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From: Commanding Officer, Fighter Squadron TWO  
To: Chief of Naval Operations (OP-0502)

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Encl: (1) Fighter Squadron Command History for the  
Period 02 January 1974 to 28 February 1975  
(2) Documentary Annexes

1. In accordance with reference (a), enclosures (1) and  
(2) are submitted.

J. A. BRANTUAS

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

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**ANNUAL HISTORY OF FIGHTER SQUADRON TWO  
02 January 1974 to 28 February 1975**

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**Enclosure (1)**

**B. SUMMARY OF OPERATIONS**

(1) Summary of Chronological Events

1974

1 JAN - 17 FEB	Type Training - Miramar, CA.
18 FEB - 22 FEB	Air to Air Gunnery Deployment - El Centro, CA.
22 FEB - 13 APR	Type Training - Miramar, CA.
14 APR - 26 APR	Deployment to NAS Fallon Nevada with CVW-14
27 APR - 11 MAY	Type Training - Miramar, CA.
12 MAY - 14 MAY	Carrier Qualifications - USS ENTERPRISE
5 JUN - 12 JUN	Carrier Qualifications - USS ENTERPRISE
13 JUN - 15 JUL	Type Training - Miramar, CA.
16 JUL - 24 JUL	Cyclic Operations - USS ENTERPRISE
25 JUL - 5 AUG	Type Training - Miramar, CA.
6 AUG - 26 AUG	Deployed aboard ENTERPRISE WEPTRAEX, ORE, FLEETEX 3-74
27 AUG - 13 SEP	Predeployment Work up
14 SEP - 16 SEP	Load Aboard ENTERPRISE
17 SEP	Depart Alameda for WESTPAC Deployment
18 SEP - 29 SEP	Transit to Hawaii, MIDPAC OPS
2 OCT - 17 OCT	Transit to Subic Bay, R. P., South China Sea Operations
21 OCT - 1 NOV	South China Sea Operations
6,7 NOV, 11-17NOV	South China Sea Operations
18 NOV - 24 NOV	In Port, Hong Kong
25 NOV - 9 DEC	South China Sea Operations
10 DEC - 22 DEC	Gulf of Tonkin
24 DEC - 6 JAN	In Port, Cubi Pt., R.P.

1975

7 JAN - 4 FEB	South China Sea and Indian Ocean Operations
5 FEB - 8 FEB	Mombasa, Kenya
16 FEB - 21 FEB	Indian Ocean Operations
22 FEB - 26 FEB	Singapore
27 FEB - 28 FEB	South China Sea Operations

## (2) Operational Development and Work up

During the period 1 January through 17 September 1974 Fighter Squadron TWO was heavily involved in predeployment preparation for the first operational deployment of the F-14A Tomcat. Realizing the impact on future Naval Fighter policy the deployment would have, the squadron embarked on an ambitious training program. Concentrating on tactics development and weapons system employment as well as aircrew proficiency training the squadron flew almost constantly during this period.

Major areas of emphasis were: air to air and air to ground gunnery; air intercept training; ECCM; Data Link tactics development; missile exercises and carrier qualifications. The following paragraphs are a summary of the highlights.

In late February, deploying with six aircraft and all personnel except a skeleton crew, VF-2 went to El Centro for air to air gunnery. This was the first attempt at a full scale deployment and intended to test not only the gun and weapon system effectiveness but aircraft reliability as well. The four day deployment resulted in 36 out of 48 scheduled gunnery flights being flown and the expenditure of 1633 rounds of 20 mm. These included 13 sorties against the new FIGAT (Fiberglass Aerial Target) and 17 sorties in the banner gunnery pattern. The aircraft held up well and the deployment was considered an operational success from both aircrew and maintenance training points of view.

Following the El Centro deployment, the Bounty Hunters became an integrated part of Attack Carrier Air Wing FOURTEEN with a Fallon deployment in late April. Operating under the constraints of a maintenance update program which immobilized three airplanes during the period, the squadron flew 129 out of 153 scheduled sorties for a total of 211 flight hours in a twelve day period. New areas explored were electronic warfare (EW), electro-counter counter measures (ECCM), fleet air superiority (FAS) and strike escort tactics.

The next major event of the fleet introduction program was carrier qualifications in May and June with the end result of 185 day arrested landings and 88 night arrested landings. All aircrews were qualified and July found the squadron ready to conduct cyclic operations, on board ENTERPRISE. During July and August, the squadron was at sea 28 days and during this time several firsts were performed. The first carrier supported AIM-54 was fired by LTJG's [REDACTED] and [REDACTED] on 23 July. The squadron participated in the first air to air gunnery exercises of the Tomcat to be flown from a carrier. The squadron placed high in the ORE with the

Ordnance division receiving the highest grade in the airwing. Simulated air combat missile firings of AIM-7 Sparrows and AIM-9 Sidewinders were conducted and combat air patrol procedures and tactics were developed. By the end of August, VF-2 was ready, the Tomcat was ready and the cruise to Westpac on board ENTERPRISE was just a couple of weeks away.

### (3) Deployment

Sailing from Alameda on 17 September, ENTERPRISE with VF-2 embarked as part of Air Wing FOURTEEN represented the most sophisticated and versatile striking force ever assembled in the history of Naval Carrier Aviation. Assuming the missions for which the Tomcat was designed, air superiority fighter and fleet air defense, VF-2 has spent most of this cruise developing the tactics, procedures, coordination and philosophy which will determine to a large extent, the conduct of future F-14 cruises. The supply lines were stretched, Miramar was behind and it was time to see if the past months of training had paid off or had been enough.

While deployed VF-2 has fulfilled all commitments and has continued to try new and innovative procedures. Working closely with the ship and airwing, Data Link procedures have been refined and implemented allowing no voice control to become standard. Missile shoots, air to air gunnery and ACM training have played dominant roles in at sea training. The squadron has operated for over half the cruise with no bingo field available in both the Tonkin Gulf and the Indian Ocean.

When a massive power plant inspection and modification program was required as a result of two VF-1 crashes, Bounty Hunter skipper, CDR Joe BRANTUAS was selected to coordinate the process. Establishing an action center and cutting through routine channels, CDR BRANTUAS with his vast knowledge of aircraft maintenance procedures, drew people from IMA, supply and both squadrons and set up procedures which expedited the process.

#### (4) Squadron Philosophy

As the cruise comes to a close two things stand out, one in the area of operational training the other in the maintenance management and training area.

In the area of operational training it quickly became apparent that this first VF-2 was composed of fighter pilots and radar intercept officers who believed the key to a successful fighter squadron lay in learning the basics and being aggressive. A philosophy of dedication to air combat maneuvering training and weapon system employment emerged. Around Miramar, El Toro, Kanehpe Bay, Cubi Pt., Fallon Nev., El Centro, Yuma Ariz., Davis Monthan and Edwards AFB, the Bounty Hunters were known as aircrews with a solid airplane who were ready for a fight at anytime with anybody flying anything. While not neglecting other areas of training this dedication to ACM training and exploring the total envelope of the aircraft has resulted in a highly skilled group of aircrewman dedicated to flying fighters the way they should be flown.

No command can reach the level of operational development and training achieved by VF-2 without the assets. The maintenance department in conjunction with the personnel management department has been the determining factor in the availability of assets. With the high level of training directed by the PM department and personnel tracking playing a key role in determining billet assignments, the squadron's maintenance department has performed brilliantly during the deployment. Particularly outstanding performance has been the keynote of the power plants division, the ordnance shop and the AQ's. Weapon system availability and the high level of power plant personnel training and dedication have been the highlight of the deployment.. Without them and the rest of the department none of this would have been possible. It is refreshing to note an extremely high level of reenlistments has occurred during the cruise. This should ensure safe, operationally ready aircraft for some time.



(5) The Future

As this cruise is ending, the squadron looks forward to returning to Miramar in mid April 1975. During that month, CDR Jimmie W. TAYLOR will assume command, the third Bounty Hunter skipper since the squadron's recommissioning. His Executive Officer will be CDR Frank SCHLUNTZ. Some crews will be arriving while others depart and the process of getting ready "Bounty Hunter Style" will begin again. Let all fighter crews take heed and "check six". We're here to stay a while.