



DEPARTMENT OF THE NAVY
FIGHTER SQUADRON TWO
FPO SAN FRANCISCO 96601

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From: Commanding Officer, Fighter Squadron TWO
To: Naval Aviation History Office (OP-0502)

Subj: FITRON TWO 1983 COMMAND HISTORY REPORT, SUBMISSION OF

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Fitron TWO 1983 Command History

1. Enclosure (1) is submitted as directed by reference (a).

P. RINGWOOD

A handwritten signature in cursive script, appearing to read "P. Ringwood", written over a horizontal line.

Commanding Officer
Fighter Squadron TWO

logged

I. BASIC HISTORY

Enclosure (1)

**Command History of Fighter Squadron TWO
1 January 1983 to 31 December 1983**

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A. COMMAND ORGANIZATION

1. FIGHTER SQUADRON TWO COMMAND DATA

COMMANDING OFFICER: Dudley C. Bouck, CDR, USN

EXECUTIVE OFFICER: Paul Ringwood, CDR, USN

SQUADRON MISSIONS:

- a. To sustain at all times the capability to establish and maintain Maritime Air Superiority in the vicinity of the Task Force.
- b. To project power ashore in support of strike operations and maintain air supremacy in the vicinity of a strike group.
- c. To provide a tactical reconnaissance capability.

SENIOR ADMINISTRATIVE COMMAND: Commander Fighter Airborne Early Warning Wing, U.S. Pacific Fleet

SENIOR OPERATIONAL COMMAND: Commander Carrier Air Wing TWO

AIRCRAFT: GRUMMAN F-14A BUREAU NO's: 158986, 158988, 158998, 159837, *161273, *161275, *161276, 161291, 161293, 161295, 161297, 161299, 161443

DEPLOYMENTS: USS KITTY HAWK CV-63: 19 APR - 13 MAY
07 JUL - 16 JUL
22 SEP - 18 OCT
15 NOV - 08 DEC

* Configured to carry the Tactical Air Reconnaissance Pod System (TARPS)

B. SUMMARY OF OPERATIONS

1. Narrative History. Fighter Squadron TWO completed an extensive turnaround training program in 1983. Training was performed in preparation for an extended WESTPAC/Indian Ocean deployment with Carrier Air Wing TWO, aboard USS Kitty Hawk (CV-63). Deployment was scheduled to commence on 13 January 1984. Programs were tailored to train aircrews and maintenance personnel to accomplish power projection, maritime air superiority and reconnaissance missions. Major training evolutions are listed in the chronological history. The turnaround was conducted with an average of thirteen aircrew and twelve F-14A aircraft. Material preparations for deployment were unique in that Fighter Squadron TWO was one of the first two F-14 squadrons to be fully outfitted with the Television Camera Set (TCS), which has far-reaching tactical applications in virtually every tactical arena. TCS outfitting was completed at the end of the turnaround cycle.

2. 1983 Chronological History

01 JAN-18 APR NAS Miramar CA
 *11-29 FEB Fleet Fighter ACM Readiness Program/Fighter Derby
 *19-31 MAR Strike training detachment, Nellis AFB NV
 19 APR-13 MAY Refresher training, USS Kitty Hawk
 14 MAY-06 JUL NAS Miramar CA
 *16-19 MAY Exercise "Constant Peg"
 *04-17 JUN Air wing weapons deployment, NAS Fallon NV
 07 JUL-16 JUL Refresher training, USS Kitty Hawk
 17 JUL-21 SEP NAS Miramar CA
 *30 JUL-12 AUG Exercise "Red Flag", Nellis AFB
 *15-19 AUG Fleet Air Superiority Training
 *22-27 AUG Gunnery detachment, NAS El Centro CA
 *30-31 AUG "High Noon" gunnery competitions
 22 SEP-18 OCT Weapons training exercise (WEPTRAEX)/
 Readiness Exercise (READIEX 83-7), USS Kitty Hawk
 19 OCT-14 NOV NAS Miramar CA
 *16-22 OCT "Photo Finish" Reconnaissance
 Competition, Biloxi ANGB MS
 15 NOV-04 DEC READIEX 84-1, USS Kitty Hawk
 5 DEC-8 DEC Operational Readiness Evaluation, USS Kitty Hawk
 9 DEC-11 DEC "Exercise Kernal Usher", USS Kitty Hawk
 12 DEC-31 DEC NAS Miramar CA

C.SPECIAL TOPICS

1. Achievements in Combat Readiness.

a. Flight hours:

(1) Total flight hour grant	4480.0
(2) Total hours flown:	4161.2
(a) day:	3135.2
(b) night:	1026.0
(3) Total embarked hours:	1744.9
(a) day:	1189.9
(b) night:	555.0

b. Shipboard landings:

(1) Carrier arrested landings:	
(a) day:	717
(b) night:	349
(c) total:	1066
(2) Boarding rate:	
(a) day:	91.3%
(b) night:	85.2%
(c) overall:	89.4%

c. Conventional Weapons Technical Proficiency Inspection
results: 94.7% / Outstanding

d. Integrated Weapons System Review: 29 June 1983, results:
Satisfactory

e. Command inspection: 11-12 April 1983: Satisfactory

2. Achievements in Weapons System Readiness.

a. Aircraft Availability (based on 3M data):

(1) Full Mission Capable (FMC) rate: 60.1%

(2) Mission Capable (MC) rate: 69.6%

b. Cannibalization rate per 100 flight (3M data): 6.5

c. A-799 rate (3M data): 4.1%

d. Material Condition: Pre-deployment Maintenance/Material Inspection: 15 December 1983: Satisfactory

3. Achievements in Combat Exercises.

a. ORE results: Overall grade of outstanding.

b. Individual Competitive Exercises:

Total E's - 123

Q's - 0

NQ's - 0

c. Missile Firings:

<u>BUNO</u>	<u>TYPE MISSILE</u>	<u>NUMBER FIRED</u>
158998	AIM-9G	1
161273	AIM-7E-4	1
	AIM-9L	1
161275	AIM-9M	1
161276	AIM-7E-4	1
161291	AIM-7E-4	1
	AIM-7F	1
	AIM-9H	1
	AIM-9L	1

161293	AIM-9H	1
161295	AIM-9H	1
161297	AIM-7E-4	2
161299	AIM-9G	1
	AIM-7E-4	3
161443	AIM-54A	1

d. Ordnance expenditures:

- (1) Missiles - 100% of allowance
- (2) 20 MM TP - 100% of allowance
- (3) 20 MM HEI - 100% of allowance
- (4) Chaff - 100% of allowance
- (5) Flares - 100% of allowance

4. Achievements in Aviation Safety.

a. Total continuous hours accident free: 3551.7

b. Class A mishaps: one (flight)

(1) 28 February 1983, 01-83. Aircraft entered flat spin and impacted ground. Aircrew successfully ejected.

c. Class B mishaps: none

d. Class C mishaps: two (flight)

(1) 01-83. Engine FOD caused by ingestion of bracket from KA-6D inflight refueling basket.

(2) 02-83. Damage to arresting gear trunnion, stinger assembly, and nose tires caused by towing aircraft out of catapult track Y-plate.

e. Safety reports: 42

f. NATOPS changes submitted: 20

5. Contributions to Weapons System Development.

a. Successfully performed a complex FOT and E combined AIM-54A, AIM-7F, and AIM-9M missile shoot against a QF-86 and two BQM-74Cs in an ECM environment.

b. First Miramar based F-14 squadron to propose and successfully execute a two-circle maneuvering missile shoot against a QF-86 drone. The scenario has since received widespread support as an excellent test of weapons system and aircrews in a

dynamic "Real-World" environment.

6. Contributions to Tactics Development.

a. TAC manual changes submitted: one

b. Submitted "Project Rising Fighter Lessons Learned" to CFAWP (ser C04 dated 25 Feb 83) detailing section tactics that were the most successful to date in the "Rising Fighter" TAC D and E program.

c. Submitted "FFARP Lessons Learned" to CFAWP (Ser C10 dated 28 Apr 83) which contained detailed recommendations for improving the Fleet Fighter ACM Training Program.

d. Submitted "Fast Syllabus and Vector Logic Considerations" paper to NFWS (copy CFAWP Ser 251 dated 22 Sep 83) with far reaching recommendations for improving the program.

e. Submitted four "AAW Lessons Learned" papers to CVW-2 proposing changes to Air Wing AAW Tactics and Battle Group Outer Air Battle Strategy.

7. General Contributions to Individual Community.

a. Published "Dispelling F-14 Fuel Tank Myths" (Topgun Journal, Summer 1983 edition).

b. Submitted a comprehensive "Aux Tank Plan" to CVW-2 (memo dated 18 Oct 83), recommending implementation of the proposals outlined in the "Dispelling F-14 Fuel Tank Myths" article during the upcoming deployment.

c. Fulfilled reconnaissance requirements in support of CNO PRI ONE PROJECT J251 (Tomahawk Cruise Missiles) and received superlative comments on the quality of the TARPS imagery provided (JCMPO Washington DC 071741Z Feb 83).

d. Performed opposition services for the F-16/J-79 evaluation (Apr 83) in support of a NFWS project to evaluate potential replacements for the F-5.

e. Provided technical material assistance in the development of the F-14/ALQ-126 maintenance manual.

f. Researched, developed and implemented a unique F-14A Weight and Balance computer program (capable with on-line fleet equipment) that was adopted for fleet use by COMNAVAIRSYSCOM. (COMNAVAIRSYSCOM 100012Z Dec 83)

g. Selected by CFAWP to evaluate prototype stainless steel (TRIDIAR) calfax fasteners, soft engine inlet covers, and improved F-14A wing seals (air bags).

8. Achievements in Personnel Readiness.

a. Retention rate:

- (1) Officers: 98%
- (2) Enlisted:
 - (a) first term: 74%
 - (b) second term: 100%
 - (c) career: 92%

b. Advancement (enlisted)

- (1) number eligible: 145
- (2) number advanced: 81
- (3) number PNA: 108

9. Commanding Officer's Comments.

Critical fiscal constraints demanded micro-management of all training time and assets; yet Fighter Squadron TWO achieved the highest possible readiness ratings well prior to deployment. Each department was recognized by CFAWP for the excellence of its programs and never before has Fighter Squadron TWO deployed with such a broad range of talented personnel. The following turnaround highlights are indicative of Fighter Squadron TWO excellence:

*Led Air Wing fighter squadrons in total sorties and flight hours for the turnaround.

*Six (6) aircrew completed the NFWS Topgun course.

*An extensive ACM training program that included regularly scheduled ACM vs. VX-4 and VFA-125 F-18's as well as the

following:

NOV	Luke AFB F-15 DACT
DEC	Rising Fighter
DEC	FFARP (Fleet Fighter ACM Readiness Program)
MAR	Coordinated Strike - Nellis AFB vs. F-15 FWS
APR	F-16-79 evaluation
MAY	Constant Peg
JUN	Air Wing weapons deployment - NAS Fallon
JUL-AUG	Red Flag, Nellis AFB
SEP	Advanced division tactics vs. VMFA-531 F-18's

*Led in the annual competition for the Pacific Fleet TARPS Excellent Award with a 98.9 average. The closest competitor was over fifteen percentage points behind at the end of the competition.

*Selected from among all other west coast TARPS squadrons to compete in the Photo Finish'84" reconnaissance competition and finished first among other competing U.S. Navy/U.S.M.C. reconnaissance units.

*Completed a highly successful gunnery detachment to NAF El Centro (22-27 Aug 83).

*307 days FOD free in CY-83.

*100% of all required I level training completed. 105% I level manning.

*Over 80% completion of maintenance PQS.

*Highest percentage of maintenance personnel ever to have received formal corrosion control training including 100% of all officers.

*100% of AO's are certified and have attended conventional loading school.

*Lowest MIR rate among all fleet squadrons at Miramar during the turnaround.

*Winners of the CFAWP Golden Anchor Award for personnel retention.

*Broke the previous squadron monthly sortie record in September by flying 373 sorties - a 20 % increase.

*Increased CY-83 FCM and MC rates by 23% and 8% respectively.

*Zero SPINTAC aircraft (continuing a four year record).

*Received an overall ORE grade of outstanding.