



DEPARTMENT OF THE NAVY
FIGHTER SQUADRON TWO
FPO SAN FRANCISCO 96601-6101

1990

IN REPLY REFER TO:
5750
Ser 17/135
13 APR 1991

From: Commanding Officer, Fighter Squadron Two
To: Chief of Naval Operations (OP-0502)
Subj: SUBMISSION OF FITRON TWO 1990 COMMAND HISTORY REPORT
Ref: (a) OPNAVINST 5750.12E
Encl: (1) Fighter Squadron Two Command Data
(2) Commanding Officer biography
(3) Executive Officer biography
(4) 1990 chronology
(5) 1990 Battle Efficiency and Rear Admiral Joseph C. Clifton award submission
(6) 1991 Change of Command brochure
(7) VF-2 aircraft photograph

1. Enclosures (1) through (7) are submitted as directed by reference (a)


J. QUINN

Distribution:
Director of Naval History (OP-09BH)
COMNAVAIRPAC (w/o enclosures)
CVW-2 (w/o enclosures)

Logged

Fighter Squadron Two
Command Data

Commanding Officer: James J. Quinn, Commander, U.S. Navy

Commanding Officer: Brian E. Flannery, Commander, U.S. Navy

Senior Administrative Command: Commander Fighter Airborne Early
Warning Wing, U.S. Pacific Fleet

Senior Operational Command: Commander Carrier Airwing Two

I. 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.

II. Aircraft: Grumman F-14A BUREAU NOs:

162604	162600	159843	*160696
162606	161299	159869	*161271
162598	160695	161276	*161624

* configured to carry Tactical Air Reconnaissance Pod System (TARPS)

III. Deployment-USS Ranger (CV 61)

Independent Steaming Exercise	05-12 APR
REFTRA	23 APR-04 MAY
COMPTUEX	27 SEP-05 OCT
READIEX 90-3A	09-17 OCT
READIEX 90-3B	08-16 NOV
Desert Shield/Storm Deployment	08 DEC-INDEF (year end 31 DEC 90)

Fighter Squadron Two
1990 Chronology

16-19 JAN 90 ACM Training with USMC F/A 18's; NAS Miramar.
29JAN-2FEB: Fleet Fighter ACM Readiness Program (FFARP); NAS
MIRAMAR
5-13FEB: Fleet Fighter ACM Readiness Program (FFARP); NAF
El Centro.
14-16FEB: Fleet Fighter ACM Readiness Program (FFARP); NAS
Miramar.
19-23FEB: Fleet Air Superiority Training (FAST); NAS
Miramar.
27FEB-3MAR: CVW-2 SLATS course (8 Officers); NAS Fallon.
27FEB: Air-Air Missilex, 1 AIM-54 / 2 AIM-7; NAS
Miramar.
5-23MAR: CVW-2 Weapons Detachment; NAS Fallon.
5-12APR: Independent Steaming Exercise (ISE); USS Ranger
(CV-61).
17-20APR: Orange Air Ship's Service Flights; NAS Miramar.
23APR-4MAY: REFTRA; USS Ranger (CV-61).
9-18MAY: ACM Work-up with F-16 / F/A-18 / F-15's; NAS
Miramar.
22-23MAY: Fighter Derby '90; NAS Miramar.
1-8JUN: TOPGUN Ground School (8 Officers); NAS Miramar.
14-26JUN: Air-Air Gunnery Training; NAS Miramar.
27JUN-3JUL: ECCM Training; NAS Miramar.
10JUL-3AUG: AOPS/ATA; USS Ranger (CV-61).
30JUL: Air-Air Missilex, 1 AIM-9H; USS Ranger (CV-61).
04AUG: Dependents Day Cruise; USS Ranger (CV-61).
04AUG: Air-Air Gunnery Training; NAS Miramar.

7-29AUG: ECCM Training; NAS Miramar.
20-29Aug: Air-Air Gunnery Training; NAS Miramar.
30-31AUG: High Noon Air-Air Gunnery Competition; Nas
Miramar.
31 AUG: ECCM Compex; NAS Miramar.
05-06SEP: Air-Air Missillex, 1 AIM-54 / 2 AIM-7; NAS
Miramar.
10-21SEP: Air-Ground Strafe Training/Compex; NAS Miramar.
19SEP: Air-Air Missillex, 2 AIM-9H; NWC China Lake.
22SEP: Kernel Usher Support; NAS Miramar.
27SEP-50OCT: COMPTUEX; USS Ranger (CV-61).
09-17OCT: READIEX 90-3A; USS Ranger (CV-61).
23-25OCT: CONOPS Briefings from Naval Strike Warfare;
TACTRAGRUPAC, Point Loma Center.
30-31OCT: KC-135 Tanking Qualifications; NAS Miramar.
08-16NOV: READIEX 90-3B; USS Ranger (CV-61).
12-20NOV: Air-Ground Weapons Training (BOMBCAT); NAS
Miramar, MCAS Yuma.
26-28NOV: Material Condition Inspection;NAS Miramar.
02-04DEC: TARPS Derby; NAS Miramar.
03-04DEC: Air-Air Missillex, 2 AIM-54 / 3 AIM-7; NAS
Miramar.
08DEC: Deploy for Desert Shield / Arabian Gulf
OPERATIONS; USS Ranger (CV-61).
10-29DEC: Transit/Cyclic Operations enroute NAS Cubi
Point; USS Ranger (CV-61).
27DEC: VF-2 completes First BEAR Intercept; USS Ranger (CV-61).
27-28DEC: CONRECEX (TARPS); USS Ranger (CV-61).
29-31DEC: Inport Subic Bay, RP.



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IN REPLY REFER TO:
3500
Ser 03810
1 January 1991

From: Commanding Officer, Fighter Squadron TWO
To: Commander, Naval Air Force, U. S. Pacific Fleet (Code 31)
Via: (1) Commander, Carrier Air Wing TWO
(2) Commander, Carrier Group SEVEN

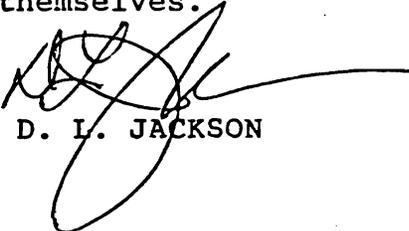
Subj: 1990 BATTLE EFFICIENCY AND REAR ADMIRAL JOSEPH C. CLIFTON
AWARD SUBMISSION

Ref: (a) OPNAVINST 1650.17A
(b) COMNAVAIRPACINST C3500.60
(c) COMFITAEWINGPACINST 3500.15B

Encl: (1) 1990 Fighter Battle Readiness Efficiency Report and
1990 Rear Admiral Joseph C. Clifton Award Submissions

1. In Accordance with references (a) through (c), enclosure (1)
is submitted for the competitive period 1 January - 31 December
1990.

2. The Bounty Hunters have demonstrated the capability to perform
sustained, prolonged, deployed operations and have excelled as
the tactical leaders in the Air Wing, Battle Group and Fighter
Community. Weapons system efficiency, tactical development, Air
Wing leadership and safety have been our strong points. Bullet
aircrews have performed second to none in every aspect of fighter
warfare. The numbers speak for themselves.


D. L. JACKSON

Copy to:
COMFITAEWINGPAC

1990 FIGHTER BATTLE EFFICIENCY REPORT

1990 REAR ADMIRAL JOSEPH C. CLIFTON AWARD

SUBMISSION FROM FIGHTER SQUADRON TWO

Note: Both award nominations are submitted using the format contained in reference (b) for the Battle "E". Asterisked (*) items contain specific information required by reference (a) for the RADM Clifton Award.

* 1. OPERATIONAL ACHIEVEMENTS

a. Flight Hours

(1) Total Hours Flown

(a) Day:	3424.7
(b) Night:	1353.1
(c) Total:	4777.8
(d) Percent Night Time:	28%

(2) Total Embarked Hours

(a) Day:	1159.4
(b) Night:	620.9
(c) Total:	1780.3
(d) Percent Night Time:	35%
(e) Total Embarked Days:	96

(3) Total Flight Hour Grant: 4374 (JAN-DEC 90)

Percent of Grant Flown: 109%

b. Sorties Flown

(a) Day:	1894
(b) Night:	876
(c) Total:	2770
(d) Percent Night:	32%

c. Carrier Arrested Landings

(a) Day: 542
(b) Night: 395
(c) Total: 937
(d) Percent Night: 42%

d. Carrier Landing Performance

1. Boarding Rate

(a) Day: 86%
(b) Night: 78%
(c) Cumulative: 83%

2. Landing Grades

(a) Day: 3.45
(b) Night: 3.30
(c) Overall: 3.40

* 2. TRAINING READINESS

(a) Competitive Exercises (Weapons Delivery/Combat Readiness)

	<u>E's</u>	<u>Q's</u>	<u>NQ's</u>
1. Air-Air Missile Compex AAW-6-A (AIM-54/AIM-7)	20	2	0
2. Air-Air Missile Compex AAW-7-A (AIM-9)	12	0	0
3. Air-Ground Strafe Compex STW-1-A	16	3	0
4. Air-Air Gunnery Compex AAW-2-A (Circular)	10	2	0
5. Air-Air Gunnery Compex AAW-1-A (Squirrel Cage)	2	0	0
6. ACM Compex AAW-9-A (2vUNK L/Deuce)	14	0	0
7. ACM Compex AAW-12-A (2vUNK)	4	0	0

8.	ACM Compex Fighter Derby	12	8	4
9.	ACM Compex AAW-13-A (1vl)	4	0	0
10.	ECM Compex AAW-1-I (Jamex)	**32	0	0
	** Paperwork for 24 "E"s earned between 15-23DEC90 submitted 24DEC90.			
11.	TARPS Compex TARPS Derby	4	4	0
	Totals	130	11	4

(b) Ordnance Expenditures

1. Missiles:	100%	of allowance	expended
2. 20mm TP:	100%	"	"
3. Chaff:	75%	"	"
4. Flares:	100%	"	"
5. 45 Cal Ball	100%	"	"
6. MK-83 GPB	100%	"	"

(c) Squadron CEP

1. MK-83 General Purpose Bombs (inert): 75 feet

Note: VF-2 became the first sea-going fleet fighter squadron to successfully complete the new air-ground weapons delivery syllabus and deploy with a strike attack ("Bomb Cat") capability to support Desert Shield '90.

(d) Missile Firings

<u>Date</u>	<u>ACFT BUNO</u>	<u>Missile</u>	<u>Station</u>
27 FEB 90	162606	AIM-7M	6
27 FEB 90	162598	AIM-54A	6
27 FEB 90	160680	AIM-7F	3
19 JUL 90	162606	AIM-9H	1A

<u>Date</u>	<u>ACFT BUNO</u>	<u>Missile</u>	<u>Station</u>
19 JUL 90	162600	AIM-9H	8A
30 JUL 90	162606	AIM-9H	8A
04 AUG 90	162604	AIM-9H	8A
05 SEP 90	161299	AIM-54A	6
06 SEP 90	161299	AIM-7F	1B
06 SEP 90	162606	AIM-7F	6
19 SEP 90	162604	AIM-9H	1A
19 SEP 90	160696	AIM-9H	1A
03 DEC 90	162604	AIM-7M	1B
03 DEC 90	161299	AEM-54A	3
03 DEC 90	159843	AIM-7M	1B
04 DEC 90	161299	AEM-54A	6
04 DEC 90	159843	AIM-7M	1B

(e) Missile Success Rate

1. Radar Missiles - 100%
2. IR Missiles - 100%

(f) No-Notice Missile Exercise

1. Loadex:

Observer

(a) 08 JAN 90 (2 ACFT)	2 x AIM-54A 2 x AIM-7F	COMFITAEWWINGPAC
(b) 13 NOV 90 (6 ACFT)	6 x AIM-54C 12 x AIM-7M 12 x AIM-9M 3600 rds 20mm	COMTHIRDFLEET
(c) 13 DEC 90 (4 ACFT)	8 x AIM-54C 8 x AIM-7M 8 x AIM-9M 2400 rds 20mm	COMCARAIRWING TWO

(d) 21 DEC 90 7 x AIM-54C COMCARGRU SEVEN
 (4 ACFT) 12 x AIM-7M
 10 x AIM-9M

Grade of "OUTSTANDING" received on all Loadex's listed.

2. Missilex: Not Tasked

(g) Missile Captive Carry Hours

1. AIM-54 Phoenix: 150.5
2. AIM-7 Sparrow: 760.2
3. AIM-9 Sidewinder: 1563.1
4. ALQ-167 ECM Pod: 180.0

(h) Awards

1. 1989 COMFITAEWINGPAC High Noon Air-Air Gunnery Champions.
2. 1989 COMFITAEWINGPAC Tactical Air Reconnaissance (TARPS) Champions (for the second consecutive year).
3. Top Competitors for the following:
 - (a) 1990 COMFITAEWINGPAC Fighter Derby Award
 - (b) 1990 COMFITAEWINGPAC Tactical Air Reconnaissance Award
 - (c) 1990 COMFITAEWINGPAC ECCM Award
4. COMFITAEWINGPAC Third Quarter 1990 Safety "S" Award.
5. COMFITAEWINGPAC Maintainer of the Year Award for 1989-1990; LTJG [REDACTED]

* 3. WEAPONS SYSTEM READINESS

(a) Aircraft Availability

Month	FMC %	MC %	O %	A799 I %	Rate Tot Items	ACFT Utiliz. % / Avg A/C
JAN	63.7	74.2	2.7	8.9	120	18.4 / 11.1
FEB	74.4	80.1	3.2	13.6	152	40.3 / 9.7
MAR	68.6	78.0	5.6	30.0	152	39.9 / 11.6
*APR	40.8	49.9	3.4	8.8	118	38.3 / 13.0
MAY	35.4	51.3	2.9	8.8	96	28.9 / 13.0
JUN	39.2	44.3	3.4	9.6	75	23.3 / 13.0

Month	FMC %	MC %	O %	A799 Rate		ACFT Utiliz. % / Avg A/C
				I %	Tot Items	
JUL	62.2	73.7	4.5	7.9	98	44.2 / 13.0
AUG	44.7	53.6	2.1	10.6	77	24.4 / 12.8
SEP	39.9	54.9	4.0	8.4	130	29.9 / 12.0
OCT	32.7	59.4	15.2	12.7	98	34.5 / 10.9
NOV	40.0	55.0	4.0	5.0	-	36.0 / 11.0
DEC	50.0	65.0	3.0	5.0	-	38.0 / 11.0

* APR90 began new Readiness accounting procedures

(b) Cannibalization Rate per 100 Flight Hours:

Month	Rate (%)
JAN	66.0
FEB	43.2
MAR	34.1
APR	40.4
MAY	43.0
JUN	43.7
JUL	21.5
AUG	30.1
SEP	39.0
OCT	21.4
NOV	15.0
DEC	15.0

(c) MTIP Completion Score: 74%

(d) Buy Our Spare Parts Smart (BOSS) Program: 11 submissions

(e) MILCAP/Beneficial Suggestion (Benny Suggs) Program submissions:

1. 90-01; Administrative Computer Program
2. 90-02; Improved VSL Switch
3. 89-03; F-14 A/A+/D Environmental Control System (ECS) Cabin Airflow Control Test Box (Control number 9006). Designed to be a highly portable, user friendly test set for ECS troubleshooting. All hoses and measuring gauges are contained in the test box which centralizes the testing procedure and improves test gathering results while reducing man power requirements. An award of \$1,000.00 was approved by the Commander, Naval Air Engineering Center for adoption of the Test Box and was presented to LT [REDACTED] and AME2 [REDACTED] in April 1990.

(f) Maintenance Awards:

1. COMFITAEWWINGPAC Maintainer of the Year Award for 1989-1990. LTJG [REDACTED], recognized as the best Maintenance Officer in the west coast Fighter community.

* 4. PERSONNEL READINESS

(a) Retention Rate

	Elig	Not Elig	Reen	Gross	Net
1. 1st term	46	8	27	59%	50%
2. 2nd term	8	0	8	100%	100%
3. Career	10	1	10	100%	91%

(b) Advancement

	March Exam	September Exam
1. Number Eligible	113	108
2. Number Taking Exam	112	106
3. Number Advanced	15	22
4. Number PNA	77	83

(c) Officer Retention Rate: 97% (one resignation in 1990)

* 5. COMBAT READINESS INSPECTIONS AND EXERCISES

(a) Inspection Results

1. Command Inspection
Date: 25-26 JUN Grade: SATISFACTORY
(No Major Discrepancies)
2. Corrosion Control (MCI)
Date: 27-28NOV Grade: SATISFACTORY
3. CWTPI
Date: 21-23 MAY Grade: OUTSTANDING
4. IWSR
Date: 14MAY-8JUN Grade: SATISFACTORY
5. EWTPI
Date: 09-10MAY Grade: OUTSTANDING
6. MPA
Date: 04JAN Grade: OUTSTANDING

7. AME
Date: 21-22JUL Grade: 86% / ABOVE AVERAGE

8. Natops Evaluation
Date: 22OCT Grade: 3.99

(b) Major Exercises/Special Operations

1. Total Embarked Days: 96

2. 16-19 JAN: ACM Training with USMC F/A-18's; NAS Miramar.

3. 29JAN-2FEB: Fleet Fighter ACM Readiness Program (FFARP); NAS Miramar.

4. 5-13FEB: Fleet Fighter ACM Readiness Program (FFARP); NAF El Centro.

5. 14-16FEB: Fleet Fighter ACM Readiness Program (FFARP); NAS Miramar.

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15. 1-8JUN: TOPGUN Ground School (8 Officers); NAS Miramar.

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21. 04AUG: Air-Air Missilex, 1 AIM-9H; USS Ranger (CV-61).
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23. 20-29AUG: Air-Air Gunnery Training; NAS Miramar.
24. 30-31AUG: High Noon Air-Air Gunnery Competition; NAS Miramar.
25. 31AUG: ECCM Compex; NAS Miramar.
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36. 26-28NOV: Material Condition Inspection (MCI); NAS Miramar.
37. 02-04DEC: TARPS Derby; NAS Miramar.

- 38. 03-04DEC: Air-Air Missiles, 2 AIM-54 / 3 AIM-7; NAS Miramar.
- 39. 08DEC: Deploy for Desert Shield / Arabian Gulf Operations; USS Ranger (CV-61).
- 40. 10-29DEC: Transit/Cyclic Operations enroute NAS Cubi Point; USS Ranger (CV-61).
- 41. 27DEC: VF-2 Completes First BEAR Intercept of cruise; USS Ranger (CV-61).
- 42. 27-28DEC: CONRECEX (TARPS); USS Ranger (CV-61).
- 43. 29-31DEC: Inport Subic Bay, RP.

* 6. ACHIEVEMENTS IN AVIATION SAFETY

- (a) Class A Flight/Flight Related Mishaps: None
- (b) Class B Flight/Flight Related Mishaps: None
- (c) Class C Flight/Flight Related Mishaps: Two

- 1. 11JAN90; Horizontal Stabilizer delaminated during high speed run profile of PMCF PRO-A. Approximately three feet of stabilizer separated from aircraft in flight. Aircraft landed normally without further incident.
- 2. 09DEC90; Embarked Landing Mishap. Aircraft drifted right on carrier arrested landing and impacted three aircraft parked behind the foul line, abreast the island.

(d) Alpha Ground Mishaps: None

(e) Hazard Reports Submitted

- 1. 3750.6 Reports: 14
- 2. 4790.2 Reports: 64
 - (a) EI - 7
 - (b) HMR/EI - 14
 - (c) HMR - 13
 - (d) TPDR - 12

(e) EMR - 4

(f) EMR/HMR - 1

(g) EMR/EI - 4

(h) QDR - 1

(i) TFOA - 8

3. 5102.1 Reports: 6

(f) Natops Changes Submitted: 6

(g) Mishap Free Flight Hours: 11,057.5

(h) Safety Pro's of the Week:

1. 20FEB90; LT [REDACTED]/LTJG [REDACTED]. Dual compressor stall induced departure requiring dual engine relight for aircraft recovery.
2. 28FEB90; LT [REDACTED]/LT [REDACTED]. Electrical fire on takeoff.
3. 30MAR90; LT [REDACTED] LT [REDACTED]. Combined hydraulic failure with control oscillations. Recovery in severe IMC (200/1-1/2nm).
4. 02MAY90; LT [REDACTED]/LT [REDACTED]. Engine N1 turbine failure and fire. Single engine recovery.
5. 02MAY90; LT [REDACTED]/LT [REDACTED]. Low altitude engine stall caused by a failed ramp programmer.
6. 25AUG90; AD2 [REDACTED]. Risked own safety to prevent a shipmate from being blown over the side of the carrier by jet blast, receiving minor injuries in the process.
7. 21SEP90; LT [REDACTED]/LT [REDACTED]. Recovery of aircraft with jammed flight controls in strafe run.
8. 29OCT90; LCDR [REDACTED]/LTJG [REDACTED]. Successful landing with a hardover hardover.

(i) Safety Articles Submitted for Publication:

1. "The Invisible Pilot", by LT Shivell for "Flying" magazine. Published 02FEB90.

2. "Don't Push Your Luck", by LT Shivell for "Approach" magazine. Published 01MAY90.
3. "The Worst Day of My Life", by LT Liptak for "Approach" magazine. Published JUL90.
4. "Bravo Zulu". LT Martin, for "Approach" magazine. Published 12APR90.
5. "Bravo Zulu". LT Martin for "Approach" magazine. Published 23MAY90.
6. "Flying Drunk", by CDR Jackson for "Approach" magazine. Awaiting publication.
7. "Been There, Done That", by LT Castleton for "Approach" magazine. Awaiting publication.
8. "Electrical Shortcuts", by AT1 McQuiston and AT3 Adamson for "Mech" magazine. Awaiting publication.
9. "Dodging a Real Bullet", by LT Muse for "Mech" magazine. Awaiting publication.
10. "Good Housekeeping", by AD1 Shinoda for "Mech" magazine. Awaiting publication.
11. "A Tanking Experience", by LCDR Gratas for "Approach" magazine. Awaiting publication.

(j) Safety Awards:

1. COMFITAEWWINGPAC Third Quarter 1990 Safety "S" Award.

7. FOREIGN OBJECT DAMAGE (FOD)

(a) Total Number of FOD occurrences

	Discovery	
	"O" Level	"I" Level
1. Shore based	2	0
2. Embarked	4	0

(b) Evaluation of FOD Program:

1. Though VF-2 has a relatively high FOD rate, an aggressive FOD awareness program nevertheless exists that involves all hands in a combined effort to minimize FOD occurrences. It should be noted that two (2) FOD's were flight related; occurring during aerial

refueling training (the first a UHF blade antenna that was struck by the refueling basket and ingested into the engine inflight and the second a probe tip that was cracked by a KC-135 refueling basket and ingested into the engine). Two (2) FOD's were from unknown causes (not aircraft related) and two FOD's were maintenance related (an aerosol can and washer ingested into the engine on deck).

2. Notwithstanding these events, VF-2's program has provided excellent results throughout a rigorous turnaround training cycle, including nearly 100 embarked days. Participation in daily FOD walkdowns in both the hangar bays and on the flight deck, combined with extensive use of magnetic brooms and high intensity lights for night use have dramatically decreased the overall FOD rate. Daily fastener inspections by designated aircrews has added an additional safety factor in providing an objective check of daily maintenance practices and fostered a team spirit in combatting the difficult problem of FOD.

* 8. CONTRIBUTIONS TO WEAPONNS SYSTEM DEVELOPMENT

- (a) Pursued an aggressive missile captive carry program resulting in 100% missile station carriage and availability with a combined total of over 2,650 captive carry flight hours.
- (b) Fleet evaluation of TARPS system integration with new software tape 115A. Four (4) sorties totalling twelve (12) flight hours were flown to provide data to VX-4 for evaluation and subsequent dissemination of critical operating procedures for the new tape 115A load to the fleet.
- (c) AWCAP Program; three (3) EMR's resulted in AWCAP implementation:
 1. M61-A1 gun damaged by defective 20mm cartridge.
 2. Potential FOD hazard caused by a sheared cam bolthead on the gun housing assembly.
 3. Class 1 OBC failures involving the LAU-7 missile rail.
- (d) Aggressively completed the CNO approved Air-Ground Training program one week prior to deployment, becoming the first Fleet F-14 squadron to deploy with a strike attack capability in support of Desert Shield. Achieved a 100% success rate with air-ground ordnance delivery with a squadron CEP of 75 feet after expenditure of 12 MK-83 general purpose bombs.

- (e) Submitted a detailed plan to COMFITAEWINGPAC recommending revision of the instruction which outlines rules and procedures for the yearly TARPS competition. The proposal suggested ways to enhance tactical training while still fostering the highest competitive spirit. Many suggestions were incorporated into the new instruction, used for the first time in the 1990 competition.
- (f) Forwarded a comprehensive outline of proposed changes to the F-14 Readiness and Training Matrix for the TARPS mission area to COMFITAEWINGPAC for improvement of overall training and more efficient allocation of flight hour funding. Submitted numerous improvement recommendations for hardware and software changes to current TARPS equipment to provide increased capability for this critical mission.
- (g) Initiated a program to evaluate the wiring integrity/compatibility of the ALQ-167 ECM Jamming Pod with all F-14 TARPS aircraft at Miramar. Provided the coordination with the Pacific Missile Test Center (PMTTC) for their technicians to evaluate the wiring interface at Miramar for each aircraft as a prelude to flight evaluation captive carry tests of both the training and tactical jamming pods.
- (h) Flew six (6) sorties totalling fifteen (15) flight hours on the NWC China Lake ECHO Range in support of the COMFITAEWINGPAC/NWC China Lake evaluation of the ALQ-167 Tactical Jamming Pod against real world threat emitters.
- (i) Completed eight (8) TARPS sorties totalling eighteen (18) flight hours in support of three CNO projects involving imagery gathering for TOMAHAWK missile exercises. Photo imagery was used to provide inputs for TLAM navigation profiles for tactical TOMAHAWK evaluation firings.
- (j) Authored a priority message released by Comander, Carrier Group SEVEN to Commander, Seventh Fleet for acquisition of the new AIM-54 Mod 5.1 firmware missile. Recognizing the sophisticated threat faced by Battle Group ECHO in the form of Fourth Generation Fighter aircraft and Category IV radar and IR missiles in the Arabian Gulf, VF-2 highlighted the requirement to deploy with this improved capability to arrive on station in an optimum state of readiness. Information was provided to the Battle Group Commander to make time-critical decisions concerning expeditious replacement of older less capable AIM-54 missiles with the new improved version; the result being a tactical advantage for Battle Group ECHO as participation in Desert Shield commences.

- (k) Provided one TARPS sortie in support of a major joint USN/USMC amphibious exercise conducted at Camp Pendelton, Ca. Imagery of beachhead conditions, troop emplacements and strengths, equipment order of battle and general geographical conditions were provided to battlefield commanders for tactical use in the exercise. A USMC photo interpreter worked in conjunction with VF-2 photo interpretation specialists to provide real time analysis of TARPS imagery and expeditious transmission of data to the battle field commanders.
- (l) Aggressively pursued the acquisition of a KS-153 High Altitude Stand-off TARPS camera prior to deployment. This allowed for aircrew and maintenance training on this specialized system in the months preceding actual deployment. This provided Battle Group ECHO with enhanced reconnaissance capabilities throughout the transit to the Arabian Gulf and allowed for arrival on station in the highest state of readiness possible. This was the first time a west coast TARPS squadron has deployed from CONUS with this capability vice having the system cross decked during a PASSEX.
- (m) Documented the KS-153's superior imagery at low altitudes with several overland and overwater TARPS missions. This arena has not been used or explored by previous TARPS squadrons, East or West coast.
- (n) Pioneered use of "medium speed" film for the KS-153, enabling higher shutter speeds and aircraft maneuverability to enhance aircrew survivability. Medium speed film is now the standard for Carrier Air Wing TWO and most other West coast Air Wings.
- (o) Substantial inputs submitted to the F-14 44th Operational Advisory Group (OAG) Meeting (31OCT90), encompassing five (5) hardware and eleven (11) software recommendations in addition to support of the Top Ten priorities already established by the 43rd OAG to increase F-14 aircraft and weapons systems capabilities.

* 9. CONTRIBUTIONS TO TACTICS DEVELOPMENT

- (a) Air Wing Strike Leaders. VF-2 Commanding Officer is the only fighter aviator designated Strike Leader in CVW-2 Recognized as "THE" expert in fighter tactics integration for strike warfare in Battle Group ECHO. Inspired leadership of numerous coordinated strikes throughout Fallon CVW Weapons Detachment, ATA, REFTRA, COMPTUEX and BGE. Sets the precedent for increased fighter roles in strike warfare planning and execution.

- (b) Hosted CDR [REDACTED], USN (RET) and Air Wing TWO for a seminar on "COMBAT", with emphasis on fighter tactics and professional conduct prior to deployment for anticipated combat action in support of Desert Shield.
- (c) In-depth professional article concerning Soviet Carrier Aviation developments and tactics; "TBILISI, Not So Fast", written by LCDR Daniel, accepted for publication in "Proceedings", the Naval Institute Journal.
- (d) Conducted a Section Missile Shoot of AIM-7M Sparrow missiles using "Dot out of the Hole" tactics to evaluate their effectiveness against a beaming target. This is a real world scenario involving a coordinated section firing of two missiles while in a "Crank" maneuver with the acquisition dot out of the ASE circle prior to maneuvering the section back nose on to the target. Results were 100 % missile success rate with two direct hits.
- (e) Developed the optimum tactics for Rescue Combat Air Patrol (RESCAP) while deployed to NAS Fallon for the CVW Weapons Detachment. These tactics are now the standard for CVW-2 with a revision of the Tactical Operating Procedure for RESCAP in work incorporating these improvements.
- (f) The Battle Group experts in TARPS Escort procedures. Extensive evaluation of tactics for the escort mission conducted throughout numerous overland missions in the NWC China Lake Complex, NAS Fallon Ranges and the Yuma and Fallon TACTS ranges. A Tactical Operating Procedure for the TARPS Escort mission will be the final product of this in-house tactics evaluation to optimize survivability and improve overall effectiveness of the critical TARPS mission.
- (g) Implemented a training program for air defense of the Battle Group against "Low, Slow" targets. Development of tactics to counter the real world threat of small, slow terrorist aircraft is crucial to survivability of the Carrier in the congested operating area of the Arabian Gulf. VF-2 took the lead in developing the tactics and providing aircrews with the training required to face this considerable threat.
- (h) Authored a revised Dissimilar Air Combat Training Program for CVW-2 (INDIAN COUNTRY). Developed and presented the training lectures required to non-fighter squadrons in aircraft performance capabilities, threat capabilities and aircraft maneuvering for DACM training. This provides more realistic deployed training and maintains warfighting skills at the highest state of readiness possible despite restrictions in transit speed and operating budgets.

- (i) Anti-Air Warfare (AAW) leaders for Battle Group ECHO. Responsible for the planning and execution of eight (8) major Battle Group AAW Exercises during this turnaround training cycle. Provided the critical interface between the Fighters and Controllers and initiated the integration of the two new AEGIS Cruisers into CVW-2 AAW tactics.
- (j) Led the integration of the new ARC-182 Have Quick UHF/VHF Anti-Jam Radio into CVW-2 Power Projection and Maritime Air Superiority tactics. Provided the training to aircrews and maintenance personnel for operation of the system along with continued scheduling of training exercises while deployed. Published a training video and comprehensive lessons learned for future ARC-182 squadrons which has been forwarded via the chain of command.
- (k) Identified the validation/evaluation requirement for the following to the 1990 Fighter Tactics Development Committee:
1. Validation/update of planning information on F-14 medium and long range air-ground strike mission profiles in the Tactical Air Mission Planning System (TAMPS). This information needed by deployed squadrons to perform contingency planning and real world threat scenarios using the F-14 as a "Force Multiplier" in the strike attack role.
 2. Testing requirement for full scale Power Projection Missions versus a tactical ECM threat. Data needed for update of TACMAN with regards to tactics against current and future tactical ECM threats in Power Projection mission profiles.
- (l) Conducted the most comprehensive Electronic Warfare Training program on the west coast during the 1990 turnaround training cycle; over 200 hours of flight time on the NWC China Lake ECHO Range and NAS Fallon Wilson EW Range, 180 hours of captive carry use of the ALQ-167 Tactical and Training Jamming Pods, over 100 hours of dedicated ECM simulator time in the 2F112 and MT mission trainers and 20 hours of dedicated Electronic Warfare related training lectures.
- (m) Rewrote the Tactical Standard Operating Procedures (TACSOP) for Fighter Tactics for CVW-2, currently under submission to Commander, Carrier Air Wing TWO for adoption as CVW-2's warfighting gameplan. Tactics were updated to reflect current real world threats faced by Fighter aircrews in all areas of naval responsibility.

- (n) An unprecedented seventeen (17) Air-Air missiles fired in live missile firing exercises in a twelve month period using real world threat scenarios for optimum training and continued tactics development and refinement. Each scenario for radar missiles was picked for its applicability to real world threats and potential data points for tactics development, vice merely "easy" shots for maximum Battle "E" point accumulation.

* 10. GENERAL CONTRIBUTIONS TO THE F-14 COMMUNITY

- (a) Absolute leaders in support of the Reserve Fleet Fly Program for the entire west coast F-14 community. 372 flight hours flown in support of Squadron Augmentation Unit Training (SAU) for calendar year 1990.
- (b) Designated by COMNAVAIRPAC to install and evaluate the newly designed F-14 ECS Air Bearing Turbine. This turbine, designed to prevent oil contamination and subsequent turbine seizure has been installed in a single VF-2 aircraft since June 1990 and is continuously monitored and evaluated for effectiveness.
- (c) Pioneered installation of an ECS turbine 400 degree cutout switch and water trap to help prevent turbine failure and resulting catastrophic aircraft damage or loss. Successful evaluation resulted in airframe changes for both of these items.
- (d) Numerous contributions in fostering military/community relations and promoting naval career opportunities and drug awareness programs:
1. Hosted Vice President Quayle's brother and family for a Fighter aviation orientation at NAS Miramar.
 2. Assisted in a blood drive for Eric Lundquist, a San Diego leukemia victim. Hosted a Fighter Day at Miramar for Eric as a personal wish just prior to him succumbing to cancer and passing away.
 3. Provided static aircraft and aircrews in interviews for Aviation Week and Space Technology documentary on Fighter Aviation.
 4. Hosted Daniel Escalante, the L.A. school teacher that inspired the movie "Stand and Deliver" for a Fighter Aviation orientation.
 5. Provided aircrew to appear in "Futures", an education/learning documentary produced for training in all of the Nation's High Schools.

6. Hosted VADM James Stockdale for a wardroom seminar on Leadership and Professional Excellence.
 7. Assisted with the live production from NAS Miramar of the FOX Network's "Comic Strip Live" television show for the benefit of all Desert Shield participants.
 8. Served the San Diego community by organizing and presenting a program to elementary school groups in association with the "Just Say No" society of San Diego. Presentations covered Naval Fighter Aviation, student career goals and the avoidance of drug use.
 9. Hosted Miramar's largest and most successful Officers Club party; the "Annual BULLET Blowout", a \$2,500.00 production that was free to all attendees.
 10. Presented numerous Fleet Awareness briefings to Navy Training Command Squadrons to promote opportunities in Fighter Aviation.
 11. Hosted Football Star Jim McMahan of the San Diego Chargers for a Fighter orientation at NAS Miramar.
- (e) Flew three (3) TARPS sorties totalling eight flight hours in support of the Navy Flight Demonstration Squadron (Blue Angels) to provide photo imagery of show sites for the 1990 show season.
- (f) Provided to COMFITAEWWINGPAC, a photo of BULLET 201 in formation with the Blue Angel Diamond for use in PAO efforts to support NAS Miramar and Fighter Aviation in general. The print is currently sold in the Miramar Officers Club and has appeared in several aviation calendars available on the open market; a positive influence for the F-14 community and Miramar in particular.

11. REMARKS. In calendar year 1990, the Bounty Hunters of Fighter Squadron TWO successfully completed every phase of a Fighter Squadron's Turnaround Training Cycle, including 24 days of a WESTPAC cruise. Not one training event or operational tasking was missed. Starting at a joggers pace with the February 1990 FFARP and culminating in a sprinters dash during the November 1990 READIEX "B" and POM, the VF-2 Operations and Maintenance Team met or exceeded each objective far ahead of the competition.

Each event was preplanned to optimize men, machines, money and training. A conscientious blend of maintenance excellence, aircraft availability and aircrew training earned all the

statistics enumerated in this enclosure. It is without brag and as supported by the facts I can say Fighter Squadron TWO was the most operationally intense Fighter Squadron in WESTPAC in 1990.

To summarize, "We didn't win everything but we were competitive to the bitter end and reaped more than our fair share of the KUDO's".