

1980



DEPARTMENT OF THE NAVY  
FIGHTER SQUADRON TWO  
FPO SAN FRANCISCO 96601

IN REPLY REFER TO:

VF2/DWB: 11b

5750

Ser 119

28 FEB 1981

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 1980 to 31 December 1980

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

*R. P. Hickey*  
R. P. HICKEY

Copy to:  
DIRECTOR OF NAVAL HISTORY (OP-09BH)  
COMNAVAIRPAC (Code 012)  
COMFITAEWINGPAC (Code 60)

COMMAND ORGANIZATION

HISTORICAL NARRATIVE

Enclosure 1/1

OPERATIONS DEPARTMENT STATISTICS

<u>MISSION</u>	<u>1 JAN 31 MAR</u>	<u>1 APR 30 JUN</u>	<u>1 JUL 30 SEP</u>	<u>1 OCT 31 DEC</u>
a. Sorties Flown (D/N)	344/176	491/253	414/214	398/247
b. Total Sorties	520	744	628	645
c. Mission Breakdown				
ACM	117.8	235.3	132.7	17.6
AIC	188.5	303.1	408.6	605.9
FERRY	9.6	10.4	0	0
FAM	3.2	11.2	9.5	4.2
PMCF	16.1	9.1	13.3	18.6
GUNNERY	0	17.9	28.2	34.5
INST NAV	140.2	183.4	169.4	0
MAS	23.4	72.0	19.1	386.5
EW	10.3	13.0	6.9	13.5
SVC	11.5	4.1	0	44.9
AIRSHOW	5.6	0	0	0
MISLEX	20.1	24.5	21.5	15.0
OTHER	204.1	309.3	233.6	62.7
d. Flight Hours (D/N)	634.3/116.1	954.5/238.8	829.9/212.9	856.5/346.9
e. Total Flight Hours	750.4	1193.3	1042.8	1203.4
f. Avg Flt Hrs/Pilot (D/N)	45.3/8.3	68.2/17.1	59.3/15.2	61.2/24.8
g. Total Avg Flt Hrs/Pilot	53.6	85.3	74.5	86.0
h. Arrested Landings (D/N)	133/82	257/109	229/148	310/230
i. Total Arrested Landings	215	366	377	540
j. Avg Arrested Landings/ Pilot (D/N)	10/6	18/8	16/11	22/16

DETACHMENTS

NAS FALLON 19 January - 26 January 1980

**Enclosure 1/1**

## ADMINISTRATIVE DEPARTMENT

1. The Administrative Department operated ashore until 10 September 1980 and was deployed aboard USS RANGER for the remainder of the year. No major problems or evolutions were encountered.

2. A CPT 8000 Word Processor was added to the department shortly before beginning cruise. This is an extremely valuable device, for which Administration and Personnel are still finding new uses. This "smart typewriter" has also proven to be of great value to the Operations Department for use in preparing recurring reports. Although the command has only had the CPT 8000 a short time, the machine appears to be trouble free, even when operating under shipboard conditions.

## MAINTENANCE DEPARTMENT

1. Inspections. The Maintenance Department was visited by the COMFITAEWINGPAC Maintenance Advisory Team for a CWTPi in May and a Pre-Cruise Aircraft Material Readiness Inspection in August. The CWTPi was successfully completed resulting in the highest score ever earned by a West Coast squadron. The Pre-Cruise Aircraft Material Readiness Inspection was successfully completed with no major discrepancies and high praise from the inspecting officers. An EWTPI was also successfully completed in July.
2. Detachments. The Maintenance Department supported a very successful detachment to NAS Fallon in January, where we provided fighter protection for coordinated Airwing strikes. Also, pre-cruise workups spanned the period January through August (six at-sea periods, totalling 74 days).
3. Aircraft. Four aircraft were transferred to Standard Depot Level Maintenance (SDLM). Four aircraft were transferred to other squadrons and five aircraft were accepted during the year.
4. Missile Shoots. Eight successful missile shoots were conducted during the year, resulting in 27 missiles fired, 20 of which were lethal hits. Six of the 20 lethal hits were direct hits. One of the lethal hits was an AIM-54 PHOENIX, fired during ORE. 100 percent of all missiles allotted were fired and 100 percent of available 20mm was expended.
5. Maintenance Personnel Manning. Average manning level for the year was approximately 92 percent of the squadron allowance. Shortages still exist in the AE and AQ rates as they have for the last several years.
6. Maintenance Figures. Average number of aircraft: 11.3. During the extended deployment to the Indian Ocean, the squadron established a sortie completion rate of over 90 percent with an FMC sortie rate of 95 percent. Maintenance man-hours expended during 1980: 199,566.2 - direct maintenance.

## SAFETY DEPARTMENT

1. General. During the calendar year of 1980, Fighter Squadron TWO commenced build-up in preparation for a fourth operational deployment in the F-14A aircraft, and deployed aboard USS Ranger (CV-61) in September 1980. During the 1980 turnaround cycle and while deployed, the squadron has accumulated a total of 4189.9 accident-free hours with 1498 arrested landings, 569 of which were at night. A significant portion of this flight time has been achieved while on station in the Indian Ocean, without the benefit of divert fields and with only 9 aircraft onboard. A 90 percent sortie completion rate was achieved with only 5 aircraft on the flight deck for daily operations. The FMC sortie rate more than doubled the last 5 months of calendar year 1980 to an unprecedented 95 percent. During non-flying days, significant emphasis was placed on aircrew training, i.e. reviewing aircraft systems, shipboard operations and aircraft emergency procedures. Due to this aggressive training, the squadron performed in a superlative manner without a single major incident. Major emphasis has been placed on FOD prevention through maintenance personnel training. Self-imposed programs and strict maintenance instructions concerning missing fasteners and the designation of FOD Petty Officers, has resulted in one of the lowest FOD rates in NAVAIRPAC. Safety awareness exhibited throughout the ranks of the squadron has contributed to the accident-free period of CY-80.

### 2. Safety Contributions.

a. Fighter Squadron TWO has submitted a total of 43 UR/ Incident Reports during the Calendar Year 1980.

b. One NATOPS change has been submitted.

### 3. Accomplishments.

a. A high degree of aircrew readiness and training was achieved, resulting in an aircrew average of 99.1 percent on the ORE exam, the highest average in the history of the Airwing. In ORE missile firing exercises, 10 missiles were fired with 18 "E"s and 2 "Q"s. Six aircrews participated in the ACM complex with 12 "E"s. VF-2 was judged the best Fighter Squadron in the Airwing during the ORE.

b. In competitive exercises, missile firings were conducted with 44 aircrew participating. Ten "E"s and 2 "Q"s were awarded, with 32 "E"s recommended and still pending. During an ACM complex with 12 aircrew participating, 12 "E"s were recommended. A VF-2 crew was the highest scoring individual aircrew in the COMFITAEWINGPAC Fighter Derby.

c. A highly effective FOD prevention program is responsible for only one rejectable FOD since cruise began. VF-2 also pioneered the now widely accepted procedure for pulling the engine start CB to allow single engine taxi at idle, thus reducing FOD potential.

d. During the Calendar Year 1980, Fighter Squadron TWO flew 4189.9 accident-free hours. This accomplishment gives the squadron a total of over 6000 hours since the last major accident.

e. Fighter Squadron TWO was selected as COMCARAIRWING TWO's nomination for the Admiral Joseph Clifton Award for the Best Fighter Squadron in the Navy.

4. Safety Program. Fighter Squadron TWO has strived to integrate safety education into every phase of personnel training, every maintenance procedure, and the working environment. Some of the principle elements of the program being utilized by this command are:

a. A dedicated Enlisted Safety Council, comprised of and run by the squadron's Enlisted Safety Petty Officers, has uncovered and provided solutions to numerous potential safety problem areas.

b. A permanent Safety Petty Officer (E6) has been assigned to the Safety Department and has proven very beneficial to the Safety Program. By circulating throughout the squadron and by heading the Enlisted Safety Council, the Safety Department Petty Officer has been able to make recommendations to the ship and station Safety Departments in alleviating potential hazards and unsafe practices.

c. The Safety Department's aggressive NATOPS Program has placed emphasis on aircrew knowledge of aircraft systems and emergency procedures. Each aircrew member is responsible for reviewing a designated aircraft system and an emergency procedure during every pre-flight brief. In addition, weekly in-depth lectures are given on specific aircraft systems.

d. The squadron has fostered safety awareness through daily Plan of the Day notes and by addressing safety aspects during weekly standdowns. All these aspects have contributed to a successful and effective Safety Program.

5. At the close of Calendar Year 1980, Fighter Squadron TWO has accumulated a total of 6003.5 accident-free hours, 2526.9 of which were flown in an embarked status. This number of embarked hours lends further credence to the testimony that the squadron as a whole is dedicated to safe, professional flight operations.