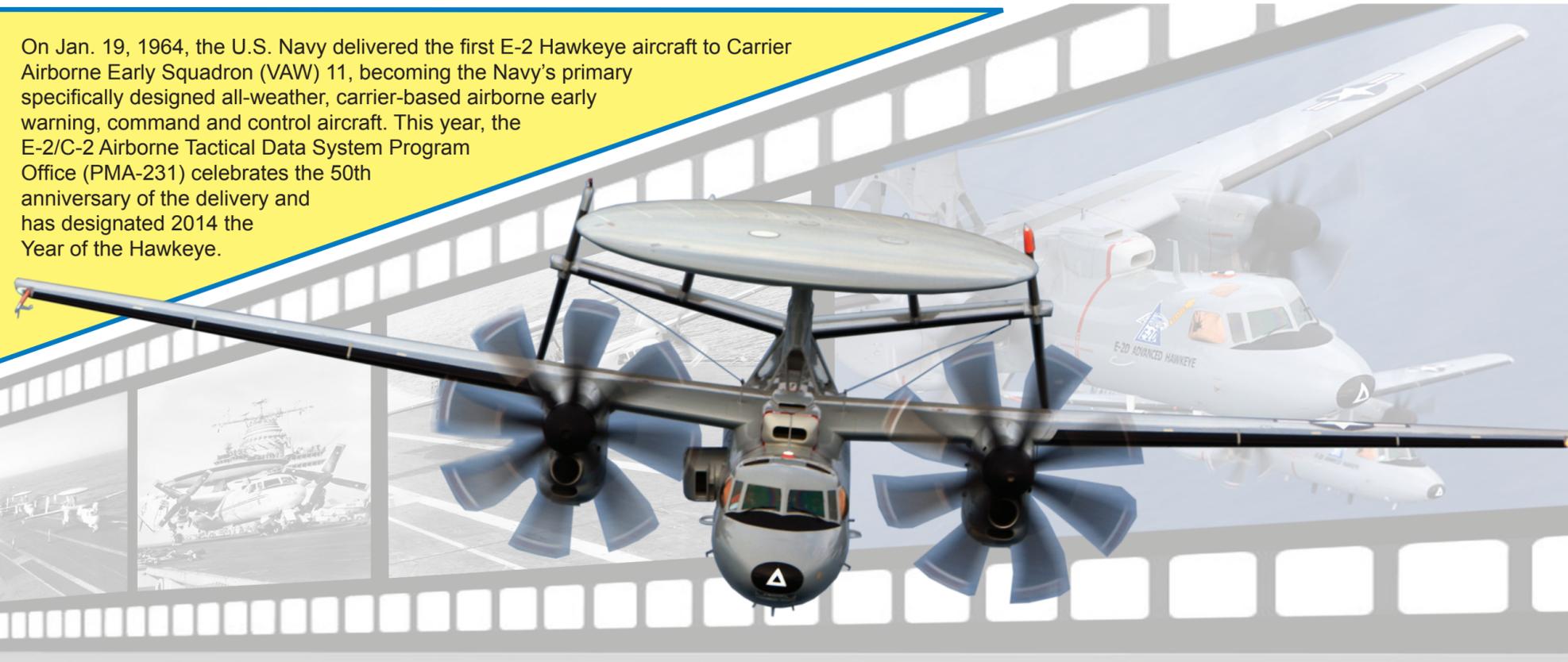


1964



# YEAR OF THE HAWKEYE: E-2 has quarterbacked fleet for half a century

On Jan. 19, 1964, the U.S. Navy delivered the first E-2 Hawkeye aircraft to Carrier Airborne Early Squadron (VAW) 11, becoming the Navy's primary specifically designed all-weather, carrier-based airborne early warning, command and control aircraft. This year, the E-2/C-2 Airborne Tactical Data System Program Office (PMA-231) celebrates the 50th anniversary of the delivery and has designated 2014 the Year of the Hawkeye.



2014



## By the numbers

4 Number of current international partners



1,788,287.5 Total number of flight hours of domestic E-2C (as of Dec. 31, 2013)

217 Number of delivered E-2 A-D models

16 Major combat operations



## In their words



**Capt. John Lemmon**  
Program Manager, 2012 to present

It's an exciting time for all of us in the E-2 community! The introduction of the E-2D Advanced Hawkeye will provide significantly improved target detection and tracking capability in overwater, littoral and overland environments. As PMA-231 strives to bring this capability to the fleet, I witness, every day, the unwavering dedication of our acquisition professionals supporting the E-2 mission, and I am blessed to work with each of them.



**Capt. Shane Gahagan**  
Program Manager, 2008 to 2012

The E-2 continues its long history of developing and deploying mission-critical capability to the fleet. Through the years, the continued dedication of government and industry partners produced game-changing improvements paving the way we fight. As the Navy continues the technology improvements to implement integrated warfare, the E-2 leads the way. A job well done!



**Rear Adm. Randy Mahr**  
Program Manager, 2005 to 2008

For 50 years, the E-2 has done something no other carrier-based aircraft can do, and that's take a very capable radar system to 25,000 feet, hundreds of miles forward from the carrier, and manage the airspace in peace and conflict. The radar, radios and datalinks have gotten better over the years, and with each generation, the Navy has learned how to leverage those capabilities to our advantage.



**Retired Capt. Robert LaBelle**  
Program Manager, 2002 to 2004

The E-2 has always been the central node of the air wing and strike groups due to its natural abilities in command and control. With a supposed "pivot" to the Pacific, the aircraft will have even more importance to the country since it has the ability to cover a vast area of surveillance and contribute to precise targeting with only one aircraft.



**Capt. Todd Watkins**  
Commodore, Airborne Command, Control and Logistics Wing

With the introduction of the E-2D, I see the ties between the Hawkeye and other fleet assets growing closer. Other fleet assets will be able to leverage the capabilities and situational awareness of the Hawkeye making our carrier strike groups more lethal and more survivable.



**Casey Bahr**  
Program Manager, 1996 to 1999

When I first came to the E-2 program, I was given a Mission Needs Statement written in the 1960s. That document basically said the E-2 needed to meet the airborne and surface surveillance needs of the fleet. It was true then, and it is still true today. It articulates the direction and continuity of purpose that has guided the community for 50 plus years.

## Hawkeye production timeline

