

1979



DEPARTMENT OF THE NAVY
FIGHTER SQUADRON TWO
PPO SAN FRANCISCO 96601

IN REPLY REFER TO:

VF2/DLB:de

5750

Ser 30

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From: Commanding Officer, Fighter Squadron TWO

To: Chief of Naval Operations (OP-05D2)

Subj: OPNAV Report 5750-1; submission of

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Fighter Squadron TWO Command History for the
period 1 January 1979 to 31 December 1979

1. In accordance with reference (a), enclosure (1) is
submitted.


W. R. MULLINS

Copy to:
Director of Naval History (OP-09B9)
COMNAVAIRPAC (Code 012)

HISTORICAL NARRATIVE

COMMAND ORGANIZATION

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ANNUAL HISTORY OF FIGHTER SQUADRON TWO
1 January 1979 to 31 December 1979

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OPERATIONS DEPARTMENT STATISTICS

1. MISSION	1 JAN 31 MAR	1 APR 30 JUN	1 JUL 30 SEP	1 OCT 31 DEC
a. Sorties Flown (D/N)	241/56	450/46	399/31	432/47
b. Total Sorties Flown	297	496	, 430	479
c. Mission Breakdown				
ACM	128	218	150	142
AIC	42	33	16	17
FERRY		34	36	3
FAM	9	7		16
PMCF	20	27	8	15
GUNNERY		36	58	
INST NAV	65	63	59	128
MAS			46	11
EW	3	27		
SVC	9	15	6	22
AIRSHOW		4	2	
MISLEX	3	8	14	2
OTHER	18	24	35	8
d. Flight hours (D/N)	449.5/121.0	603.5/77.8	627.2/40	631.7/94.5
e. Total flight hours	570.5	681.3	667.2	726.2
f. Avg Flt hrs/Pilot (D/N)	44.9/12.1	60.3/7.8	62.7/4.0	57.4/8.6
g. Total Avg flt hrs/Pilot	57.0	68.1	66.7	66.0
h. Arrested Landings (D/N)				16/10
i. Total Arrested Landings				26
j. Avg Arrested Landings/Pilot D/N				1.4/0.9
k. Total Avg Arrested Landings/Pilot				2.4

DETACHMENTS

HOST 48TH FIS AT NKX	21 FEB - 2 MAR
CNO PROJECT, NAS FALLON	15 APR - 27 APR
NELLIS T-38/F-5 ADVERSARIES	1 APR - 5 APR
YUMA 7&9TH TFS	29 APR - 11 MAY
TYNDALL COLLEGE DART	20 AUG - 31 AUG
LUKE 555 TTS	30 SEP - 4 OCT
HILL 16 TFS	30 SEP - 4 OCT

MAINTENANCE DEPARTMENT

1. Inspections. The Maintenance Department was visited by the COMFIT Aircraft Maintenance Advisory Team in July and in December by the COMFIT Command Inspection Team. All Maintenance Work-centers received high praise from the inspecting officers.
2. Detachments. The Maintenance Department supported three successful ACM detachments in 1979: Yuma (April), Tyndall (August), and Luke/Hill (October).
3. Standard Depot Level Maintenance (SDLM). Three aircraft were transferred to SDLM, and six aircraft were accepted during the year.
4. Missile Shoots. Two successful missile shoots were conducted in June and September.
5. Maintenance Personnel Manning. Average manning level was approximately 90% of the squadron allowance for the year. Shortages remained in the AE and AQ ratings.
6. Maintenance Figures. Average number of aircraft: 12.2; average percent aircraft mission capable: 47.7%; maintenance manhours expended during 1979: greater than 100,000.

ADMINISTRATIVE DEPARTMENT

1. The Administrative Department operated in a stable environment, based ashore, during the calendar year of 1979. No major evolutions or problems were encountered.
 2. The Naval Training Center Administrative Assistance Team was invited to inspect the department in November and made many valuable suggestions.
 3. A command inspection was conducted in December by the staff of Fighter Airborne Early Warning Wing, United States Pacific Fleet. No major discrepancies were noted and minor discrepancies were of an insignificant nature.
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SAFETY DEPARTMENT

1. General. During the calendar year of 1979, Fighter Squadron TWO completed a very demanding and extremely fruitful turnaround plan in preparation for its forthcoming Western Pacific Deployment aboard USS RANGER (CV-61). Commencing in January; the squadron embarked on a program of providing maximum exposure for all aircrews to both TOPGUN and TOPSCOPE professional training programs to build up a core of in-house expertise to aid in the projected long turnaround. Faced with a long turnaround that would see a complete turn over of aircrews with the exception of two pilots and two NFO's, the squadron had to provide an intense training program to prepare replacement aircrews. This task was accomplished with both a flying and academic program with emphasis on MAS and Force Projection. To accomplish the Force Projection training, the squadron deployed to NAS FALLON, NELLIS AFB, MCAS YUMA, TYNDALL AFB, HILL AFB and LUKE AFB. All detachments were completed without incident or a fodded engine. The professionalism display by FITRON TWO aircrews in both flying and the situational awareness of the ACM arena so required for safety has been praised by all participating units. Although faced with extremely demanding conditions during all deployments, the command's philosophy of "safety first" prevented aircraft or personnel to be placed in a potential mishap situation.

2. Safety Contributions.

a. Fighter Squadron TWO has submitted a total of 97 Safety UR's and incident reports during the calendar year of 1979.

b. Three NATOPS changes have been submitted, in addition, Fighter Squadron TWO actively participated and contributed to the F-14 NATOPS Conference, F-14 Safety Review Conference and AIM-54/AWG-9 Safety Review Conferences.

3. Accomplishments.

a. A high degree of aircrew readiness and training was achieved, especially in areas of tactical employment, resulting in successful ACM Detachments against A-4, F-5, F-15, F-16, F-106, and F-4's.

b. Thirteen aircrews completed TOPGUN/TOPSCOPE training programs.

c. Squadron participation in missile exercises was ten AIM-7's expended, and eight AIM-9's expended, fifteen of eighteen missiles fired were graded as successful.

d. The squadron participated in fleet utilization and evaluation of AIM-9L in conjunction with VX-4.

e. Twenty-four individual Aircrew "E's" were awarded.

f. Twelve Fighter Squadron TWO Pilots/RIOs received F-14 500 Accident Free Hours Awards from COMFITAEWINGPAC.

g. During the calendar year of 1979, Fighter Squadron TWO has completed 1896.6 accident free flying hours. The squadron's previous total of 4300 hours was marred by FITRON TWO 1-79A, a minor accident occurring on 11 April 1979.

4. Safety Program. No single factor is responsible for the safe execution of the numerous squadron detachments. Since philosophy as well as equipment are involved to some degree in every accident, the safety education/philosophy must be integrated into every phase of personnel training, every maintenance procedure, and the work environment. Some elements of the program being utilized by FITRON TWO are:

a. A workable, highly effective and dedicated Enlisted Safety Council, chaired and run by the Squadron's Enlisted Safety Petty Officers, has uncovered and provided solutions to numerous potential safety problem areas. While base ashore, the squadron has actively and diligently participated in both NAS MIRAMAR and COMFITAEWINGPAC Safety Programs.

b. The assignment of a permanent Safety Petty Officer, an E-6, to the Safety Department has proven to be very beneficial to the squadron. Having been reassigned from shore duty at NAS EL CENTRO, he has brought a wealth of experience and safety knowledge of shore related safety problems for a squadron that has found itself in an unusual twenty-two month turnaround, an appreciation for safety problems associated with shore installations has been invaluable to this command.

c. The Safety Department's aggressive NATOPS program has placed added emphasis on aircrew proficiency and standardization. Weekly aircrew training and thorough preparation prior to squadron detachments to strange fields has kept aircrew knowledge of systems and emergency procedures at a high level.

d. The squadron publishes a monthly safety bulletin containing safety articles which pertain to both on and off duty activities.

e. The squadron is in preparation of producing a Shop Safety Petty Officer's Workbook containing required safety instructions, lesson guides, posters and squadron related particulars.

f. The squadron's direct appeal towards cultivating attitude thru frequent command emphasis, i.e., Plan of the Day notes, Safety Watch of the Month, addressing safety aspects during quarters each week, and frequent self imposed safety standowns has been the main impetus in contributing to a successful and effective safety program.

5. At the close of the calendar year of 1979, Fighter Squadron TWO has accumulated a total of 1896.6 accident free flight hours. The vast majority of these flight hours were accomplished in the most dynamic and challenging of all missions, the ACM arena.