



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

1991
IN REPLY REFER TO:

5750
Ser 00/234
AUG 09 1992

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

Subj: SUBMISSION OF FITRON TWO 1991 COMMAND HISTORY REPORT

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Fighter Squadron TWO Command Data
(2) Commanding Officers Biographies
(3) Executive Officer Biography
(4) 1991 Chronology
(5) 1991 Battle Efficiency and Rear Admiral Joseph C.
Clifton Award submission
(6) VF-2 Aircraft Photograph

1. Enclosures (1) through (6) are submitted as directed by reference (a).

B. E. FLANNER

Distribution:
Director of Naval History (OP-098H)
COMNAVAIRPAC (w/o enclosures)
CVW-2 (w/o enclosures)

Logged

BOUNTY HUNTER SQUADRON HISTORY

Fighter Squadron TWO traces its roots to the earliest days of Naval Aviation. Commissioned in 1922, Fighting TWO was the first squadron to deploy aboard the U. S. Navy's first aircraft carrier USS Langley (CV-1). Throughout the 1920's and 30's, VF-2 operated from a variety of aircraft carriers and saw aviation's transition from two wing, fabric covered bi-planes to the first all-metal monoplanes.

During World War II, VF-2 compiled an outstanding record in combat. From the carrier USS Lexington (CV-2), VF-2 halted the Japanese expansion toward Australia during the Battle of Coral Sea. While flying their F6F Hellcat Fighters from the decks of the USS Enterprise (CV-6) and USS Hornet (CV-12), the squadron destroyed over 500 enemy aircraft and sank over 50,000 tons of enemy shipping while losing only seven of their own planes. Life Magazine described Fighting TWO as "The Hottest Fighter Squadron in the Pacific!"

At the end of World War II, Fighter Squadron TWO was disestablished, and remained absent from Naval Aviation for 27 years. In 1972, VF-2 was selected to introduce the F-14 Tomcat to the fleet. To emphasize the Tomcat's unique search and destroy capabilities, Fighting TWO chose the nick name "Bounty Hunters". As a reminder of VF-2's rich history, the squadrons current inventory of F-14's display a blue, white, and red "Langley stripe" similar to the markings used by the first aircraft that deployed aboard the USS Langley in 1925.

Throughout the 1970's and 80's the Bounty Hunters made several deployments to the Western Pacific and Indian Oceans in support of national policy. During this period, Fighting TWO won several awards which established them as one of the Navy's premier fighter squadrons. Among these were two COMNAVAIRPAC Battle "E's", an unprecedented three consecutive Boola-Boola awards from 1985 to 1987 and numerous victories in the West Coast High Noon Gunnery, TARPS, ECCM and Fighter Derby competitions. The Bounty Hunters also won the coveted "Mutha" trophy three times, an award given by their peers for the utmost in professionalism and fighter spirit.

VF-2 began the 1990's as part of America's response to Iraq's invasion of Kuwait. After Operation Desert Shield erupted into Operation Desert Storm, VF-2 set the pace, flying over 550 combat missions and 1900 combat flight hours during the 43 day war, more than any other tactical squadron flying any type of aircraft in theater. In addition to establishing air supremacy over the skies of Iraq and Kuwait, VF-2's TARPS efforts consistently provided the best photo intelligence information available to joint commanders and coalition forces.

In June 1991, the Bounty Hunters triumphantly returned to NAS Miramar and continued its relentless string of achievements. The Bounty Hunters won the coveted "Mutha" trophy a fourth time, an unprecedented achievement in F-14 history. To go along with victories in the 1991 TARPS and ECCM derby competitions, Fighting TWO also was selected for its third COMNAVAIRPAC Battle "E" in the last 10 years.

Currently, VF-2 enjoys the COMNAVAIRPAC nomination for the 1991 Joseph C. Clifton trophy, the award given to the finest Fighter Squadron in the Navy. They are scheduled to deploy aboard USS Ranger (CV-61) on it's final cruise in August, 1992.

FIGHTER SQUADRON TWO
COMMAND DATA

Commanding Officers: David L. Jackson, Commander, U. S. Navy
(JAN - FEB 91)
James J. Quinn, Commander, U. S. Navy
(FEB 91 - MAY 92)

Executive 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 Mission:

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 through air to ground ordnance delivery and to project power ashore in a strike capacity or 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 Numbers:

162604	162600	159843	*160696	159873
162606	161299	159869	*161271	159867
162598	160695	161276	*161624	*161276

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

III. Deployment - USS RANGER (CV-61)

Desert Shield/Storm Deployment
REFTRA

08 Dec 91 - 08 Jun 92
02 Dec 92 - 13 Dec 92

FIGHTER SQUADRON TWO
1991 CHRONOLOGY

DATE	EVENT
01 - 02 JAN	Inport Subic Bay, RP, USS RANGER (CV 61)
03 JAN	VF-2 Completes Second Bear Intercept of Cruise, USS RANGER (CV 61)
03 - 15 JAN	Transit/Cyclic Operations enroute Arabian Gulf, USS RANGER (CV 61)
08 - 11 JAN	DACT with VA-145/155, USS RANGER (CV 61)
11 JAN	Air-to-Air MISSILEX, 1 AIM-7, USS RANGER (CV 61)
17 JAN	Commence Operation Desert Storm, USS RANGER (CV 61)

17 JAN 91 - 28 FEB 91

	<u>HOURS FLOWN</u>	<u>SORTIES FLOWN</u>
Day	593.2	134
Night	1311.0	423
Total	1904.2	557

Percent Night Time: 68.8%
100% Sortie Completion Rate
Set monthly F-14 flight hour record (1176.5)
Flew more hours than any squadron in theater (1904.2)

MISSIONS FLOWN

124 Strike Escort
359 Combat Air Patrol
71 Photo Reconnaissance

AIRCRAFT AVAILABILITY

97.3% Mission Capable Rate (AMMR)
94.77% Full Mission Capable Rate (AMMR)
100% FMC for 1st 30 days of war
All aircraft flew in combat

WEAPONS SYSTEMS READINESS

100% Weapons Station Availability
10,824 Captive Carry Flight Hours
1,974 Missiles Loaded

SAFETY

Zero Class A, B and C Ground or Flight Mishaps
Zero FODS

28 FEB Complete Operation Desert Storm, USS RANGER
(CV 61)

21 MAR DACT with French Mirage 2000, USS RANGER (CV 61)

23 - 27 MAR Inport Abu Dahbi, UAE

29 MAR - 3 APR DACT with French Mirage 2000, USS RANGER (CV 61)

13 APR Airwing Strike, Oman, USS RANGER (CV 61)

18 APR Depart Arabian Gulf, USS RANGER (CV 61)

27 APR WOG Day, USS RANGER (CV 61)

29 APR - 3 MAY Inport Pattaya, Thailand, USS RANGER (CV 61)

4 MAY DACT with Thai Air Force, USS RANGER (CV 61)

7 MAY Air Show for Hong Kong VIPs, USS RANGER (CV 61)

8 MAY - 12 MAY Inport Hong Kong, USS RANGER (CV 61)

14 MAY Cope Thunder Exercise, USS RANGER (CV 61)

15 MAY - 18 MAY Inport Subic Bay, RP, USS RANGER (CV 61)

31 MAY Inport Pearl Harbor, Hawaii, USS RANGER (CV 61)

2 JUN VF-2 Host Airwing TWO Air Show, Flies Hawaii's
Governor Wahail, USS RANGER (CV 61)

7 JUN Fly off, NAS Miramar

8 JUN Arrive San Diego, USS RANGER (CV 61)

22 JUL - 11 SEP ECCM Training, NAS Miramar

23 JUL Air-to-Air MISSILEX, 2 AIM-7, 2 AIM-9,
NAS Miramar

5 AUG - 4 SEP Air-to-Ground Strafe/Bomb/Low-Level Training,
NAS Miramar

5 AUG - 10 SEP TARPS Derby Training, NAS Miramar

5 AUG - 6 SEP TARPS Syllabus Training Flights, NAS Miramar

6 AUG - 6 SEP IWSR, NAS Miramar

20 - 27 AUG TOPGUN Ground School (4 Officers), NAS Miramar

21 AUG Air-to-Air MISSILEX, 2 AIM-9, NAS Miramar

22 AUG Air-to-Air MISSILEX, 1 AIM-9, NAS Miramar
24 AUG Airwing Strike, NAS Miramar
29 AUG Air-to-Air MISSILEX, 2 AIM-7, NAS Miramar
9 AUG NATOPS Unit Eval, NAS Miramar
12 SEP ECCM COMPEX, NAS Miramar
13 - 24 SEP Air-to-Air Gunnery Training, NAS Key West
25 - 26 Sep High Noon Air-to-Air Gunnery Competition, NAS
Key West
4 - 24 OCT ACM Training, NAS Miramar
21 OCT TARPS Derby, NAS Miramar
25 - 28 OCT Fighter Derby 91, NAS Miramar
30 OCT - 1 NOV Independent Steaming Exercises (ISE), SOCAL,
USS RANGER (CV 61)
4 - 8 NOV Fleet Fighter ACM Readiness Program (FFARP),
NAS Miramar
13 - 23 NOV Fleet Fighter ACM Readiness Program (FFARP),
NAF El Centro
2 - 13 DEC REFTRA, SOCAL USS RANGER (CV 61)
10 DEC Air-to-Air MISSILEX, 2 AIM-7, USS RANGER (CV 61)
16 - 31 DEC TARPS Training, NAS Miramar



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FIGHTER SQUADRON TWO
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Ser 00/001
02 JAN 92

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: 1991 BATTLE EFFICIENCY AND REAR ADMIRAL JOSEPH C. CLIFTON
AWARD SUBMISSION

Ref: (a) OPNAVINST 1650.24
(b) COMNAVAIRPACINST C3500.6D
(c) COMFITAEWINGPACINST 3500.15B

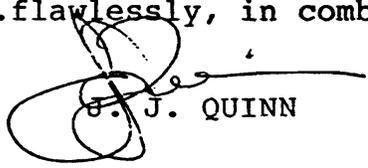
Encl: (1) 1991 Fighter Battle Readiness Efficiency Report and
1991 Rear Admiral Joseph C. Clifton Award Submissions

1. In accordance with references (a) and (b), enclosure (1) is submitted for the competitive period 1 January, 1991 - 31 December, 1991. Reference (c) delineates criteria for community wide competitive exercises.

2. 1991 has been an incredible year for the Bounty Hunters. This Squadron has consistently demonstrated the capability to perform sustained, prolonged, deployed operations both in peace and at war. Over the past year, Fighter Squadron Two has excelled as innovative, tactical leaders of the Air Wing, Battle Group and Fighter Community. Their unheard of accomplishments during Operation Desert Storm included aggressive, record setting performances in flight hours/sorties flown, maintenance MC/FMC rates, weapon systems efficiency, TARPS excellence and safety. During this intense 43 day period of combat operations, VF-2 set the all time, F-14 monthly flight hour record in February (1176.5), and flew more hours (1904.2) than any squadron flying any type aircraft in theater. Upon return to NAS Miramar VF-2 continued to set the pace, leading the Air Wing and Fighter community in all competitive categories, both mishap and FOD free.

3. Bottom line, the numbers speak for themselves! Fighter Squadron TWO has emerged as the most operationally intense, battle tested, fighter squadron in the U. S. Navy. No command cares for its people, aircraft and professional reputation more than the Bounty Hunters do. It is a contagious attitude that continues to spread.

4. I am very proud of the officers and men of Fighter Squadron TWO. They have worked overtime to support the needs, interests and commitments of their Air Wing, Battle Group and Nation. They have met and executed every operational goal...flawlessly, in combat, and safely. No one else can compare!


S. J. QUINN

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1991 FIGHTER BATTLE EFFICIENCY REPORT
1991 REAR ADMIRAL JOSEPH C. CLIFTON AWARD
SUBMISSION FROM FIGHTER SQUADRON TWO

1. OPERATIONAL ACHIEVEMENTS

A. Flight Hours

(1) Total Hours Flown

(a) Day:	3035.0
(b) Night:	2457.2
(c) Total:	5492.2
(d) Percent Night:	44.7%

(2) Total Embarked Hours

(a) Day:	1559.6
(b) Night:	2132.2
(c) Total:	3691.9
(d) Percent Night:	57.8%

(3) Total Flight Hour Grant: 5492.1

(4) Percent of Grant Flown: 100%

B. Sorties

(1) Total Sorties Flown

(a) Day:	1295
(b) Night:	1130
(c) Total:	2425
(d) Percent Night:	46.6%

****NOTE:** VF-2 set the All-time Fleet F-14 flight hour record for one month flying 1176.5 Hours in February, 1991.

****NOTE:** VF-2 flew 1904.6 total combat hours, more than any squadron flying any type aircraft in theater.

B. Sorties Flown

- (1) Day: 134
- (2) Night: 423
- (3) Total: 557
- (4) Percent Night: 75.9%

****NOTE:** 100% Sortie Completion Rate.**

C. Missions Flown

- (1) 124 Strike Escort.
- (2) 359 Combat Air Patrol.
- (3) 71 Photo Reconnaissance.

D. Aircraft Availability

- (1) 97.3% Mission Capable Rate (AMMR).
- (2) 94.77% Full Mission Capable Rate (AMMR).

**** NOTE:** 100% FMC for the last 30 days of war - no aircraft down more than 16 hours at one time.

**** NOTE:** Aircraft utilization: 107.0 flight hours per aircraft. All aircraft were flown in combat.

**** NOTE:** Cannibalization rate: 14.5 per 100 flight hours.

**** NOTE:** Averaged 13.7 maintenance man hours per flight hour.

**** NOTE:** Completed 21 phase inspections during 43 day war.

**** NOTE:** Over 4500 maintenance items processed in 43 days.

E. Weapon Systems Readiness

- (1) 100% Weapon Station Availability.
- (2) 10,824 Captive Carry Flight Hours.

(3) 1,974 missiles loaded.

F. Safety

(1) ZERO Class A, B, C ground or flight mishaps.

(2) ZERO FODS.

3. TRAINING READINESS

A. Competitive Exercises (Compex/COMFITAEWWINGPAC Competitions)

	<u>E'S</u>	<u>Q's</u>	<u>NQ's</u>
(1) Air-to-Air Missillex AAW-6-A (AIM-54/7)	14	0	0
(2) Air-to-Air Missillex AAW-7-A (AIM-9)	10	0	0
(3) Air-to-Ground Gunnery STW-1-A (STRAFE)	0	0	0
(4) Air-to-Air Gunnery AAW-1-A (Banner)	16	0	0
(5) Air-to-Air Gunnery AAW-2-A (Circular/Dart)	0	0	0
(6) ECM Compex AAW-1-I	29	0	0
(7) TARPS Compex	4	4	0
Subtotal	73	4	0
(8) ACM Compex AAW-9-A (2vUNK)	8	0	0
(9) ACM Compex AAW-12-A (2v2 Offensive)	16	0	0
(10) ACM Compex AAW-13-A (2v2 Defensive)	12	4	0
ACM Subtotal	36	4	0
(11) Fighter Derby E's	8	4	0
TOTAL	117	8	0

CFAWP COMPETITIONS

- 1. Fighter Derby 21.2 points/section (106 pts/5 sections)
- 2. ECCM Complex 77 points (7.7 points/aircrew average)
- 3. High Noon 22.78 % hits (437/1918 hits/expended)
- 4. Tarps Derby 768 points 96.0% (768/800 points)

B. Ordnance Expenditures

- (1). Aim-54: 100% of allowance expended
- (2). Aim-7: 100% " " "
- (3). Aim-9: 100% " " "
- (4). 20mm TP 79% " " "
- (5). 20mm HEI 99% " " "
- (6). .45 Caliber 100% " " "
- (7). RR-129 Chaff 100% " " "
- (8). RR-144 Chaff N/A " " "
- (9). MK-46 Flares 30% " " "
- (10). MJU-8 Flares 55% " " "
- (11). Mk-83 GPB 100% " " "

C. Squadron CEP

- (1) MK-83 General Purpose Bombs (20 inert): CEP-50 feet; 30 degree dive angle.

D. Missile Firings

<u>Date</u>	<u>AIRCRAFT BUNO</u>	<u>Missile</u>	<u>Station</u>
11 JAN 91	160695	ATM-7F-6	1B
29 JAN 91	162598	AIM-9M(COMBAT)	1A
23 JUL 91	160696	AIM-9M	1A
		AIM-7F-6	8B
23 JUL 91	161603	ATM-9M	1B
		AIM-7F-6	6

21 AUG 91	162598	AIM-9H	8A
	161624	AIM-9H	1A
22 AUG 91	162598	AIM-9H	8A
29 AUG 91	162598	AIM-7F	1B
	161624	AIM-7F	8B
10 DEC 91	162606	AIM-7F	8B
	159873	AIM-7F	8B

(1) Overall Missile Success Rate

- a. Radar Missiles - 100% (7/7)
- b. IR Missiles - 100% (6/6)

****Note:** Due to Operation Desert Storm, no-notice missile load and firing exercises were suspended.

E. Awards

- (1) Navy Unit Commendation.
- (2) Southwest Asia Service Medal (two bronze stars).
- (3) CINCPACFLT nomination for the Navy Self Help Bronze Hammer Award, Small Command.
- (4) 1991 Mutha Trophy Award.
- (5) 1990 Battle "E" runner-up.
- (6) 1990 TARPS Derby runner-up.
- (7) 1990 Fighter Derby runner-up.
- (8) 1990 ECCM Compex runner-up.
- (9) Individual Desert Storm Awards:

AWARDED

- 1 Bronze Star
- 3 Meritorious Service Medals
- 28 Individual Air Medals
- 57 Strike/Flight Air Medals
- 26 Navy Commendation Medals (with Combat "V")
- 11 Navy Commendation Medals
- 59 Navy Achievement Medals

4. WEAPONS SYSTEM READINESS

A. Aircraft Availability (SCIR)

<u>Month</u>	<u>FMC %</u>	<u>MC %</u>	<u>O %</u>	<u>I %</u>	A799 Rate	ACFT Utiliz.	
					<u>Tot Items</u>	<u>%</u>	<u>/ Avg A/C</u>
JAN	50.3	66.4	2.8	17.4	241	85.9	/ 9.1
FEB	62.6	78.1	3.0	18.9	291	107.0	/ 11.0
MAR	63.5	73.9	2.9	19.2	208	54.8	/ 11.0
APR	63.1	70.6	2.4	21.0	182	39.8	/ 11.0
MAY	63.0	65.7	2.9	15.5	132	22.5	/ 11.0
JUN	53.7	58.2	2.2	3.9	18	6.3	/ 11.0
JUL	25.5	27.7	1.2	8.4	41	11.2	/ 8.7
AUG	33.2	45.9	2.2	18.9	75	55.7	/ 7.4
SEP	39.5	46.0	2.8	15.8	67	61.1	/ 8.4
OCT	12.1	38.7	4.7	10.4	90	28.1	/ 8.5
NOV	Data pending						
DEC	"	"					

B. Aircraft Availability (AMMR)

<u>Month</u>	<u>FMC %</u>	<u>MC %</u>
JAN	89.1	89.1
FEB	97.7	98.1
MAR	90.0	90.0
APR	87.9	89.1
MAY	92.0	92.9
JUN	75.8	75.8
JUL	32.8	38.1
AUG	37.4	52.3
SEP	54.4	68.4
OCT	42.1	51.4
NOV	54.1	66.9
DEC	Data Pending	

C. Cannibalization Rate

<u>Month</u>	<u>Rate (%)</u>
JAN	23.4
FEB	12.7
MAR	21.7
APR	21.9
MAY	25.5
JUN	5.7
JUL	55.7
AUG	27.3
SEP	19.9
OCT	85.3
NOV	Data Pending
DEC	" "

D. MTIP Completion Score: 54% (through 1/3 of turn around)

E. Buy Our Spare Parts Smart (BOSS) Program: 15 submissions

F. MILCAP/Beneficial Suggestions: 1 submission

5. PERSONNEL READINESS

A. Enlisted Retention Rate

	Elig	Not Elig	Reen	Net%	Gross%	F/R
(1) 1st term	18	9	11	61%	41%	0
(2) 2nd term	11	0	10	91%	91%	0
(3) Career	12	0	8	100%	67%	4
(4) Overall	41	9	29	71%	58%	4

B. Advancement

(1) March 1991 Navy Wide Exam

Rank	Elig	N/Elig	Participated	Advanced	PNA
E-4	41	0	40	10	28
E-5	32	0	32	8	24
E-6	26	0	26	4	22
E-7	9	4	8	1	--

	108	4	106	23	74

(2) September 1991 Navy Wide Exam

	Elig	N/Elig	Participated	Advanced	PNA
E-4	46	0	46	13	31
E-5	41	0	39	3	36
E-6	31	0	31	2	31

	118	0	116	18	98

****NOTE:** September Exam results produced the highest advancement rate of all CVW-2 squadrons (second place at NAS Miramar).

(3) Enlisted Aviation Warfare Specialist Program

****NOTE:** Command EAWS program produced 15 new Enlisted Aviation Warfare Specialists in CY-91, a 750% increase over CY-90.

C. Officer Retention Rate: 100%

6. COMBAT READINESS INSPECTIONS AND EXERCISES

A. Inspection Results

- (1) Corrosion Control (MCI)
Date: 6-8 AUG Grade: SATISFACTORY
- (2) IWSR
Date: JUL-AUG Grade: SATISFACTORY
- (3) MPA
Date: 12-14 OCT Grade: OUTSTANDING
- (4) Natops Evaluation Boldface Grade: 4.00
Date: 29 Aug Open Book Grade: 3.99
 Closed Book Grade: 3.97

B. Major Exercises/Special Operations

- (1) Total Days Embarked: 174
- (2) 01-02 JAN: Inport Subic Bay, RP, USS RANGER (CV-61).
- (3) 03 JAN: VF-2 Completes Second Bear Intercept of Cruise, USS RANGER (CV 61).
- (4) 03-15 JAN: Transit/Cyclic Operations enroute Arabian Gulf, USS RANGER (CV 61).
- (5) 08-11 JAN: Dact with VA-145/155, USS RANGER (CV 61).
- (6) 11 JAN: Air-to-Air Misslex, 1 AIM-7, USS RANGER (CV 61).
- (7) 17 JAN: Commence Operation Desert Storm, USS RANGER (CV 61).

17JAN91 - 28FEB91

HOURS FLOWN	SORTIES FLOWN
Day: 593.2	Day: 134
Night: 1311.0	Night: 423
Total: 1904.2	Total: 557

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100% Sortie Completion Rate.
Set monthly F-14 flight hour record (1176.5).
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359 Combat Air Patrol.
71 Photo Reconnaissance.

AIRCRAFT AVAILABILITY

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94.77% Full Mission Capable Rate (AMMR).
100% FMC for last 30 days of war.
All aircraft flew in combat.

WEAPONS SYSTEMS READINESS

100% Weapon Station Availability.
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SAFETY

Zero Class A, B, C Ground or Flight Mishaps.
Zero FODs.

- (8) 28 FEB: Complete Operation Desert Storm, USS RANGER (CV 61).
- (9) 21 MAR: Dact With French Mirage 2000, USS RANGER (CV 61).
- (10) 23-27 MAR: Inport Abu Dahbi, UAE.
- (11) 29 MAR-03 APR: Dact With French Mirage 2000, USS RANGER (CV 61).
- (12) 13 APR: Airwing Strike, Oman, USS RANGER (CV 61).
- (13) 18 APR: Depart Arabian Gulf, USS RANGER (CV 61).
- (14) 27 APR: WOG Day, USS RANGER (CV 61).
- (15) 29 APR-3 MAY: Inport Thailand, USS RANGER (CV 61).
- (16) 04 MAY: Dact With Thai Air Force, USS RANGER (CV 61).
- (17) 07 MAY: Air Show for Hong Kong VIPS, USS RANGER (CV 61).
- (18) 08-12 MAY: Inport Hong Kong, USS RANGER (CV-61).
- (19) 14 MAY: Cope Thunder Exercise, USS RANGER (CV 61).

- (20) 15-18 MAY: Inport Subic Bay, R.P., USS RANGER (CV-61).
- (21) 31 MAY: Inport Pearl Harbor, Hawaii, USS RANGER (CV-61).
- (22) 02 JUN: VF-2 Hosts Air Wing TWO Air Show, Flies Hawaii's Governor Wahaii, USS RANGER (CV 61).
- (23) 07 JUN: Fly Off, NAS Miramar.
- (24) 08 JUN: Arrive San Diego, USS RANGER (CV-61).
- (25) 22 JUL-11 SEP: ECCM Training, NAS Miramar.
- (26) 23 JUL: Air-to-Air Missilex, 2 AIM-7, 2 AIM-9, NAS Miramar.
- (27) 05 AUG-04 SEP: Air-to-Ground Strafe/Bomb/Low-Level Training, NAS Miramar.
- (28) 05 AUG-10 SEP: TARPS Derby Training, NAS Miramar.
- (29) 05 AUG-08 SEP: TARPS Syllabus Training Flights, NAS Miramar.
- (30) 05 AUG-06 SEP: IWSR, NAS Miramar.
- (31) 20-27 AUG: Topgun Ground School (4 Officers), NAS Miramar.
- (32) 21 AUG: Air-to-Air Missilex, 2 AIM-9, NAS Miramar.
- (33) 22 AUG: Air-to-Air Missilex, 1 AIM-9, NAS Miramar.
- (34) 24 AUG: Airwing Strike, NAS Miramar.
- (35) 29 AUG: Air-to-Air Missilex, 2 AIM-7, NAS Miramar.
- (36) 09 AUG: NATOPS Unit Eval, NAS Miramar.
- (37) 12 SEP: ECCM Compex, NAS Miramar.
- (38) 13-24 SEP: Air-to-Air Gunnery Training, NAS Key West.
- (39) 25-26 SEP: High Noon Air-to-Air Gunnery Competition, NAS Key West.
- (40) 4-24 OCT: ACM Training, NAS Miramar.
- (41) 21 OCT: TARPS Derby, NAS Miramar.

- (42) 25-28 OCT: Fighter Derby '91, NAS Miramar.
- (43) 30 OCT-1NOV: Independent Steaming Exercises (ISE), SOCAL, USS RANGER (CV 61).
- (44) 04-08 NOV: Fleet Fighter ACM Readiness Program (FFARP), NAS Miramar.
- (45) 13-23 NOV: Fleet Fighter ACM Readiness Program (FFARP), NAF El Centro.
- (46) 02-13 DEC: REFTRA, SOCAL, USS RANGER (CV-61).
- (47) 10 DEC: Air-to-air Missilex, 2 AIM-7, USS RANGER (CV 61).
- (48) 16-31 DEC: TARPS training, NAS Miramar.

7. 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: NONE
- D. Alpha Ground Mishaps: NONE
- E. Hazard Reports Submitted
 - (1) 3750.6 Reports: 10
 - (2) 4790.2 Reports: 91
 - (a) EI - 4
 - (b) HMR/EI - 8
 - (c) HMR - 2
 - (d) TPDR - 34
 - (e) EMR - 13
 - (f) HMR/EI - 9
 - (g) EMR/EI - 12
 - (h) QDR - 2
 - (i) TFOA - N/A
 - (j) HMR/TFOA - 5

(3) 5102.1 Reports: 6

F. Natops Changes Submitted: 12

G. Mishap Free Flight Hours: 15,332 (Since 22 Sep 88)

H. Safety Professionals of the Week: 41

- (1) LT [REDACTED] and LTJG [REDACTED], CFAWP Nominee, Sep 91.
- (2) LCDR [REDACTED] and LT [REDACTED], CFAWP Nominee, Sep 91.
- (3) LT [REDACTED] and LCDR [REDACTED], CFAWP Nominee, Sep 91.
- (4) LCDR [REDACTED] and CDR [REDACTED], CFAWP Nominee, Sep 91.
- (5) ADC [REDACTED], CFAWP Nominee, Sep 91.
- (6) LT [REDACTED] and LCDR [REDACTED], CFAWP Nominee, Sep 91.
- (7) AN [REDACTED], CFAWP Nominee, Sep 91.
- (8) AQC [REDACTED] and AE1 [REDACTED], CFAWP Nominee, Sep 91.
- (9) AOCS [REDACTED], CFAWP Nominee, Sep 91.
- (10) LT [REDACTED] and LT [REDACTED], CFAWP Nominee, Sep 91.
- (11) LT [REDACTED] and LT [REDACTED], CFAWP Nominee, Sep 91.
- (12) AMS1 [REDACTED], CFAWP Nominee, Sep 91.
- (13) AMH1 [REDACTED], CFAWP Nominee, Sep 91.
- (14) AE1 [REDACTED], CFAWP Nominee, Sep 91.
- (15) LCDR [REDACTED] and LT [REDACTED], CFAWP Nominee, Sep 91.
- (16) AE1 [REDACTED], CFAWP Nominee, Sep 91.
- (17) LCDR [REDACTED] and ENS [REDACTED], CFAWP Nominee, Sep 91.
- (18) AE2 [REDACTED], CFAWP Nominee, Nov 91.
- (19) LT [REDACTED] and LCDR [REDACTED], CFAWP Nominee, Nov 91.
- (20) AN [REDACTED], CFAWP Nominee, Nov 91.
- (21) LT [REDACTED] and LT [REDACTED], CFAWP Nominee, Nov 91.
- (22) LT [REDACTED] and LTJG [REDACTED], CFAWP Nominee, Nov 91.
- (23) LCDR [REDACTED] and LCDR [REDACTED], CFAWP Nominee, Nov 91.
- (24) LCDR [REDACTED] and LCDR [REDACTED], CFAWP Nominee, Nov 91.
- (25) LCDR [REDACTED] and LTJG [REDACTED], CFAWP Nominee, Nov 91.
- (26) LTJG [REDACTED] and LCDR [REDACTED], CFAWP Nominee, Nov 91.
- (27) LCDR [REDACTED] and LT [REDACTED], CFAWP Nominee, Nov 91.
- (28) AMS1 [REDACTED], CFAWP Nominee, Nov 91.
- (29) CDR [REDACTED] and LT [REDACTED], CFAWP Nominee, Nov 91.
- (30) LT [REDACTED] and LT [REDACTED], CFAWP Nominee, Nov 91.
- (31) AMS1 [REDACTED], CFAWP Nominee, Nov 91.
- (32) AD3 [REDACTED] and AD3 [REDACTED], CFAWP Nominee, Nov 91.
- (33) LCDR [REDACTED], CFAWP Nominee, Dec 91.
- (34) LT [REDACTED], CFAWP Nominee, Dec 91.
- (35) LT [REDACTED] and LCDR [REDACTED], CFAWP Nominee, Dec 91.
- (36) LT [REDACTED] and LT [REDACTED], CFAWP Nominee, Dec 91.
- (37) LCDR [REDACTED] and LT [REDACTED], CFAWP Nominee, Dec 91.
- (38) LT [REDACTED] and LTJG [REDACTED], CFAWP Nominee, Dec 91.
- (39) LT [REDACTED] and LT [REDACTED], CFAWP Nominee, Dec 91.
- (S)(40) AE2 [REDACTED], CFAWP Selection, Oct 91.
- (S)(41) AOCS [REDACTED], CNAP Selection, Nov 91.

I. Safety articles - Major periodicals: 17

- (1) (P) "Distractions", AMH2 Wesley, APPROACH, MECH.
- (2) (P) "Don't Push Your Luck", LT Shivell, APPROACH.
- (3) (P) "The Invincible Pilot", LT Shivell, FLYING MAGAZINE.
- (4) (P) "A Tanking Experience", LCDR Gratas, APPROACH.
- (5) (P) "The Bounce from Hell", LT Gebert, APPROACH.
- (6) (AP) "Another Formula for a Mishap", LCDR Gennette, APPROACH.
- (7) (AP) "3 Rules to Live By", CDR Quinn, APPROACH.
- (8) (AP) "Migratory FOD", AD1 Shinoda, APPROACH, MECH.
- (9) (AP) "Off to the Races", LT Ruth, APPROACH.
- (10) (AP) "Flight Deck 2, Bullets 0", APPROACH.
- (11) (AP) "Tell Me What I Need to Hear", LCDR Cully, APPROACH.
- (12) (AP) "Spinning at 60 Feet", LT Fudge, APPROACH.
- (13) (AP) "Sona Mens in Corpore Sono", LTJG Engels, APPROACH.
- (14) (AP) "Natops to a T", LCDR Baragar, APPROACH.
- (15) (AP) "The Other Guy", AO2 Mitchell, MECH.
- (16) (AP) "Plane Captain Beware", AN Hernandez, MECH.
- (17) (AP) "Electrical Safety", AE2 Barito, MECH.

(P) = Published

(AP) = Awaiting Publication

J. Safety articles - Minor periodicals: 9

- (1) (P) "Tool Control Safety Poster", AD1 Shinoda, VF-2 SAFETY GRAMS.
- (2) (P) "CO's HAZREP Endorsement", CDR Jackson, NAVSAFECEN WEEKLY SUMMARY.
- (3) (P) "Shore Based Operations", LCDR Baragar, VF-2 SAFETY GRAMS.
- (4) (P) "Bullet Safety Mouse", LCDR Baragar, VF-2 SAFETY GRAMS.

- (5) (P) "Concept of Privelege", LCDR Baragar, VF-2 SAFETY GRAMS.
- (6) (P) "Fresh Meat", CDR Flannery, VF-2 SAFETY GRAMS.
- (7) (AP)"Traffic Awareness', LCDR Baragar, NAVSAFECEN WEEKLY SUMMARY.
- (8) (AP)"Changes Due to Combat", LCDR Gennette, NAVSAFECEN WEEKLY SUMMARY.
- (9) (AP)"Electrical Safety", AE2 Barito, MECH.

(P) = Published (AP) = Awaiting Publication

8. FOREIGN OBJECT DAMAGE (FOD)

A. Total Number of FOD occurrences

	Discovery	
	"0" Level	"I" Level
(1) Shore based	0	0
(2) Embarked	0	0

B. Evaluation of FOD Program: Singularly outstanding. VF-2 has improved from having the worst FOD rate in AIRWING TWO and at NAS Miramar to the best!. An all-encompassing program which is without equal in the Navy today. The Fod rate for 1991 is ZERO for nearly 5500 total flight hours. An all time low, single year, F-14 FOD free rate.

9. CONTRIBUTIONS TO WEAPONS SYSTEM DEVELOPMENT/COMBAT CONTRIBUTIONS
TOTAL OAG INPUTS: 16

- A. 46TH OPERATIONAL ADVISORY GROUP (OAG). Submitted a comprehensive list of F-14 hardware and software recommendation priorities to the OAG based upon recent evaluations of the F-14 Tomcat in a combat environment.
- B. TARPS OAG INPUTS. Provided nine TARPS OAG inputs that included future pod dimensions, auto focus and field of view requirements, navigation displays, view finder capabilities, Expanded Chaff Adapter (ECA) software improvements and high altitude sensor improvements. These recommendations have been forwarded and accepted at all levels of the chain of command (including OPNAV), and endorsed by the first F-14 TARPS OAG.
- C. ALQ-167. Forwarded a comprehensive Desert Storm ALQ-167 Pod lessons learned to the Naval Strike Warfare Center for

review of follow-on self-protection jamming requirements. Three software, two hardware and four training recommendations comprised this comprehensive document.

- D. FIRST EVER F-14 MULTI-MISSION EXERCISE. Demonstrated the untapped potential of the F-14A in a strike/fighter (role air-to-air and air-to-ground) that encompassed expenditures of an AIM-7, MK-83 bombs and 20 mm ordnance during one flight. VF-2 was the first F-14 squadron ever to expend both air-to-air and air-to-ground ordnance in a single sortie. The outstanding airframe, weapon system and long range capabilities of the F-14 were exhibited flawlessly during this event.
- E. AWCAP PROGRAM: Submitted six recommended changes to future F-14 software updates, including radar altimeter tactical mode displays, navigation display options for fighter-to-fighter data link (FFDL), hooked APX-76 displays, a bullseye option for the Tactical Information Display (TID), an ALR-45 High Band Bypass selectable feature and a variable track hold function.
- F. CAPTIVE CARRY. Pursued an aggressive captive carry missile program resulting in a 100% missile station availability rate that encompassed over 18,000 captive carry flight hours.
- G. F-14 AIR TO GROUND DEVELOPMENT. Obtained approval for a non-combat expenditure allowance (NCEA) increase of 20 MK-83 general purpose bombs to demonstrate the F-14 air-to-ground capability. Achieved a 100% success rate with a CEP of 50 feet.
- H. F-14 READINESS AND TRAINING MATRIX. Forwarded a comprehensive outline of proposed changes to the 1992 F-14 training and readiness matrix.
- I. JOINT TASK FORCE SIX. Flew six sorties in support of JTF-6 in a mission area new to the military. These sorties demonstrated the outstanding capability of F-14 TARPS to support this specific mission. VF-2 invited JTF-6 to NAS MIRAMAR for a reconnaissance capabilities forum to increase joint interoperability awareness.
- J. IMAGERY SUPPORT FOR WARFIGHTERS. Provided essential inputs concerning imagery usage, gathering and dissemination to increase the exploitation efficiency of afloat imagery users.
- K. TARPS BOMB DAMAGE ASSESSMENT EVALUATION. Provided the first ever TARPS symposium with new recommendations and revisions for the combat capabilities of TARPS on a BDA mission. These recommendations introduced tactical considerations for the integration of TARPS and TARPS escort aircraft in the strike role. Improvements to photo interpreters' training was also assessed.

10. CONTRIBUTIONS TO TACTICS DEVELOPMENT/COMBAT CONTRIBUTIONS

- A. TACMAN CHANGES. Five Submitted. Includes complete chapter revisions for fighter-to-fighter data link (FFDL), HAVEQUICK operations and tactical employment, F-14 air-to-ground employment, night section tactics, and TARPS and TARPS escort employment for the December, 1991 TACMAN review.
- B. DESERT STORM LESSONS LEARNED. Forwarded an exhaustive VF-2 Desert Storm Lessons Learned which included inputs to the Navy Fighter Weapons School and the Naval Strike Warfare Center on night fighter tactics, long range overland CAP tactics, Electronic Counter Measure (ECM) considerations, joint inter-operability and command and control. This document received accolades by the above agencies for its importance in tactical and weapon systems development and was forwarded to the Deputy Chief of Naval Operations for Air Warfare (OP-05) for further review.
- C. TARPS DESERT STORM LESSONS LEARNED. Forwarded this separate document concerning TARPS Desert Storm Lessons learned which again included inputs to the Navy Fighter Weapons School and the Naval Strike Warfare Center on TARPS tactics employed during the war. Included are recommendations for future TARPS and TARPS escort mission planning requirements, tactical considerations, and parts and support enhancements.
- D. TARPS SYLLABUS. Forwarded TARPS syllabus change recommendations to the F-14 model manager based upon training deficiencies encountered during Operation Desert Storm.
- E. OTL-109. Planned, briefed and executed the fighter portion of OTL-109, a CVW-2 coordinated T-LAM strike to the China Lake Complex.
- F. AAW TACPRO. Updated CVW-2's Anti-Air Warfare tacpro in response to recent changes in the global threat.
- G. TARPS TACPRO. Revised CVW-2's TARPS Tacpro for photo reconnaissance in conjunction with the lessons learned from Operation Desert Storm.
- H. IMAGERY DISSEMINATION REQUIREMENTS. Developed a detailed input on operational requirements needed for the timely dissemination of imagery. This report will enhance the effectiveness of future TARPS imagery exploitation among carrier battle groups.
- I. AIR INTERCEPT CONTROLLER (AIC) TRAINING. VF-2 hosted AIC's from the surface units of Battle Group Echo at NAF El Centro for integrated FFARP training and also a tactics seminar at NAS Miramar to further enhance controller/aircrew tactical coordination.

- J. IRAQI TARPS IMAGERY. Actual Desert Storm wartime TARPS imagery, taken by VF-2 has been provided to the Naval Strike Warfare Center, Fleet Intelligence Training Center Pacific, Navy and Marine Corp Intelligence Training Center, F-14 model managers and other agencies for incorporation into photo interpretation courses. Accompanied by actual exploitation reports and analysis, this training package will prove invaluable to future reconnaissance interpretations and exploitation efforts.
- K. DESERT STORM TARPS IMAGERY BOOK. A comprehensive collection of the TARPS imagery of Operation Desert Storm gathered by VF-2 TARPS aircraft was forwarded extensively throughout the Department of Defense. This imagery proved the value of F-14 TARPS in a reconnaissance mission, and also the capabilities and damage caused by many allied "smart" weapons.

11. GENERAL CONTRIBUTIONS TO THE F-14 COMMUNITY

- A. DESERT STORM CRUISE DEBRIEF. Presented the West Coast F-14 community this comprehensive Desert Storm debrief covering all facets of combat operations upon return from deployment in June, 1991. Acclaimed as a "World Class" presentation by the F-14 community.
- B. SUPPORTERS OF THE RESERVE FLEET FLY PROGRAM. Upon return from deployment, VF-2 fully supported the reserve fleet fly program until its demise at the end of the fiscal year. 57 flight hours were flown in support of the Squadron Augmentation Unit (SAU).
- C. CONTRIBUTIONS IN MILITARY/COMMUNITY RELATIONS.
 - (1) Repainted NAS Miramar's landmark Gun Butts with the familiar "Fightertown USA" logo. All materials and labor were donated by the Bounty Hunters.
 - (2) Served the San Diego community by 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 dangers of drug use.
 - (3) Conducted tours for three Cub Scout and three Boy Scout Troop visits to NAS Miramar.
 - (4) Adopted a Naval Recruit Training Center class.
 - (5) Hosted Miramar's largest and most successful social event, the annual "Bullet Blowout" at the NAS Miramar Officers Club.
 - (6) While deployed aboard USS RANGER, organized and directed a 10K Memorial Run on the flight deck for the Air Wing TWO attack pilot killed in action during Operation Desert Storm.

Over \$4,400 was raised for his two year old son's college education.

13. COMMANDING OFFICERS CLOSING REMARKS. The considerable accomplishments listed above are indicative of the sustained, record setting performance achieved by the VF-2 Bounty Hunters during calendar year 1991. The year slipped by, both fast and furious, with never a quiet moment. VF-2 was fortunate to be one of only two west coast F-14 squadrons to participate in Operation Desert Storm. The squadron rose to the occasion, and represented the Pacific Fleet Fighter aviation community better than any other F-14 squadron around. Intense operational excellence, superior aircraft and weapon systems availability, the highest morale, superlative airmanship, thorough planning and heroic aerial achievement in combat were trademarks of this outstanding group of Navy professionals.

VF-2's contributions to the war effort were extensive. TARPS missions provided Battle Group Zulu Iraqi Naval Unit positioning and targeting information, surface-to-surface missile site locations and BDA imagery. Coalition ground forces also received Iraqi order of battle information, including armored division locations, hidden aircraft locations and convoy information. Bounty Hunter aircraft escorted every Air Wing TWO strike flawlessly. VF-2 long range CAP missions held the Iraqi Air Force powerless as a vital component of the Coalition's air supremacy force. The awesome capability of the F-14 Tomcat was dramatically demonstrated during the attack and neutralization of several Iraqi PT boats by Bounty Hunter aircrew. As an end result, VF-2 flew more combat flight hours than any other tactical squadron in theater, safely, both mishap and FOD free. Their performance was truly an awesome display of exceptional fortitude and professional excellence.

At the conclusion of Operation Desert Storm, this unit optimized and distributed the tactical acumen and lessons learned they acquired from wartime operations. The officers and men of VF-2 didn't relax from the rigors of combat until all possible insights and benefits were recorded, analyzed and disseminated throughout the chain of command. Upon return to NAS Miramar, VF-2 refused to rest on its laurels, immediately returning to a rigorous training program for its next deployment.

The Bounty Hunters are prepared and eager again to meet any and all challenges that lie ahead. No matter how tough the circumstances, the Bounty Hunters positive attitude is contagious in leading Fighter Aviation, while at the same time "they are having fun and doing it right". There is no finer squadron in the United States Navy today. Battle proven, Fighter Squadron TWO redefines the term "Battle Excellence!"