On Jan. 19, 1964, the U.S. Navy delivered the first E-2 Hawkeye aircraft to Carrier Airborne Early Warning Command (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.

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 pacing 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
Control Officer, Airborne Command, Control and Logistics Wing
With the introduction of the E-2D, I see the links 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

- On Jan. 19, 1964, the U.S. Navy delivered the first E-2 Hawkeye aircraft to Carrier Airborne Early Warning Command (VAW) 11, becoming the Navy’s primary specifically designed all-weather, carrier-based airborne early warning, command and control aircraft.
- 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 pacing 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!
- 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.
- 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.
- 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.

By the numbers

- Number of current international partners: 4
- Total number of flight hours of domestic E-2/C (as of Dec. 31, 2013): 1,788,287.5
- Number of delivered E-2/C/D models: 16
- Major combat operations: 50

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