type and number of Aircraft/Ships Assigned and Tail Codes/Hull Numbers, if applicable:

Northrop Grumman E-2C+ Group II (Navigation Upgrade) "HAWKEYE"

Four Aircraft Assigned: 164486

165299

165293

165303

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

Number of Personnel Assigned:

Officers: 26

Enlisted: 124

Civilian: 0

Command Point of Contact:

Name: LTJG, [REDACTED]

Job Title/Office Code: Public Affairs Officer

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

Phone number(s): [REDACTED]

Command Mailing Address: 9218 4th Avenue Suite 100 LP21 Norfolk, VA 23511-2226

2. Commander's Assessment

Our duty is to provide flexible, on-scene carrier airborne command and control for joint and combined forces anywhere in the world in order to ensure stability, build on our relationships with allies and partners, provide our Nation's leaders with options in times of crisis, and if necessary, win conflicts.

As an operational unit completing the integrated training phase and deployment this year, we prioritized warfighting. Similar to other squadrons on the tip of the spear, assigned Sailors knowingly placed their other commitments on hold to support our National Interests during this time. The Screwtops' demonstration of this dedication under the compressed Optimized Fleet Response Plan (OFRP) schedule and continual Combatant Commander (CCDR) demands was evident by their achievements this year. As stewards of our resources, we overcame the difficulties of operating some of the oldest aircraft on the flightline. Our strong CPO Mess and FCPO Mess utilized the established processes to operate within our means and provide RFT aircraft above our average entitlements. Although the GRII aircraft did not provide the more modern and required capabilities in theater, our presence fulfilled a TAC C2 niche in Operation INHERENT RESOLVE enabling Carrier Air Wing THREE (CVW-3) flexibility during emergencies and contingency plans in our daily tasking. Additionally, we performed a less traditional role in developing the JIPOE prior to Operation ODYSSEY LIGHTING while in an expeditionary role within the Sixth Fleet AOR. Not only did our efficiencies throughout the year earn us the 2016 Battle E award, but we held the front line to allow the VAW community to continue to transition other squadrons to the E-2D under a reduced production rate and delayed fleet-wide introduction.

This year we also overcame some unexpected personnel losses while fulfilling our mission. During COMPTUEX, a flight deck mishap involving a wire separation left six maintainers injured. No limbs were lost, and three of these Sailors were able to return to the Screwtops in part from the immediate response of USS DWIGHT D. EISENHOWER (CVN69) and CVW-3 personnel along with the capability to transport these Sailors to Norfolk General and Portsmouth Naval Hospital.

Putting warfighting first adds a level of stress on Sailors which building resiliency helps mitigate but cannot prevent. Outside of the injured maintainers from the mishap, several Sailors were unexpectedly transferred from the command for medical reasons, which included PTSD, suicidal ideations, and unplanned pregnancies. PFA failures also contributed to the command losses.

Supporting Phase 0 in CCDR Theater Campaign Plans (TCPs), the Screwtops also served as ambassadors abroad. We each have many sources of identity, but we all commonly represent our Nation, our Navy, our hometowns, and our families both on and off duty. In this regard, we maintained the trust with the American public by displaying our best ideals through each port call and hosting of visitors aboard CVN 69. With this broad understanding of their strategic value, even our youngest Sailors performed this task with professionalism. Under the watchful eyes of our citizens, the press, and other nations, the Screwtops maintained their trust with the public which enabled all U.S. Service Members to maintain the unique ability to swiftly carry out our duty as the Nation's executioners of violence while minimizing harm to ourselves and noncombatants.

Reflecting on the year's accomplishments listed in this report, I could not have chosen a finer group of men and women to call Screwtops. The people who serve in our Navy remain our Nation's strongest asset.

3. Chronology

- January 2016 to February 2016 Detached to NAS Fallon for CVW-3 Air Wing Fallon
- March 2016 to April 2016 Carrier Strike Group TEN (CSG-10) Composite Training Unit Exercise (COMPTUEX) on board USS Dwight D. Eisenhower (CVN 69)
- March 2016 Arresting gear mishap on board USS Dwight D. Eisenhower (CVN 69)
- April 2016 to May 2016 Pre-Operational Movement (POM) leave
- May 2016 Transferred aircraft 165295 to VAW-124 and received aircraft 165299 from VAW-124.
- June 2016 to December 2016 deployed on board USS Dwight D. Eisenhower (CVN 69)
- June 2016 Detachment Souda Bay, Greece
- June 2016 Naples, Italy Port Visit
- July 2016 – November 2016 Operation INHERENT RESOLVE
- August 2016 Manama, Bahrain Port Visit
- September 2016 Dubai, United Arab Emirates Port Visit
- November 2016 Manama, Bahrain Port Visit
- November 2016 Secretary of the Navy Ray Mabus visit on board USS Dwight D. Eisenhower
- December 2016 Change of Command
- December 2016 Marseilles, France Port Visit
- December 2016 Return to Home Port (RTHP)

Narrative

In January 2016, the World Famous Screwtops continued supporting Carrier Air Wing THREE's (CVW-3) deployment workup cycle in Fallon, NV for Air Wing Fallon. The Naval Aviation Warfare Development Center (NAWDC) instructor cadre thoroughly evaluated the squadron's performance and provided critical feedback to sharpen the aircrew's combat readiness. During Airwing Fallon, the squadron executed over 66 sorties and 207 total flight hours supporting missions which incorporated the Army, Air Force, Marine Corps, and Special Operations Forces.

After Airwing Fallon, the Screwtops focused on preparations for Composite Training Unit Exercise (COMPTUEX) on board USS DWIGHT D. EISENHOWER (CVN 69). The squadron executed Field Carrier Landing Practices (FCLP) at Wallops Flight Facility and Naval Auxiliary Landing Field Fentress, completing 28 day periods and 31 night periods resulting in 11 pilots certified safe for Carrier Qualification (CQ).

In March, CVW-3 commenced COMPTUEX and the Screwtops executed cyclic operations on board CVN 69. On March 18th, the Screwtops experienced a mishap during a carrier arrested landing. According to the Air Medal Citation awarded to the aircrew, "As the E-2C engaged the cross deck pendant and began to decelerate, the wire unpredictably separated causing the aircraft to continue off the landing area. As the aircrew had very little runway distance remaining and the requisite airspeed to safely rotate for takeoff, the aircrew quickly recognized the condition and the pilots reconfigured the aircraft while setting a high angle of attack attitude to attempt a last ditch climb. Due to the aircrew's swift reaction time and proactive communication, the E-2C was able to climb thus avoiding a ditch which would have

resulted in both the loss of the aircraft and possibly the lives of the aircrew.” The Screwtops returned to cyclic operations for COMPTUEX and conducted a total of 86 sorties for 283 flight hours, while ultimately fulfilling the requirements of Combat Operational Effectiveness (COE) and blue water certification.

In May, the Screwtops focused on the final preparations for deployment. Squadron members spent time with friends and families on Pre-Operational Movement (POM) leave before returning their focus to mission readiness. Pilots conducted a final round of FCLPs at Naval Auxiliary Landing Field Fentress in preparation for deployment CQ on board CVN 69.

Manning the rails on CVN 69 on June 1, 2016, the Screwtops left Norfolk on deployment for the first time in nearly four years. The Screwtops certified twelve pilots for CQ in CVW-3’s first two days of operations. After transiting across the Atlantic Ocean, the Screwtops began cyclic carrier operations in support of Carrier Strike Group TEN (CSG-10). CSG-10 then entered the Sixth Fleet Area of Operations (AOR) and pulled into port in Naples, Italy for its first port visit. At the same time, the Screwtops sent a two plane detachment to Souda Bay, Greece in support of Sixth Fleet operations. After port call, CSG-10 and CVW-3 conducted operations with Turkish Naval Forces and the Screwtops participated through an air defense exercise (ADEX). Throughout operations in the Sixth Fleet AOR, the Screwtops conducted Airborne Early Warning (AEW) operations in support of CSG-10’s operational readiness and maritime defense.

In July, CSG-10 departed the Eastern Mediterranean Sea for the FIFTH Fleet AOR. After a careful transit through the Suez Canal, CVN 69 conducted cyclic flight operations in the Gulf of Aden and the Screwtops made final preparations for upcoming combat missions. Soon thereafter, CVN 69 transited the Straits of Hormuz and stationed in the Arabian Gulf. CVN 69 remained in the Arabian Gulf until November, and the Screwtops executed combat missions in support of Operation INHERENT RESOLVE (OIR). At the end of operations in support of OIR, the Screwtops totaled 286 combat sorties and 1,333.4 combat hours with a 99% sortie completion rate.

In November, CSG-10 returned to the FIFTH Fleet AOR and the Screwtops executed 39 Airborne Early Warning sorties and 137.8 flight hours. While stationed in the Eastern Mediterranean Sea, the Screwtops held a change of command ceremony on board CVN 69. CDR D. Martin relieved CDR J. Chuderewicz as Commanding Officer in the ceremony held in the squadron’s ready room, and CDR P. Dziekan assumed the duties of Executive Officer.

At the completion of deployment flight operations, the Screwtops totaled 589 sorties, 2,200 flight hours, and 648 arrested landings. The squadron’s outstanding performance and safety record are attributable to the relentless efforts of its Aircrew and Sailors throughout deployment. In December 2016, the Screwtops returned home to their loved ones and for well-deserved rest after seven months at sea.

4. Supporting Reports

FISCAL YEAR 2016 BATTLE EFFICIENCY AWARD

5. Published Documents

- Change of Command Announcement (1 word document attached)
 - Deployment Family Newsletters (9 PDFs)
 - Command website: <http://www.cacclw.navy.mil/vaw123/history.html>
 - Biographies of the Commanding Officer, Executive Officer, and Command Master Chief (3 word documents attached)
 - Professional Articles (3)
 1. Screwtops in OIR: Integrating the Group II E-2 in the established theater of operations
 2. HCAs by Screwtop: Lessons learned from workups
 3. If You Ain't mIRC'N, You Ain't Work'in: Incorporating mIRC in the Group II
-

6. Photographs



CO: CDR Darryl B. Martin



CO: CDR Jason L. Chuderewicz



XO: CDR Patrick M. Dziekan



CMDCM: (AW/EXW/SCI/SW) Philip S. Key

Additional Photos submitted via CD-ROM



DEPARTMENT OF THE NAVY
CARRIER AIRBORNE EARLY WARNING SQUADRON
ONE TWO THREE
9218 4TH AVE STE 100 LP-21
NORFOLK, VA 23511-2226

1650
 Ser 00/222
 13 Oct 16

From: Commanding Officer, Carrier Airborne Early Warning Squadron ONE TWO THREE
 To: Commander, Naval Air Force Atlantic
 Via: (1) Commander, Carrier Air Wing THREE
 (2) Commander, Airborne Command Control and Logistics Wing

Subj: FISCAL YEAR 2016 BATTLE EFFICIENCY AWARD

Ref: (a) COMNAVAIRFORINST 1650.15J
 (b) COMACCLOGWINGINST 3590.1F

1. Aircraft Material Readiness

a. Aircraft Material Efficiency FY16

Month	RFT Gap	Comments
OCT	0.00	Plus 1.23
NOV	0.00	Plus .70
DEC	0.00	Plus .72
JAN	0.00	Plus 1.00
FEB	0.00	Plus .94
MAR	0.00	Plus .67
APR	0.00	Plus .47
MAY	0.00	Plus 1.64
JUN	0.00	Plus .48
JUL	0.03	
AUG	0.22	
SEP	0.14	

b. Schedule Performance Index

Quarter	Plan Hrs.	Executed Hrs.	Index	Comments
1 st	494.7	453.5	92%	23.5 CVW-3 Staff, 15.9 WTI
2 nd	592.7	468.6	79%	12.7 CVW-3 Staff, 45.8 WTI; 11% cancelled for mishap and weather
3 rd	460.2	446.6	97%	38.8 CVW-3 Staff, 29.2 WTI
4 th	1067.8	1064.8	99%	90 CVW-3 Staff, 0.0 WTI

2. Performance Readiness

a. Operational Achievements

Subj: FISCAL YEAR 2016 BATTLE EFFICIENCY AWARD

(1) Composite Training Unit Exercise grade: T-2

(2) Air Wing Fallon grade: Pass

(3) Landing grades

(a) Air Wing average: 3.43

(b) Squadron average: 3.41

(4) Boarding rates

(a) Air Wing average rate

1. Day: 92.65%

2. Night: 92.65%

(b) Squadron rate

1. Day: 99.0%

2. Night: 96.0%

(5) Deployed theater-specific combat and operational tasking

(a) Sorties scheduled: 160 (Overland) 93 (Overwater) 253 (Total)

(b) Sorties flown: 157 (Overland) 93 (Overwater) 250 (Total)

(c) Sorties flown to aid in measurement (CN flights, Disaster/HR, etc):

Operation ODYSSEY LIGHTING: 15 (Souda) 9 (CVN) 24 (Total)

b. Training Readiness

(1) Exercise Participation:

<u>Exercise Name</u>	<u>Dates</u>	<u>Sorties Flown</u>
CVW-3 AS SFARP	15 Sep - 17 Oct	10 (FY16 only)
CSG-10 Group Sail	21 Nov -15 Dec	56
CVW-3 Air Wing Fallon	21 Jan – 19 Feb	68
Missile Shoot	15 Mar	1
COMPTUEX	18 Mar - 13Apr	43

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(2) Simulator Usage:

(a) Simulator hours scheduled: 34.0 WST, 24.1 OFT

(b) Simulator hours used: 34.0 WST, 22.1 OFT

(3) Number of flight crew (Pilot, NFO, Aircrew) that progressed one Air Combat Training Continuum (ACTC) level during the fiscal year: 25

c. Inspection Accomplishments

(1) Naval Air Training and Operating Procedures Standardization (NATOPS) Unit Evaluation score: Excellent

d. Material Readiness

(1) Aviation Material Inspection (AMI) score: N/A

(2) Material Condition Inspection (MCI) score: N/A

(3) Cannibalization rate per 100 flight hours: 2.5

e. Personnel Readiness

(1) Retention Rate Zone A (first term) Provide percentage of eligible personnel:

(a) Eligible: 15

(b) Reenlisted: 8

(c) Percentage: 53.3%

(2) Retention Rate Zone B (second term) Provide percentage of eligible personnel:

(a) Eligible: 4

(b) Reenlisted: 3

(c) Percentage: 75%

(3) Retention Rate Zone C (third term or subsequent) Provide percentage of eligible personnel:

(a) Eligible: 3

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(b) Reenlisted: 3

(c) Percentage: 100%

(4) Advancement Rate for E-4, E-5, and E-6:

(a) Eligible: E4-13, E5-13, E6-15

(b) Took exam: E4-13, E5-13, E6-15

(c) Selected: E4-3, E5-4, E6-2

(d) Percentage of Pass/Not Advanced: 77.6% E4-76.9%, E5-69.2%, E6-86.7%

(5) Percentage of assigned personnel within all physical readiness standards:

(a) PFA: 99.0%

(b) Medical: 96.7%

(c) Dental: 96.7%

(6) College Courses/JPME completed: 17/3 [3]

f. Safety

(1) Alpha Mishaps: 0

(2) Bravo Mishaps: 0

(3) Charlie Mishaps: 0

(4) Foreign Object Damage (FOD) occurrences: 0

(5) Hazardous Reports (HAZREPS) submitted: 41

- a) Aircraft Struck One Bird and One Bat during Night FCLPs
- b) Radar Box Began to Smoke in FEC
- c) Rudder Switch Failure leads to Rudder Trim Hard Over
- d) Stuck Flaps Leads to Short Field Arrestment
- e) Flap Crunch During Wing Swap Evolution
- f) Stuck Flaps Leads to Uneventful Full Stop
- g) Aircraft Lost Brakes during High Power Turn
- h) Propeller Blade Damaged due to FOD

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- i) Hydraulic Leak Leads to Precautionary Landing
- j) BASH Remains found on Aircraft Man-up
- k) CICO's Seat Came De-Rigged in Flight
- l) Tow Link off the Catapult
- m) Smoke and Fumes from Radar Box
- n) Tow Link off the Catapult
- o) Engine Failed to Shutdown on Deck Normally, Requiring a Condition Lever Feather Shutdown
- p) Stuck Flaps at Altitude (First Event)
- q) Stuck Flaps at Altitude (Second Event)
- r) Stuck Flaps at Altitude (Third Event)
- s) Unsafe Nose Gear Indication
- t) Hyd Flt Level Caution Light Leads to Uneventful Night Trap
- u) Hydraulic Flight Level Caution Light Leads to Uneventful Trap
- v) Tow Link off the Catapult
- w) HF Fixed Wire Broke during High Power Turn
- x) Flickering Prop Pump Light Leads to Straight-in Shipboard Recovery
- y) Co-pilot's Wind Screen Cracked on Takeoff from KCOS
- z) Co-pilot's Wind Screen Cracked on Takeoff from KNFL
- aa) Prop Pump Light in the Break at KNFL
- bb) Bash Remains found on post flight
- cc) Hold Back Fitting Failure off cat launch
- dd) Tail Hook Error
- ee) Q-feel stuck at 140kts
- ff) Stuck flaps
- gg) Broken Fixed Wire Antenna
- hh) Tow Link off the Catapult
- ii) Broken Fixed Wire Antenna
- jj) Complete combined hyd failure
- kk) Tow Link that stays illuminated
- ll) Hyd low light
- mm) Failed Elevator Trim actuator 600
- nn) BASH
- oo) Flight Hyd Level Low and Pitot Static Failure

(6) Total NATOPS changes submitted: 0

(7) NATOPS change submissions accepted: 0

(8) Total Safety articles submitted: 2

- a) CVN 69 Wire Snap – The Flight of the Phoenix
- b) Azores Divert

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(9) Safety articles accepted: 0

g. Weapons Systems Contributions

(1) Total Tactical documents submitted: 0

(2) Tactical documents accepted: 0

(3) Tactical projects completed: 2

(4) Total Tactical Manual (TACMAN) changes submitted: 0

(5) TACMAN changes accepted: 0

(6) Total Professional articles submitted: 3

- Screwtops in OIR: Integrating the Group II E-2 in the established theater of operations
- HCAs by Screwtop: Lessons learned from workups
- If You Ain't mIRC'N, You Ain't Work'in: Incorporating mIRC in the Group II

(7) Professional articles accepted: 3

3. General Contributions

a. As the first E-2 Squadron to participate in the Optimized Fleet Response Plan (O-FRP), VAW-123 maximized cost-effective training opportunities to ensure mission success despite significant fiscal constraints. With 2016 being the first time the SCREWTOPS deployed since 2012, more than 60 percent of the command had not previously been on a deployment, dramatically increasing the training requirements in this fiscally restrained time. Despite these challenges, VAW-123 became the pillar of training and operational efficiency for Carrier Air Wing THREE (CVW-3) and Carrier Strike Group TEN (CSG-10).

b. Beginning the fiscal year with Group Sail, VAW-123 joined CVW-3 and CSG-10 on board USS DWIGHT D. EISENHOWER (CVN 69) for the first comprehensive underway period since the carrier's 22 month yard period. During this time VAW-123 led the entire strike group conducting Hawkeye Controlled Approaches (HCA), Emission Control Launch and Recoveries (EMCON) and Triton procedures during this earliest phase of strike group coordination. The dedication of the aircrew and their early coordination with the Carrier Air Traffic Control Center (CATCC), as well as other shipboard personnel, was directly responsible for VAW-123 receiving the highest marks in the execution of these procedures from Carrier Strike Group FOUR (CSG-4) during COMPTUEX.

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c. During Air Wing Fallon detachment, VAW-123 once again proved the utility and viability of the E-2C Group II as a combat ready aircraft, even in the overland environment. VAW-123 provided outstanding control in the challenging environment of Fallon, Nevada, and despite the winter conditions experienced by our maintainers and aircrew; we were able to maintain a sterling 98% sortie completion rate. Additionally, the senior pilots and NFOs from VAW-123 successfully led 16 major CVW-3 large force events, resulting in eight Air Wing Mission Commander qualified aircrew for the 2016 combat deployment.

d. Despite the challenges of overcoming the personnel injuries and the near-loss of one of our aircraft at the beginning of COMPTUEX, VAW-123 maintained its resolve during the revamped CSG-4 O-FRP underway training events. The SCREWTOPS continued to lead within the Strike Group through consistent, proactive involvement in Air Wing training as well as hands-on professional development for the staff and ships of Destroyer Squadron TWO SIX (DESRON 26). It was through our relentless efforts that CSG-10 achieved a final grade of T-2.

e. In response to a joint AFRICOM and EUCOM EXORD supporting Operation ODYSSEY LIGHTNING, the SCREWTOPS successfully operated a detachment from Souda Bay, Greece, providing direct support to SIXTH Fleet planning efforts. Consisting of 46 personnel and 2 aircraft, a team of officers led 33 maintainers in the successful execution and coordination of 22 flights from NSA Souda Bay and CVN 69, providing vital intelligence products that proved pivotal in the long range planning for AFRICOM and SIXTH Fleet.

f. Currently still deployed flying in support of Operation INHERENT RESOLVE (OIR), the flexibility and professionalism of our aircrew and maintainers has enabled VAW-123 to once again prove relevant on the battlefield today. Supporting the international coalition of countries participating in OIR through battlespace management, we have provided over 155 OIR support flights, demonstrating the utility of a relatively small crew of well-trained Hawkeye aircrew, even in an established battlespace. VAW-123's efforts have also provided a dramatic increase in flexibility for the ground based command-and-control (C2) nodes, enabling them to adjust Battle Management Areas (BMAs) supporting the current operational needs of the ground forces.

g. The Hawkeye Community and the Naval Aviation Enterprise pride themselves on a dedication to professionalism and aggressive mission accomplishment. VAW-123 has continued its dedication to this fine tradition through its myriad of accomplishments in 2016. It is with tremendous pride and pleasure that I submit the SCREWTOPS as the only choice as the 2016 Battle "E" squadron.



J. L. CHUDEREWICZ

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-----OFFICIAL INFORMATION DISPATCH FOLLOWS-----

RTTUZYUW RUCOSSA0010 0232111-UUUU--RHMCSUU.

ZNR UUUUU

R 232007Z JAN 17 ZYB

FM COMNAVAIRLANT NORFOLK VA

TO CARAEWRON ONE TWO THREE

INFO COMACCLOGWING PT MUGU CA

COMCARAIRWING THREE

COMACCLOGWING DET NORFOLK VA

BT

UNCLAS

MSGID/GENADMIN,USMTF,2007/COMNAVAIRLANT NORFOLK VA//

SUBJ/VAW-123 2016 COMNAVAIRLANT BATTLE E WINNER//

REF/A/DESC:COMNAVAIRFOR INSTRUCTION 1650.15K/-/27SEP2016//

NARR/REF A IS THE CNAF AWARDS INSTRUCTION//

POC/[REDACTED]/LCDR/UNIT:CNAL N806/NAME:NORFOLK, VA

/TEL:[REDACTED]//

GENTEXT/REMARKS/1. CONGRATULATIONS TO THE SCREWTOPS OF VAW-123 FOR WINNING THE 2016 COMNAVAIRLANT BATTLE E. SETTING THE STANDARD OF EXCELLENCE AND LEADERS IN COMMAND AND CONTROL, YOUR SQUADRON HAS RAISED THE BAR FOR ALL OTHERS TO STRIVE TOWARD. IT IS TO YOUR GREAT CREDIT THAT VAW-123 PREVAILED IN AN EXTREMELY KEEN COMPETITION.

WINNING THE COMNAVAIRLANT BATTLE E RECOGNIZES YOU AS THE PREMIER SQUADRON IN COMBAT PERFORMANCE WITHIN ALL OF AIRLANT. YOU HAVE CLEARLY ESTABLISHED YOURSELVES AS THE BEST IN YOUR COMMUNITY.

2. PLEASE EXTEND MY HEARTIEST CONGRATULATIONS TO EACH MEMBER OF THE SCREWTOPS FOR A JOB WELL DONE. AIRLANT SENDS.//

BT

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Martin Leads Screwtops of VAW-123

From Eisenhower Carrier Strike Group Public Affairs

MEDITERRANEAN SEA (NNS) The “Screwtops” of Carrier Airborne Early Warning Squadron (VAW) 123 held a change of command ceremony aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69) (Ike) in the eastern Mediterranean Sea, Dec. 7.

Cmdr. Darryl Martin relieved Cmdr. Jason Chuderewicz as commanding officer in the ceremony held in the squadron’s ready room.

Chuderewicz, a 1997 graduate the U.S. Naval Academy, led the squadron through a complex schedule.

He thanked the squadron for their hard work and dedication.

“I am deeply honored and very proud to have had the opportunity to lead such a fantastic group of professionals through a challenging work-up cycle and this deployment,” Chuderewicz said. “Being called ‘Skipper’ will be one of my most cherished memories, and I will never forget these young men and women who served with me in the Screwtops and worked so hard to complete our mission each and every day.”

He will report to commander, Carrier Strike Group 4.

A 1999 graduate of the U.S. Naval Academy, Martin was humbled to begin his command tour of the Screwtops.

“The Screwtops are a group of intrinsically motivated and professional Sailors who are eager to make this a better world for the next generation,” Martin said. “From our undesignated Sailors learning their way to our industrious second class petty officers, from the cooperative and competitive first class petty officers to the chief petty officers that we rely on to get the job done right, and finally from our innovative junior officers to our knowledgeable department heads, you continue to set the example of our core values and attributes both on and off duty while holding the line with some of the fleet’s oldest aircraft.”

Martin expressed his admiration for the VAW-123 team.

“It’s not easy, but you do it every day with unwavering diligence and integrity,” Martin said. “I cannot think of a finer group to call my brothers and sisters-in-arms, and I am honored and proud to have the opportunity to be the commanding officer.”

Cmdr. Patrick Dziekan assumed duties as the squadron's executive officer from Martin.

VAW-123 is part of the Eisenhower Carrier Strike Group (Ike CSG), which is comprised of Ike, CSG-10 staff, the squadrons and staff of CVW-3, Destroyer Squadron (DESRON) 26 staff and accompanying ships guided-missile destroyers USS Stout (DDG 55), USS Roosevelt (DDG 80), USS Mason (DDG 87) and USS

Nitze (DDG 94), and guided-missile cruisers USS San Jacinto (CG 56) and USS Monterey (CG 61).

Ike CSG is deployed in support of Operation Inherent Resolve, maritime security operations and theater security cooperation efforts in the U.S. 6th Fleet area of operations.