

# HAWKEYE GREYHOUND



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## Advanced Hawkeye Completes Carrier Suitability Testing

Air Test and Evaluation Squadron (VX) 20 conducted first round carrier suitability testing on the E-2D Advanced Hawkeye this week aboard the USS Harry S. Truman (CVN 75).

VX-20 test pilot and aircraft commander, Lt. Paul Meyer, and Northrop Grumman test pilot, Tom Boutin, performed the E-2D Advanced Hawkeye's first carrier

landing on Jan. 31. VX-20 Naval Flight Officers, or NFOs, Lt. Cmdrs. Bill Selk and Gregory Harkins, provided back-end support during the initial landing.

VX-20 test pilots Lts. Brian Tollefson and Cliff Camamile, and NGC Weapons System Operator, also known as WSO, Bill Zegarski, also tested the aircraft during carrier suitability.

Personnel from the Integrated Test Team, or ITT, assisted the test crew by providing engineering support during the sea trials by primarily focusing on evaluating the flying qualities of the aircraft.

"The majority of structural testing has been accomplished during shore testing at Patuxent River since September of last year,"

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said Tim Upton, carrier suitability engineer. “This included testing the aircraft at different attitudes, sink rates and weight to certify the structure of the aircraft.”

Upton added that the team evaluated the aircraft’s flying quality. “There are different areas of down draft and up draft from the carrier that the pilot has to fly through that can’t be simulated on shore,” he said.

Cooperation between the E-2D Advanced Hawkeye test team, the ship’s primary flight control and the bridge began months before detachment and continued throughout testing.



“We knew the airframe was potentially very similar to the E-2C, but we also know that the E-2D is heavier and that we are testing an envelope that has never been tested on the older E-2s,” said Cmdr. Bill Bulis, USS Harry S. Truman Air Boss. “The arresting gear officer, our catapult shooters and I got together and talked

about the difference in weight and wind envelope because we are pushing the E-2D further than it has been pushed before.”

There are standard, or nominal, aircraft configurations a pilot has to fly during the terminal phase of approach onto the platform. These configurations include glide slope, angle of attack and aircraft line-

up. During testing, these were deliberately manipulated, known as off-nominal configurations, to assess the handling qualities of the aircraft. Around 180 different off-nominal test points were tested during carrier suitability.

“We picked scenarios that are most mission representative and

we are intentionally deviating from what would be considered an optimal landing in order to test the difficulty of getting the aircraft back on course,” Meyer said.

During testing, four Landing Signal Officers, or LSOs, VX-20’s Cmdr. Mike Santomauro, and Lts. Wes Turbeville, Gabe Hohner and Terrell Gropp, kept communication with pilots during the final phase of approach to help guide the aircraft on course to the flight deck.

The LSOs examined visual flying qualities during landing and shared the data they gathered with the test pilots.

“We have a handling quality scale where we are inputting our observations and rating how well the aircraft is handling different scenarios,” Meyer said. “When we get back to Pax we will work with the entire test team to develop a report that will eventually shape how the fleet is trained to fly the E-2D.”

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# E-2D Sea Trials Gallery



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Two E-2 pilots, Lt. Adam Howell and Lt. Cmdr. David Champaigne, from Carrier Airborne Early Warning Squadron (VAW) 120, stationed in Norfolk, Va., and one E-2 pilot, Lt. John Dues, from the E-2D Advanced Hawkeye Fleet Introduction Team of Commander Airborne Command Control and Logistics Wing, were onboard the USS Harry S. Truman to observe E-2D Advanced Hawkeye carrier suitability.

“The three of us are directly involved with developing the training syllabus to transition the fleet to the Delta model of the E-2,” Champaigne said. “We are here to see first-hand how the aircraft is handling in the carrier environment.”

Champaigne added that several different syllabi will be developed for the various experience levels of aviators being trained.

“Our observations and the conversations that we have with the test and evaluation team, specifically the test pilots from VX-20, will help us shape training requirements for fleet transition and replacement pilots.”

The USS Harry S. Truman, stationed out of Norfolk, Va., is operating at sea in support of Fleet Replacement Squadron Carrier Qualifications.

“The E-2 itself has been with the Navy for a long time and is a great workforce and platform,” said Capt. Joe Clarkson, USS Harry S. Truman Commanding Officer. “Being able to see this newest version of the E-2 with all its upgrades and being a part of getting it to the fleet is fantastic.”

The E-2D’s two generation leap in capability and upgraded aircraft systems will allow the

radar technology to improve supportability and increase readiness. The new radar will provide technologically advanced command and control capability, with the ability to collect data and supply information to naval and joint forces well ahead of engagement.

“The E-2D is going to bring an amazing capability to the aircraft carrier,” Bulis said. “Just the range of surveillance and the types of surveillance it provides will make the carrier battle group much safer, which will allow us to project our power ashore and beyond that much easier.”

After the completion of carrier qualification testing, the E-2D Advanced Hawkeye will prepare for Initial Operational Test and Evaluation for the first quarter fiscal year 2012 followed by fleet integration in fiscal year 2015. **KB**



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