



DEPARTMENT OF THE NAVY
FIGHTER SQUADRON TWO
FPO SAN FRANCISCO 96601

1984

IN REPLY REFER TO:
5757

Ser 14/106

25 MAR 1985

From: Commanding Officer, Fighter Squadron TWO

To: Naval Aviation History Office (OP-05D2)

Subj: SUBMISSION OF FITRON TWO 1984 COMMAND HISTORY REPORT

Ref: (a) OPNAVINST 5750.12C

Encl: (1) FITRON TWO 1984 Command History

1. Enclosure (1) is submitted as directed by reference (a).

J. A. CAMPBELL

Acting
Commanding Officer
Fighter Squadron TWO

Distribution:
COMFITAEWINGPAC
CVW-2
FITRON TWO PAO

Legend



A. COMMAND ORGANIZATION

**Command History of Fighter Squadron TWO
1 January 1984 to 31 December 1984**

Table of Contents

<u>I Basic History</u>	<u>Page</u>
A. <u>Command Organization</u>	
(1) Fighter Squadron TWO Command Data	1
(2) Biography of Commanding Officer	2
(3) Biography of Executive Officer	3
B. <u>Summary of Operations</u>	
(1) Chronological History	4
C. <u>Special Topics</u>	
(1) Achievements in Combat Readiness	6
(2) Achievements in Weapons Systems Readiness	7
(3) Achievements in Combat and/or Combat Exercises	7
(4) Achievements in Aviation Safety	8
(5) Contributions to Weapons System Development	8
(6) Contributions to Tactics Development	9
(7) General Contributions to Individual Community	9
(8) Achievements in Personnel Readiness	11
(9) Commanding Officer's Comments	11

I. BASIC HISTORY

Enclosure (1)

1. FIGHTER SQUADRON TWO COMMAND DATA

COMMANDING OFFICER: Paul Ringwood, CDR, USN

EXECUTIVE OFFICER: Jay A. Campbell, CDR, USN

SQUADRON MISSIONS:

- a. To sustain at all times the capability to establish and maintain Maritime Air Superiority in the vicinity of the Task Force.
- b. To project power ashore in support of strike operations and maintain air supremacy in the vicinity of a strike group.
- c. To provide a tactical reconnaissance capability.

SENIOR ADMINISTRATIVE COMMAND: Commander Fighter Airborne Early Warning Wing, U.S. Pacific Fleet

SENIOR OPERATIONAL COMMAND: Commander Carrier Air Wing TWO

AIRCRAFT: GRUMMAN F-14A BUREAU NO's: 158986, 158998, 159869, 161273, 161275, *161276, 161291, 161293, 161295, 161297, 161299, 161443

DEPLOYMENTS: USS KITTY HAWK CV-63: 13 JAN 84 - 1 AUG 84

* Configured to carry the Tactical Air Reconnaissance Pod System (TARPS)

VF-2
1984

B.SUMMARY OF OPERATIONS

1. Narrative History. During 1984, Fighter Squadron TWO completed an extremely successful WESTPAC/Indian Ocean deployment. After returning in August, an extensive turnaround training program was initiated. Major events, exercises and training evolutions are listed in the Chronological History. Most important however, are the remarkable attainments of the Bounty Hunters during this year:

*Won the "Mutha Trophy", awarded by peers to AIRPAC's best F-14 squadron.

*Maintained a 90 percent "full mission capable" rate while deployed; believed to be an F-14A record.

*Led all West Coast fighter squadrons in deployed sorties, hours, CV landings and boarding rate.

*First deployed F-14 squadron to operate without external fuel tanks since the commitment of CVBG's to the Indian Ocean in 1979.

*Operated each aircraft with every possible weapons configuration for each station and verified all weapons stations status while deployed.

*Won COMFITAEEWINGPAC's "TARPS Trophy" for reconnaissance excellence.

*Runners-up in the COMFITAEEWINGPAC "High Noon" gunnery competition.

*Won COMFITAEEWINGPAC's Golden Tailhook award for third quarter retention performance.

*COMFITAEEWINGPAC's nominee for COMNAVAIRPAC's Golden Anchor retention award.

*Qualified 31 of 33 squadron first class petty officers embarked on USS KITTY HAWK during the WESTPAC/Indian Ocean Deployment as Enlisted Aviation Warfare Specialists; believed to be a first for naval aviation squadrons.

2. 1984 Chronological History.

- a. 01-12 JAN - Based ashore at NAS Miramar, CA.
- b. 13 JAN -01 AUG 84 - WESTPAC/Indian Ocean deployment aboard USS KITTY HAWK (CV-63)
 - (1) 13-22 JAN - TRANSITEX 84-4, San Diego to Hawaiian Operating Areas (HOA).
 - (2) 17 JAN - Busy Observer, enroute HOA.
 - (3) 23-26 JAN - BGAREM 84-2, CV-targeting exercise, HOA.
 - (4) 27-29 JAN - Kernel Blitz, amphibious exercise, HOA.
 - (5) 30 JAN -02 FEB 84 - Inport Pearl Harbor.
 - (6) 02-19 FEB - TRANSITEX 84-8, Pearl Harbor to Philippine Operating Area (POA).
 - (7) 12-13 FEB - Southwind 84-1, PASSEX with USS RANGER BG.

- (8) 17 FEB - Change of Command, CDR Paul Ringwood relieved CDR Dudley Bouck while transitting the San Bernardino Straits, RP.
- (9) 18-19 FEB and 03-04 MAR - CONRECEX 84, Reconnaissance exercise, POA.
- (10) 20 FEB - 03 MAR - Inport Subic Bay, RP.
- (11) 03-10 MAR - TRANSITEX 84-2, Subic Bay to Sea of Japan (SOJ).
- (12) 13-14 MAR - Team Spirit '84 opposed transit, SOJ.
- (13) 15-19 MAR - Inport Pusan, Korea
- (14) 19-26 MAR - Team Spirit '84, SOJ and Yellow Sea.
- (15) 21 MAR - KITTY HAWK collided with Soviet Victor class submarine.
- (16) 27 MAR-01 APR - TRANSIT, Yellow Sea to POA.
- (17) 01 APR-07 APR - Inport Subic Bay, RP.
- (18) 07 APR-27 JUN - Indian Ocean deployment.
- (19) 16 APR - Turnover with USS MIDWAY (CV-41)
- (20) 01-02 MAY - Beacon Flash 84-4.
- (21) 16-19 MAY - MULTIPLEX 84-4.
- (22) 30 MAY - Turnover with USS AMERICA (CV-66).
- (23) 22-27 JUN - Inport Perth, WA.
- (24) 27 JUN-04 JUL - TRANSIT to POA.
- (25) 05-09 JUL - Inport Subic Bay, RP.
- (26) 10-24 JUL - TRANSIT TO HOA.
- (27) 13-14 JUL - PASSEX with USS ENTERPRISE BG.
- (28) 23-24 JUL - Inport Pearl Harbor, HI.
- (29) 24 JUL-01 AUG - TRANSIT to HOA.
- (30) 31 JUL - Flyoff.
- (31) 01 AUG - Inport San Diego, CA.

c. 02 AUG - 31 DEC 84 - Based ashore at NAS Miramar, CA.

- (1) 04-07 SEP - ACM detachment, Luke AFB, AZ.
- (2) 06-13 OCT - Photo Derby '84, NAS Fallon, NV.
- (3) 13-15 OCT - Command Administrative and Material Inspection.
- (4) 26 NOV - 05 DEC - Air-to-Air gunnery detachment, NAF El Centro, CA.
- (5) 04-05 DEC - "High Noon" gunnery competition.
- (6) 10-13 DEC - Exercise Rising Fighter.
- (7) 11-12 DEC - Kernel Usher 85-1.

C.SPECIAL TOPICS

1. Achievements in Combat Readiness.

a. Flight hours:

(1) Total flight hour grant:	3799.0
(2) Total hours flown:	4059.3
(a) day:	3195.7
(b) night:	863.6
(3) Total embarked hours:	2618.1
(a) day:	1889.7
(b) night:	728.4

b. Ship landings:

(1) Total carrier arrested landings:	1208
(a) day:	823
(b) night:	385
(2) Overall boarding rate:	94.9%
(a) day:	96.0%
(b) night:	92.5%

c. IWSR results: Phase I completed 14 DEC 84.

d. Command inspection: 13-14 NOV 84; Satisfactory

2. Achievements in Weapons Systems Readiness.

- a. Aircraft Availability (based on 3M data):
 - (1) Full Mission Capable (FMC) rate: 69.5%
 - (2) Mission Capable (MC) rate: 73.5%
- b. Cannibalization rate per 100 flight (3M data): 24.2
- c. A-799 rate (3M data): 4.0%
- d. Material condition, corrosion control inspections:
Mid-Deployment Maintenance/Material inspection, 02-03
May 84, Satisfactory. Post-deployment inspection,
29-30 August 84, Satisfactory.

3. Achievements in Combat and/or Combat Exercises.

- a. ORE results: N/A
- b. Competitive Exercises:
 - (1) Individual Aircrew:
Total E's - 81
Q's - 8
NQ's - 6
 - (2) No-notice LOADEX - 18 DEC 84, score of 100 for 3
missile loads
- c. Missile firings:

<u>FIRED</u>	<u>BUNO</u>	<u>TYPE MISSILE</u>	<u>NUMBER</u>
	161297	AIM-9H	1
	161276	AIM-7E-4	1
		AIM-9H	1
	161293	AIM-7E-4	2

- d. Ordnance expenditures:
 - (1) Missiles - 100% of allowance
 - (2) 20 MM TP -100% of allowance
 - (3) 20 MM HEI - 100% of allowance
 - (4) Chaff - 100% of allowance
 - (5) Flares - 100% of allowance

4. Achievements in Aviation Safety.

- a. Total continuous hours accident free: 7615.8
- b. Class A mishaps: None
- c. Class B mishaps: None
- d. Class C mishaps: Three

(1) Class C Flight Mishap 01-84. Fodded engine. Plane captain injected into intake during aircraft post-start checks. Foxtrot injury.

(2) Class C Flight Mishap 02-84. Fodded engine. Object postulated to be a Tridair fastener. Source of fastener undetermined.

(3) Class C Ground Mishap 01-84. Panel separated from aircraft and impacted canopy of another aircraft on the flight deck. Maintenance error; failure to properly secure panel.

- e. Safety reports: 35
- f. NATOPS changes submitted: 7

5. Contributions to Weapons System Development.

- a. Provided a participant to the Defense Advanced Research Projects Agency study group which was tasked to analyze the capabilities of battle groups of the next decade.
- b. Provided aircraft/maintenance/aircrew support to VX-4 in the development of a self-contained gunnery scoring system for the F-14 aircraft.

c. Submitted a mid-deployment report (Ser C 7 dated 12 May 84) which detailed the capabilities of the Television Camera Set (TCS) against chaff and flares.

d. Provided seven F-14 software change recommendations, three of which were credited to the squadron as Operational Advisory Group AWCAPS.

6. Contributions to Tactics Development

a. TAC Manual changes submitted: 48

b. Submitted an extensive revision of the F-14A tactical manual to VX-4. The revision concentrated on intercept, TCS, and TARPS tactics/procedures, and contained 43 re-written paragraphs. Recommendations were presented by a squadron representative at the August 1984 Tactical Manual Conference.

c. Submitted a mid-cruise report (Ser C4 dated 22 April 84), an end-of-cruise report (Ser C220 dated 31 July 84), and published an article in the Fall '84 Topgun Journal that detailed tactical, operational, and maintenance lessons learned with TCS. reports were distributed to COMFITAEEWINGPAC, COMNAVAIRSYSCOM (AIR 5123C), and CNO (OP-506C3).

d. Provided a TCS demonstration tape to the F-14 FRS, NFWS, and COMFITAEEWINGPAC, that graphically portrayed TCS capabilities against real-world threats.

e. Developed an algorithm that significantly streamlined air wing strike fuel planning evolutions, and submitted articles on the procedure for publication in the Topgun Journal, and for distribution in CVW-2 (Ser 96 dated 26 April 84).

f. Spearheaded the CVW-2 Tactical Development Board in the continuous upgrading of air wing TACPROS and tactical training, planning, and evaluation.

g. Developed streamlined intercept communication procedures that have been informally adopted by the F-14 FRS and NFWS for their training syllabi. Submitted an article regarding the procedures for publication in the Topgun Journal.

7. General Contributions to Individual Community

a. Conducted a most aggressive captive carry program that provided aircrews with routine exposure to power projection weapons loadouts (4/4/0) and that produced a 100% up weapon station status every day of the deployment. Methods were promulgated in VF-2 072000Z NOV 84.

b. Conducted a unique program of routinely up and downloading auxiliary fuel tanks while deployed. In conjunction with the captive carry program, this program made VF-2 the community experts in weapon stores reconfiguration. Methods were described in VF-2 072000Z NOV 84 and VF-2 letter Ser C 220 dated 31 July 84.

c. Became the first deployed F-14 squadron to launch an air-to-air gunnery banner from a CV for deployed gunnery training. Lessons learned were promulgated to the F-14 community in VF-2 171400Z JUN 84.

d. Proposed OPTAR funding increases to equalize training for fleet TARPS aircrews (Ser 91 dated 21 April 84).

e. Maintained all six TCS units in aircraft on the flight deck during deployed operations. The complex maintenance techniques and lessons learned were delineated in letter Ser C 220 dated 31 July 84.

f. Instituted airwing "Sagebrush" (strike reconnaissance package) and "Simo-Strike Recce" tactics (Ser C6 11 May 84).

g. Provided recommendations to upgrade reconnaissance tasking message formats (Ser C8 dated 22 May 84).

h. Coordinated with NAVAIRSYSCOM and Northrup Corporation to improve TCS weathersealing.

i. Coordinated with NAVAIRSYSCOM and Northrup Corporation to produce a TCS maintenance training film for corporate and fleet uses.

j. Supported CNO PRL ONE PROJECT J251 (Tomahawk) and received superlative compliments for "greased lightning" completion of reconnaissance tasking in JCMPO Washington DC 151800Z NOV 84 and 221750Z OCT 84.

k. Provided an attendee to the first Strike Warfare School graduate course for curriculum validation.

l. Verified ECP-324, F-14 airbags, for NAVAIRSYSCOM.

m. Verified ECP-1191 and 1192, TRIDAIR fasteners, for NAVAIRSYSCOM.

n. Implemented the use of F-14 soft intake covers on a trial basis for COMFITAEWINGPAC.

8. Achievements in Personnel Readiness.

a. Retention rate:

- (1) Officers: 100%
- (2) Enlisted:
 - (a) first tour 68%
 - (b) second tour 87%
 - (c) career: 86%

b. Advancement (enlisted):

- (1) number eligible: 206
- (2) number advanced: 75
- (3) number PNA: 127

9. Commanding Officer's Comments.

1984 was a tremendously successful year for the Bounty Hunters. The squadron was deployed aboard USS Kitty Hawk (CV-63) for the first seven months of the year. Prior to deployment, the squadron pushed for advanced procurement of TCS and subsequently, CVW-2 F-14 squadrons were the first AIRPAC F-14 squadrons to deploy completely outfitted with TCS. TCS is regarded as the most significant improvement to the F-14A to date and it was a pleasure to integrate this superlative system into fleet operations. Following an ORE in December 1983 that was praised as the best maintenance performance "within all recent corporate memory", VF-2 compiled incredible readiness statistics throughout its deployment. During the Mid-Cruise Material Inspection, COMFAIRWESTPAC commented that "VF-2 has the best maintenance program of any F-14 squadron, East or West Coast, in recent memory." COMFITAEEWINGPAC inspectors followed with similar praise on the Post-Cruise Inspection. Turnaround training commenced in August 1984, and was highlighted by the best squadron performance in air-to-air gunnery to date. Other events that are indicative of Fighter Squadron TWO's commitment to excellence are:

*Won the MUTHA Trophy, an award given by peers to AIRPAC's best F-14 squadron.

*Awarded the COMFITAEEWINGPAC TARPS Trophy for 1984. The closest competitor was nearly ten percentage points behind.

*Led West Coast fighter squadrons in deployed sorties, hours, and CV landings.

*One crew completed the NFWS Topgun course and two pilots completed the ground school portion.

*Completed a highly successful gunnery detachment in November 1984, during which 2,704 hits were obtained for a detachment average of 12.5 percent hits.

*Continued a five year record of zero SPINTAC aircraft.

*Winners of the COMFITAEWINGPAC Golden Tailhook Award for the third quarter of FY-84

*COMFITAEWINGPAC's nominee for the CINCPACFLT Golden Anchor award for deployable squadrons for FY-84.

*Maintained the highest FMC rate (0.90) in the air wing during an extended WESTPAC/Indian Ocean deployment, believed to be the highest F-14 FMC rate ever.

*Averaged daily NMCS and PMCS rates of 4.1 and 3.7 respectively, during deployed operations.

*Maintained a 99.54 sortie completion rate during deployed operations, completing over 650 flights without losing a sortie.

*Received verbal grades of "outstanding" during the Mid and Post-deployment maintenance material inspections. Was the only air wing squadron to receive an "outstanding" for the Mid-deployment inspection.

*Dramatically improved carrier landing performance with seven pilots earning "Top Ten" line period awards and one pilot earning the "Number One Hook" award for the Indian Ocean line period.

*One pilot was selected as the NFWS nominee for the American Aces Association "Fighter Pilot of the Year" award.

*Flew 24 percent of deployed sorties without external tanks and in power projection weapons configuration; a first for the F-14 community since the commitment of CVBGs to the Indian Ocean.

*Coordinating squadron and leader of the CVW-2 airborne fire power demonstration.

*Maintained one of the lowest message manual intervention rates among units at NAS Miramar (8%).

*31 (94 percent) of First Class Petty Officers were qualified as Enlisted Aviation Warfare Specialists while deployed. A total of 46 E-5 through E-7 were qualified during the calendar year.