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FIGHTER SQUADRON TWO
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Encl: (1) Fighter Squadron TWO Command History for the
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1. In accordance with reference (a), Enclosure (1) is sub-
mitted.

JOSEPH A. BRANTUAS

Copy to:
Director of Naval History (OP-09B9)

ANNUAL HISTORY OF FIGHTER SQUADRON TWO FOR 1973

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(6) CNO ltr ser: 05D/541 dtd 4 June 1973

(7) News Release 15 OCT 1973: First Anniversary

1. BASIC HISTORY

COMPOSITION OF COMMAND, SQUADRON MISSION AND COMMAND ORGANIZATION

Commander Richard L. MARTIN, USN, served as the Commanding Officer of Fighter Squadron TWO from 14 October 1972 to 18 January 1974. At that time he was relieved by the present Commanding Officer, Commander Joseph A. BRANTUAS, USN, during ceremonies at the Miramar Naval Air Station parade grounds. Commander Jimmie TAYLOR, USN, assumed the duties of Executive Officer.

On 14 October 1972, fleet introduction of the F-14A TOMCAT was officially realized with the re-commissioning of Fighter Squadrons ONE and TWO. During ceremonies at Miramar Naval Air Station, Secretary of the Navy John WARNER arrived in a TOMCAT aircraft to address an audience of distinguished guests and members of these new squadrons. The re-commissioning of VF-2 combined with the operational fleet employment of the F-14 has proven to be the present culmination in the vital role of Naval Aviation. Upon commissioning Fighter Squadron TWO was established with a permanent duty station of NAS Miramar and assigned to the Administrative Command of COMFAIR Miramar for operation in conjunction with the Readiness Training Squadron, Fighter Squadron ONE TWO FOUR. On 1 July 1973, Fighter Squadron TWO separated from the training squadron and joined Carrier Air Wing 14, in preparation for deployment aboard CVAN 65, the USS ENTERPRISE.

During the months of July and August, the Squadron Commanding Officer along with the Executive Officer and Department Heads met at an off-base facility in order to formulate procedures for the smooth operation of all squadron functions. The Squadron Organization is unique to Naval Aviation in that the traditional Personnel Department no longer exists. Its replacement, the Personnel Development Department, staffed by six squadron officers, performs all the classic functions in addition to assuming all others normally performed by the branch officer. Fighter Squadron TWO also has an officer from the Supply Corps permanently billeted aboard. This break from tradition has provided for the more orderly flow of all supply functions.

COMMAND ORGANIZATION



FIGHTER SQUADRON TWO INSIGNIA

APPROVED BY CNO 4 JUNE 1973

SQUADRON AIRCRAFT - 1973

The F-14A TOMCAT represents the highest technical advances in fighter aviation and is a symbol of the degree to which the state of the art has attained. Fighter Squadron TWO is proud to be the first assigned for its fleet introduction and accepts this new challenge with enthusiasm.

The F-14, compared to all other Air Superiority fighters, offers unique capability in the traditional Escort, Dogfight and Air Defense missions. No other Air Superiority fighter existing or projected can match the F-14 in its ability to outrange an opponent and fight longer at a given range. The F-14 variable wing-sweep with maneuvering devices automatically reconfigures itself for optimum performances at all altitudes and speeds. This ability, combined with the aircraft thrust loading, gives a marked maneuvering advantage over any other contemporary or projected fighter. The number and mix of Air to Air Weapons carried by TOMCAT allows full utilization of AWG9 capability and maximum firing opportunities. From extreme range multiple target down to canopy to canopy dogfighting, the Phoenix, Sparrow and Sidewinder Missiles, along with the Vulcan 20MM cannon, furnish the full spectrum of weaponry.

OPERATIONAL AND FLEET INTRODUCTION ACHIEVEMENTS - 1973

The year, 1973, has been one of planning, developing, and training for Fighter Squadron TWO. The goal: to efficiently prepare for shipboard deployment aboard the USS ENTERPRISE (CVAN-65) in September of 1974. Establishing a new Squadron is not an easy assignment; in addition to the normal and routine tasks of Administration, Fighter Squadron TWO has accepted the responsibility of introducing a new airplane to the Fleet and in retrospect the Squadron has succeeded on both counts. To this end, the BOUNTYHUNTERS have concerned themselves with Maintenance and Aircrew Training Programs. To insure success of these programs, careful coordination of operational and support tasks was required. Because aircraft production had not yet reached full swing, the Squadron operated with limited assets. Therefore cooperative efforts in the areas of operations, maintenance computer aided management, personnel training and aircraft support resulted in schedules whereby readied airplanes would be capable of meeting diverse challenges. This "systems approach" to fleet introduction enabled major problems to be anticipated and avoided while incidental revisions were easily incorporated into existing procedures and equipment. Fighter Squadron TWO has continually updated itself during 1973 by sending representatives to attend such conferences and schools as the Fleet Air Superiority Conferences, Tactical Manual Conferences, Naval Aviation Safety School, Shipboard Firefighting Schools, Survival, Evasion, Resistance and Escape Seminars, Deep Water Survival Training, Upward Seminars (a minority relations seminar), CACO Schools, et al.

SPECIAL TOPICS - 1973

PERSONNEL MANAGEMENT DEPARTMENT

The Personnel Management (PM) Department was established to provide the functions of personnel accounting and control traditionally assigned a units' Personnel Division but additionally to assume responsibilities in two other major areas.

The first area, technical training, requires the PM Department to plan, schedule, monitor and measure the effect of all training, with the exception of air crew training.

The second area of responsibility addresses the task of implementing, managing, and monitoring the human resources type programs and functions occasioned by the current emphasis on quality navy men, i.e. People-Programs.

This break from traditional fighter squadron structure was designed to enable line and middle managers (CPOs/Division Officers) to concentrate on the production function of a squadron by deleting their direct responsibilities for the details of training, education, health and welfare. The PM Department staff (Personnel Development Officers) are assigned to various rates. For these rates they develop and maintain expertise in technical training, perform the functions of a "mini"-personnel officer, design and implement people programs, and serve as counselors. In addition to relieving the production managers of the time consuming tasks of self-education, updating and performance of these functions, the PM Department concept allows a man with a problem to seek one source of help (PDO) rather than having to fit different problems to different people, which often leads to a break in the chain-of-command. For these areas requiring contacts with which an enlisted man feels comfortable (e.g. race relations, drug exemption), shop level volunteer representatives, to assist the PDO's are designated. The overall goal of the PM Department is to develop the human resources potential within its allotted manpower, leaving the production aspects of a fighter squadron to those trained and expert in that field.

SUPPLY DEPARTMENT

The F-14A Weapons System represents a tremendous investment in money, manpower and material. In order to extend an appropriate degree of management control over this complex aircraft and its myriad and highly expensive associated equipment, each of the F-14A Squadrons has been assigned a Supply Corps Officer to fill the billet of Material Control.

Such an assignment represents a departure from traditional squadron staffing and should lead to greater expertise in management of limited assets, insure a higher degree of professionalism in Optar and related accounting and allow closer liaison between the Squadron and local Supply and Maintenance organizations. In addition, the Squadron Supply Officer will be in a position to closely monitor the Integrated Logistics Support (ILS) effort in relation to such problem areas as facilities, spares deliveries and support equipment requirements. He will be in a position to project future maintenance and flight requirements against anticipated availability of all support elements and thus identify potential problem areas incident to deployment.

THE F-14 COMPUTER MANAGED TRAINING PROGRAM

With the fleet introduction of the F-14 aircraft, a unique opportunity arose to institute a computer based information system to support and assist in the management of TOMCAT personnel, training, and equipment. Under the able direction of Commander Richard L. MARTIN, USN, the best efforts of management, behavioral, and computer scientists were coordinated to provide what is now a fully operational information network which addresses the performance evaluation and quantification of fleet readiness. As a result of Commander MARTIN's careful planning and close supervision of the system's design, short range requirements are being serviced while the computer's capabilities remain versatile to accomodate F-14 growth and future requirements.

In systemizing the F-14 community's routine and often time consuming administrative procedures, the computer system has, in its early stages, proven to be quite successful. Thirteen compact units are stationed throughout the readiness and fleet squadrons at Miramar for easy access and use. Eventually thirty-two such units will be purchased from the Hazeltine Corporation. Basically, each unit consists of a screen much like a television, a keyboard which resembles a typewriter, and a printer that is capable of copying what appears on the screen. When an operator types information onto the screen by using the keyboard, he is able to review it for accuracy before transmitting it to the information storage bank in Los Angeles. The data is transferred to the bank via telephone cables and may be recalled instantly, changed easily or removed from the system entirely should it become outdated.

The information presently being put into the computer by Fighter Squadrons ONE, TWO, and ONE TWENTY FOUR consists of personnel and training data extracted from individual service jackets and training schedules. By combining, alphabetizing, and reworking large blocks of data in a matter of seconds, the system forms highly useful rosters, provides aids to training, and helps to keep records timely. Already TOMCAT personnel are becoming proficient in operating the computer and many have contributed valuable suggestions as to how the system can be better utilized to serve the squadron and the Navy. With this highly progressive innovation the F-14 is assured maximum returns from its resources in order to meet operational committments on schedule.