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VF-2/DPW:cmt

5720

Ser: C4

APR 14 1976

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

Subj: OPNAV Report 5750-1; submission of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Fighter Squadron TWO Command History for the Period
01 January 1975 to 31 December 1975
(2) Documentary Annexes

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


J. W. TAYLOR

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

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ANNUAL HISTORY OF FIGHTER SQUADRON TWO
01 January 1975 to 31 December 1975

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COMMANDING OFFICERS AND DATES OF COMMAND

CDR Richard L. MARTIN 13 October 1972 - 18 January 1974

CDR Joseph A. BRANTUAS 18 January 1974 - 18 April 1975

CDR Jimmie W. TAYLOR 18 April 1975 -

Enclosure (1)

CHRONOLOGICAL OUTLINE

24 Dec 74 - 6 Jan 75.....In port Cubi Pt., R.P.
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 - 3 Mar.....South China Sea Operations
4 Mar - 12 Mar.....In Port Subic
13 Mar - 20 Mar.....South China Sea
21 Mar - 27 Mar.....In Port Subic
28 Mar - 8 Apr.....South China Sea
9 Apr - 15 Apr.....In Port Subic
15 Apr - 2 May.....South China Sea
2 May - 5 May.....In Port Subic
5 May - 14 May.....Transit to Hawaii
14 May - 15 May.....In Port Pearl Harbor
15 May - 20 May.....Transit to Alameda
20 May - 18 Oct.....Turnaround
18 Oct - 30 Oct.....El Centro Gun Det
30 Oct - 29 Nov.....Turnaround
29 Nov - 5 Dec.....Fallon Air Wing Operations
5 Dec - 31 Dec.....Turnaround

DEPLOYMENT

In January of 1975 the squadron was in the middle of her first cruise and still heavily involved in obtaining operating data and developing F-14 tactics and shipboard procedures unique to the new aircraft. Loss of two FITRON ONE aircraft due to port engine fires during January, caused grounding of all F-14's and resulted in extensive inspection procedures before the aircraft could again be flown. Flight operations were at a minimum as a result of this, but port calls in Kenya and Mauritius made the period interesting. Aircraft availability was low for the next month or so but considerable ACM training and air-to-air gunnery was accomplished with such limited assets.

The situation in Saigon was deteriorating and on 28 March, the day USS ENTERPRISE was scheduled to leave Cubi Point for the return to CONUS, orders were received directing her to take station off the coast of South Vietnam and stand by to assist in the evacuation if necessary. While waiting for further orders, on 18 April 75, Commander Jimmie W. TAYLOR became the third Commanding Officer of VF-2 in Charge of Command ceremonies held aboard Enterprise. On 29 April 1975 Operation Frequent Wind, the evacuation of Saigon, was ordered. FITRON TWO flew 10 combat missions in support of the operation.

Shortly after Operation Frequent Wind, the squadron left WESTPAC and returned home on 20 May 1975.

Enclosure (1)

TURNAROUND

Returning home in May, the squadron took a well deserved four week standdown. Minimum flying was scheduled and a large turnover of personnel began.

Reporting aboard in June, the first group of Nuggets to come to VF-2 immediately began an intensive ACM training syllabus to prepare for the squadron competitive exercise (Compex) in September. Pilots and RIO's were crewed up and new tactical sections were assigned. Lectures on briefing, debriefing, two versus one and two versus two tactics were given, and the proper attitude was instilled in the aircrews. Discussions of the weapons system and missile envelopes made everyone more aware of the capabilities, limitations and restrictions imposed in an ACM environment. Use of the Air Combat Maneuvering Range and cassette tape recorders carried on every hop enhanced the extensive debriefs and greatly increased the value of each sortie. Finally, the complex hops were flown. Adversaries were F-5 and A-4 Mongoose aircraft flown by the best Naval Fighter Weapons School had to offer.

Every section had a chance to complex and the entire evolution was a great success. F-14 section tactics were explored in detail. Standardization of VF-2 visual identification procedures along with strengths and weaknesses of squadron tactical doctrine were closely scrutinized and modified where necessary. All aircrews gained a tremendous amount of experience in multi-plane tactics and became proficient in the correct use of the F-14's intricate weapons system. The outcome of the ACM complex was a well coordinated Fighter Squadron in which the capabilities of aircraft and aircrew were much improved.

Following the ACM Complex VF-2 began concentrating on Air-to-Air Banner Gunnery. Deploying to El Centro on 19-30 October, the squadron flew an intensive schedule where every pilot got 10 banner gunnery hops. Gun cameras were installed in two aircraft and each pilot got at least two hops with gun camera film. Due to the unique gun sight picture in the F-14, these films were invaluable in determining problem areas and improving accuracy. Nearly 16,000 rounds of 20 MM ammunition were fired. Some potential problems in the area of gun mechanization were discovered and possible remedies proposed. Due to beautiful weather and large areas of uncontrolled air space this was a very enjoyable period for the aircrews. Four and six plane formations were organized when possible and a minimum of altitude and airspeed restrictions made multi-plane fly by's very impressive.

Enclosure (1)

Fallon was the next stop for VF-2. This time Air Wing Fourteen was staged for the initial Air Wing pre-cruise build up. Extensive ACM was conducted with an additional threat of simulated surface to air missiles. Alpha strikes were launched with A-4M, TA-4J and A-7 adversaries who were able to "jump" the strike group at any time, making the evolution very realistic. Air to ground gunnery hops were flown towards the end of the deployment after which the Bounty Hunters returned home and began to prepare for the Christmas Holidays.

With initial refresher CQ coming up in January, almost continual Field Carrier Landing Practice is anticipated for early next year. Fighting TWO has no intention, however, of reducing ACM training sorties. With this in mind, all aircrew would be well advised to "Check Six" when in Bounty Hunter Country.

Enclosure (1)