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From: Commanding Officer, Strike Fighter Squadron FIFTEEN
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Subj: COMMAND HISTORY REPORT

Ref: (a) OPNAVINST 5750.12E
(b) U. S. Navy Regulations Rev., 1973
(c) OPNAVINST 3120.32 Series

Encl: (1) Command Composition and Organization
(2) Chronology of Recent Turnaround and Deployment
(3) Narrative History of 1991
(4) Commanding Officer's biography and picture
(5) Executive Officer's biography and picture
(6) Strike Fighter Squadron 15 History
(7) Squadron aircraft photo
(8) Strike Fighter Squadron Notice 1301 dtd 22OCT91
(9) Enlisted Roster dtd 12NOV91
(10) Monthly Aviation Statistic Summary
(11) VFA-15 End of Cruise Report/MED-IO, 1-91

→ Filed separately
Privacy Act INFO

1. Per reference (a), enclosures (1) through (11) are forwarded.

S. A. Kunkle
S. A. KUNKLE

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CHRONOLOGICAL HISTORY OF 1991 DEPLOYMENT AND TURNAROUND CYCLE

New Years Day on board USS Theodore Roosevelt (CVN-71)	01 JAN
Transit the Strait of Gibraltar (Inchop Sixth Fleet)	08 JAN
Transit the Suez Canal(16 Hour Journey)	14 JAN
Operation "Desert Storm" begins at 0300	17 JAN
Transit the Strait of Hormuz into the Persian Gulf	18 JAN
CVW-8 air strikes begin into Iraq and occupied Kuwait	19 JAN
Aircraft AJ-304 lost in the Persian Gulf due to mechanical difficulties. Pilot recovered, spends the night on USS Wisconsin	24 JAN
Replacement aircraft for AJ-304 arrives	04 FEB
Ground war begins	24 FEB
Cease fire (0800 local)	28 FEB
Change of Command, CDR B.M. Calhoun is relieved by CDR S.A. Kunkle on board TR while at anchor off of Bahrain	05 MAR
Port Call at Dubai, United Arab Emirates	12 MAR - 16 MAR
Transit the Strait of Hormuz and depart the Persian Gulf	28 MAR
Red Sea flight operations	03 APR - 20 APR
Transit the Suez Canal (Inchop sixth fleet)	21 APR
Operation "Provide Comfort" flight operations begin in NE Mediterranean	22 APR
Port Call at Haifa, Israel	24 MAY - 28 MAY
Port Call at Rhodes, Greece	02 JUN - 07 JUN
"Provide Comfort" Ops end for CVW-8, CVN-71 departs NE Med for scheduled turnover	12 JUN
Carrier turnover with USS Forrestal CV-59 in the central Mediterranean	14 JUN

Transit the Strait of Gibraltar (Inchop second fleet)	17 JUN
Transit the Atlantic	17 JUN - 28 JUN
Airwing fly-off	26 JUN
CVN-71 arrives Norfolk, VA	28 JUN
Stand-down leave periods begin	01 JUL
Post cruise corrosion inspection	16 JUL - 17 JUL
CQ refresher on board CVN-71	24 AUG - 25 AUG
2 plane bogey Det to Key West	26 AUG - 30 AUG
ISE on board USS Theodore Roosevelt(CVN-71) with 3 day port visit to Halifax, NS	09 SEP - 18 SEP
Orange Air Det to Bermuda in support of USS America BG	06 OCT - 11 OCT
Conventional Weapons Technical Proficiency Inspection (CWTPI)	15 OCT - 14 NOV
Advanced Attack Readiness Program (AARP)	11 NOV - 27 NOV
Orange Air Det to Roosevelt Roads PR. in support of USS Saratoga BG	07 DEC - 12 DEC
Christmas leave periods begin	13 DEC
First (LOT 14) FA-18C Arrives - AJ301	19 DEC

NARRATIVE HISTORY OF 1991

1. Calendar year 1991 was an extremely busy, productive and historic year for the VALIONS of Strike Fighter Squadron Fifteen. Our objective this year as in years past, was to maintain our high state of combat readiness and power projection capability while maintaining an unequalled reputation of excellence in the Strike Fighter Community. Our endurance and readiness was tested repeatedly during combat operations against Iraqi forces while deployed aboard the USS Theodore Roosevelt (CVN-71).

2. Calendar year 1991 began with the VALIONS deployed aboard USS Theodore Roosevelt (CVN-71). Our week long trek across "The Pond" took us past Bermuda, the Azores, and finally to the mouth of the Mediterranean Sea. Steaming through the Straits of Gibraltar on 8 January, we proceeded through the Mediterranean and navigated the Suez Canal on 14 January. Operation "Desert Storm" began on the night of 17 January with the TR steaming at full speed off the coast of Yemen. The following day we passed through the narrow Straits of Hormuz into the Persian Gulf to join the USS Midway (CV-41) and USS Ranger (CV-61) Battle Groups. On the morning of 19 January, the VALIONS and CVW-8 began flying combat sorties against Iraqi forces in an effort to liberate occupied Kuwait. The first two weeks of war for the VALIONS consisted of Combat Air Patrol (CAP) and a couple of large Air Strikes per day, flown into both southern Iraq and occupied Kuwait. Our targets ranged from Republican Guard Units in northern Kuwait to Surface-to-Air missile (SAM) sites, Airfields,

Military storage facilities, Communication/Relay Facilities, Ammo/Fuel Depots and of course any remaining Naval ships that Saddam Hussien no longer valued.

On 24 January the VALIONS lost AJ304 in the gulf when the pilot, developed mechanical difficulties, lost control of the aircraft and successfully ejected. He was quickly rescued by a Navy helicopter and delivered to the USS Wisconsin (BB-64) for medical attention. He returned to the squadron on 25 January. On the 4 February a jet arrived to replace the destroyed aircraft. The middle two weeks of the war saw the VALIONS shift gears slightly toward a more complete power projection role with less emphasis placed on Battle Group Air cover. VFA-15 also started flying Armed Surface Recce (ASR) which consisted of orbiting over the northern gulf waiting for possible hostile surface contacts to develop as they tried to make their way to (neutral) Iran. Weeks five and six of the war in the gulf saw the carrier forces slowly working their way north as the air and mine threat abated. This movement was intended to decrease the distances to the War Zone and precipitate an increase in sorties. For the next four days, the VALIONS flew many intense Battlefield Air Interdiction (BAI) sorties to support the ground forces who were rapidly advancing through Kuwait.

The cease fire went into effect at 0800 on 28 February, and was not unexpected by the Coalition Forces, who regularly pummeled the ineffective Iraqi troops. None of the VALIONS could claim a MIG kill for this short operation, but we did deliver an impressive amount of ordnance against the enemy. The

VALIONS flew a total of 545 combat sorties, totaling over 1100 hours, and dropped 1,016,000 pounds of ordnance.

March brought us to the coast of Bahrain, where we stood down for a few days and held a change of command. On 5 March CDR B.M. Calhoun was relieved by CDR S.A. Kunkle and our new Executive Officer, CDR J.J. Capalbo moved from his job on CVW-8 staff to his present position. On 12-16 March we stormed our first beach when the liberty bell rang in Dubai, United Arab Emirates. This ended a 74 day period of "Haze Gray and Underway." 17 March brought us back on station and on 27 March we received word to depart the Persian Gulf and proceed to the Red Sea. Passing through the Straits of Hormuz on 28 March, we spent the next six days making our way to the northern Red Sea.

From 3-20 April, CVW-8 conducted flight operations in the Red Sea Op Area along with flying numerous low levels over Northwestern Saudi Arabia. On 20 April the orders came to transit the Suez Canal and proceed directly to the northeast Mediterranean in support of the Kurdish relief effort developing in northern Iraq. CVW-8 and the VALIONS began participating in operation "Provide Comfort" on the 22 April, flying long range CAS and CAP sorties overhead of the massing Kurdish refugees. On 22 May the TR received word that it was granted a 24 hour tether, enabling the ship and air wing to commence liberty. Two days later we dropped anchor off Haifa, Israel for a five day port visit. 29 May took us back out to the northeastern Mediterranean, and on 2 June we commenced liberty on the Greek Island of Rhodes for six fun-filled days. Back to "Provide

Comfort" sorties on the 8 June, we flew for four more days and departed "Misery Station" for the last time. It was now off to the central Mediterranean for our scheduled turnover with the USS Forrestal (CV-59). The turnover on 14 June went exceptionally well and we were on our way home. Passing through the Straits of Gibraltar on 17 June, we commenced our long trip westward. The journey home lasted nine days for those who made the fly off, and eleven for the rest, who rode the ship into its long awaited homecoming in Norfolk, VA. For those who flew off, the homecoming at NAS Cecil Field on the 26 June was truly an amazing sight. With the local press coverage and the huge turnout it was a very memorable day for all those involved. The welcoming reception for the TR was even greater as it moored in Norfolk on the 28 June to a huge welcoming party. The VALIONS combat cruise was officially over.

VFA-15's stand-down leave periods began on 1 July, while those who delayed their leave began preparing for the upcoming post-deployment corrosion inspection. The inspection held on 16-17 July received an overall grade of "Outstanding, no major discrepancies noted." During August, two events took place of note. The first, held on 24-25 August, was a mini CQ refresher period (BAGEX) onboard the TR for ten VALION aviators. The second was a two plane/four pilot bogey Det to NAS Key West on 26-30 August in order to support VF-45 by providing fourth generation threat simulations. September took us back out to our old home, the USS Theodore Roosevelt, for a ten day excursion up the North Atlantic, the highlight of which was a three day visit

to Halifax, Nova Scotia. Also of note during trip was the logging of the 1000th carrier arrestment for VALION Commanding Officer CDR S.A. Kunkle.

The VALIONS and CVW-8 took part in an Orange Air Det on 6-11 October at NAS Bermuda. This detachment was established to provide adversary support for the America Battle Group on its return from NORTHSTAR'91. Our major turn-around training events began on the 15 October with the start of the Conventional Weapons Technical Proficiency Inspection(CWTPI), which ended on 14 November. 11-27 November the squadron participated in the Advanced Attack Readiness Program(AARP). This program, designed to practice and develop new and innovative tactics, truly tested the pilots air to ground abilities.

7-12 December brought on another Orange Air Det, this one to Roosevelt Roads, Puerto Rico. Finally, Christmas leave periods began on 13 December, wrapping up what was truly a historic year for the VALIONS of VFA-15.

OPERATIONS:

- Combat Sorties Flown - 545 (Operation Desert Storm) 65 (Operation Provide Comfort) Combat Hours Flown - 1138.8 (Operation Desert Storm) 236.7 (Operation Provide Comfort) Ordnance Delivered 1,016,000 pounds. Fired 8 HARM and delivered 7 WALLEYE during Operation Desert Storm.

- Won the CVW-8 Golden Tailhook for the second and third line periods and the overall cruise award.

- Fired 6 Air to Air missiles by 6 different pilots in 2 separate missile exercises.

- Completed 99 CLAW complex events - 75 CLAW-1 "E"s, 21 qualifications and 3 no-quals.

- Received the following unit AWARDS:
National Defense Medal (Desert Storm)
South West Asia Medal (Desert Storm)
Kuwaiti Liberation Medal (Desert Storm)
Joint Meritorious Unit Commendation Ribbon (Provide Comfort)
Navy Unit Commendation Ribbon (Desert Storm)

ADMIN:

- Received the Silver Anchor Award from COMNAVAIRLANT for CY 91.

MAINTENANCE:

- Received grades of "OUTSTANDING" on both mid-cruise and post-cruise corrosion inspections.
- Received the CVW-8 Golden Wrench Award for the deployments third line period.

MAJOR EVENTS

OPERATION DESERT STORM

- 20 JAN TO 28 FEB 91
- 545 COMBAT SORTIES
- 1138.8 COMBAT HOURS
- 1,016,000 POUNDS OF ORDNANCE DELIVERED

RED SEA OPS

- 3-20 APR 91
- 154 SORTIES
- 273.6 HOURS

OPERATION PROVIDE COMFORT

- 21 APR TO 13 JUN 91
- 65 SORTIES
- 236.7 HOURS

DRAGON HAMMER EXERCISE

- 9 - 23 MAY 91
- 28 SORTIES
- 32.7 HOURS
- 1 AIRCRAFT/5 PILOTS

OPERATIONS

SQUADRON TOTALS:

1510	SORTIES SCHEDULED
1485	SORTIES FLOWN
98.3%	SORTIE COMPLETION RATE
989	DAY TRAPS
575	NIGHT TRAPS
1564	TOTAL TRAPS
97.5%	BOARDING RATE
1958.0	EMBARKED FLIGHT HOURS DAY
983.3	EMBARKED FLIGHT HOURS NIGHT
55.1	DETACHMENT HOURS
2996.4	TOTAL HOURS

PILOT TOTALS:

116.0	DAY HOURS PER PILOT
57.8	NIGHT HOURS PER PILOT
61	DAY TRAPS PER PILOT
32	NIGHT TRAPS PER PILOT
93	AVERAGE TRAPS PER PILOT *

* INCLUDES 88 CONSTRUCTIVE TRAPS

OPERATIONS

TRAINING AND READINESS:

GOODS - COORDINATED STRIKES
HEAVY/EXOTIC ORDNANCE
ALL STW/ASUW
MAX MAS/AIC/ARF

OTHERS - MED CVOA AAW
AAW (GOOD LATER IN CRUISE)
NAV-1/2
AAG-2
STE AND DIVISION WORK
LIVE MISSILE SHOTS

WORK AROUNDS - SHORT FIRST CYCLE FOR DACT
LAUNCH AFTER RECOVERY
MINEX ON SMOKES
SPECIAL WEAPONS PROFILES ON SMOKES
LOW LEVELS IN RED SEA OPAREA
**RAG COMPLETION COUNTS FOR AARP/
SFARP/FALLON**

MAINTENANCE

- 10 ACFT ON CRUISE
 - 6 ON FLIGHT DECK
- FMC RATE 69.1 % (GOAL 58%)
- MC RATE 77.3 % (GOAL 75%)
- DMMH/FH 18.3 HRS
- TOP FIVE MAN HOUR CONSUMERS
 1. HI
 2. TE FLAP SERVO
 3. HORIZ STAB SERVO
 4. NLG CYLINDER PISTON
 5. AYQ9 CMD SIGNAL ENCDR/DECDR
- TOP FOUR MALFUNCTION ITEMS
 1. HI
 2. ARC RADIO
 3. ALR-67 RDR RCVR
 4. SUU-63 ACFT PYLON

MID CRUISE CORROSION AUDIT -
"OUTSTANDING", NO DISCREPANCIES

VALIONS WINNERS OF CVW-8 GOLDEN WRENCH
FOR MAY/ JUNE 1991

ADMINISTRATION

PROBLEMS NOTED:

- MANY PERSONNEL CHECK IN WITH DNEC OF 0000
- YN/PN TURNOVER
- POST WAR ADMIN WRAP-UP DRAINED DEPARTMENT

RETENTION STATS:

- 1st TERM: INEL-1, ELIG-16, REEN-14
- 2nd TERM: INEL-0, ELIG-3, REEN-3
- CAREER: INEL-0, ELIG-6, REEN-5
- TOTAL: INEL-1, ELIG-25, REEN-22 = 88%

CRUISE 1991 CHRONOLOGY

28 DEC 90 - - UNDERWAY

15 JAN 91 - TRANSIT SUEZ CANAL

20 JAN 91 - FLEW FIRST DESERT STORM MISSION

28 FEB 91 - DESERT STORM CEASE FIRE

12 - 16 MAR 91 - INPORT DUBI, U.A.E.

1 APR 91 - DEPART ARABIAN GULF

3 - 20 APR 91 - RED SEA OPS

21 APR 91 - TRANSIT SUEZ CANAL

21 APR - 13 JUN 91 - OPERATION PROVIDE COMFORT

24 MAY - 29 MAY 91 - INPORT HAIFA, IS

2 - 7 JUNE 91 - INPORT RHODES, GREECE

14 JUN 91 - TURNOVER WITH USS FORRESTAL

17 JUN 91 - OUTCHOP 6TH FLEET

26 JUN 91 - FOFF AIRCRAFT

28 JUN 91 - TR MOORS NORFOLK

SAFETY

STATISTICS (AS OF 30 JUNE 91)

	1-91	DATE LAST	HOURS/RMKS
CLASS A	1-91	24 JAN 91	2381.9
CLASS B	1-88	25 APR 88	BIRD STRIKE
CLASS C	1-88	27 MAR 88	AB FIRE

INJURIES

	LAST	DAYS FREE
LOST WORK DAYS	9 JUN 90	386
ON DUTY	31 MAY 91	30
OFF DUTY	7 JUN 91	23

SUMMARY:

- LAST FOD AFTER NX VERTREP
- CLASS A 1-91 DEPARTURE AND EJECTION SINGLE ENGINE
- NO MAJOR PROBLEMS DURING MED/IO 1-91
- 2 NATOPS CHANGES SUBMITTED

SUMMARY

- 167 OF 181 DAYS AT SEA
- 43 DAYS IN COMBAT (ARABIAN GULF)
- 54 DAYS IN PROVIDE COMFORT
- 18 PILOTS COMBAT VETERANS
- 2 BEER DAYS (1 IN THE MEDI)
- TOP TAILHOOK SQUADRON FOR CRUISE (3.51)
- TOP MAINTENANCE DEPARTMENT IN CVW-8

CVW-8 aircraft USS THEODORE ROOSEVELT cruise
Desert Storm

<u>VF-41</u>	<u>F-14A</u>		
100	162703	101	162689
102	160918	103	160407
104	160387	105	161852
106	160394	107	160903
111	160898		

notes: 100, 101 in overall gray scheme, others in TPS.

<u>VF-84</u>	<u>F-14A</u>		
200	162688	201	162692
202	160391	204	160908
207	160902	210	160405
211	161164	212	160926
214	161137		

notes: 200,201 started cruise in gloss gray scheme with black tails, were repainted in one-tone dull gray in hangar bay enroute.

-several acft (numbers?) had black tails applied post war and prior to fly off.

-211,212,214 TARPS equipped.

<u>VFA-15</u>	<u>F/A-18A</u>		
300	163113	301	163119
302	163124	303	163126
304	163121	305	163120
306	163122	307	163125
310	163101	311	163143

notes: 304/163121 lost 25 Jan 91, non-combat. pilot recovered.

-163135/AJ 304 replacement acft from VFA-132 during war.

<u>VFA-87</u>	<u>F/A-18A</u>		
400	163117	401	163096
402	163095	403	163094
404	163100	405	163105
406	163099	407	163102
410	163106	411	163107

notes: 401/163096 lost 5 Feb 91 (non-combat) with Lt BJ Dwyer. (CVW-8 LSO).

-163103/AJ 412 replacement aircraft near end of war.

<u>VA-65</u>		<u>A-6E</u>	
500	161675	501	155718
502	157001	503	155620
504	149957	506	161231
510	161682	511	159314
512	159175		

notes: 503 had desert camo applied. Removed by 9 Feb.

-511 transferred to VA-35 for return to CONUS 3/91. 161659/AJ 505 received in exchange.

<u>VA-36</u>		<u>A-6E</u>	
530	161660	531	155632
532	155716	533	161667
534	159176	535	155703
540	158538	541	158538
542	159574		

notes: 533 had desert camo applied. Removed by 9 Feb.

-155632/531 lost 2 Feb 91 near Falayka Is to enemy fire. crew lost.

-158538 transferred to VA-35 for return to CONUS following end of war. 158051/AJ 530 acquired from VA-35 in exchange. 161660 renumbered to "second" 540, 155600/AJ536 acquired from VA-95/Whidbey Is during war as replacement for 531.

<u>VAW-124</u>		<u>E-2C</u>	
600	161780	601	161552
602	161781	603	161782
604	161783		

<u>HS-9 SH-3H</u>			
610	149725	611	149735
612	149899	614	151541
615	148991	616	148983

<u>VAQ-141</u>		<u>EA-6B</u>	
620	163405	621	163527
622	163528	623	163529
624	163530		

<u>VS-24</u>		<u>S-3B</u>	
700	160125	701	159743
702	159729	705	159761
707	159753		

notes: 701 in gloss gray/white scheme, others in TPS. 701 had red rudder painted out prior to war.

VRC-40 det D C-2B
AJ 46 162168

THE GREAT NOSE ART CONTEST:

Near the end of the war VF-41 painted up 101 with noseart. CAG liked it enough to authorize the other squadrons to paint one apiece on a not-to-interfere with ops basis. By the end of the March port call in Dubai, about everybody had complied. (except the two F-18 squadrons, which never did it.). VA-65 had applied the same Garfield markings to two aircraft before CAG's edict.... they removed it from 501 by the end of March. The nose art lasted officially until the first port call in the Med, (Haifa) when it was to have been removed (late May). It appears as if VAW-124 was able to hide theirs, as it reappeared for fly off to Norfolk!

VF-41	101	Queen of Spades
VF-84	201	Cat Snatch Fever
VA-65	500/501	The Big Stick
VA-36	536	Heart Less
VAW-124	601	Miss B.Havin ← won nose art contest.
VAQ-141	621	Eve of Destruction/Deception Lass
VS-24	701	Eye of the Storm

SNIA CO/XO/CAG/ADM FROST
were judges.

-Final note: 536 recieved red road runner tail markings when it had its nose art painted. By fly off, all VA-36 aircraft were so painted. It also appears as if VF-84 applied black tails to all of their aircraft for fly off. (I wasn't on the ship that late)