



DEPARTMENT OF THE NAVY
FIGHTER SQUADRON TWO
FPO AP 96601-6101

1993 ✓
IN REPLY REFER TO:

5750
Ser 00/076
APR 14 1994

From: Commanding Officer, Fighter Squadron TWO
To: Director of Naval History (OP-09BH) Washington Navy
Yard, Washington, DC 20374-0571

Subj: FIGHTER SQUADRON TWO COMMAND HISTORY FOR CALENDAR YEAR
1993 (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5720.12E

Encl: (1) Command Composition and Organization/Chronology
(2) Fighter Squadron TWO Command History Narrative
(3) F-14D Super Tomcat Photo
(4) Commanding Officer Biography
(5) Commanding Officer Photo
(6) Battle 'E' Submission Package

1. Enclosures (1) through (6) are forwarded in accordance with
reference (a).

L. S. Lamoreaux III
L. S. LAMOREAUX III

**FIGHTER SQUADRON TWO (VF-2)
COMMAND COMPOSITION AND ORGANIZATION**

Fighter Squadron TWO is assigned to Carrier Airwing TWO based aboard USS CONSTELLATION (CV-64). At the end of 1993, the squadron's Commanding Officer was CDR E. A. Christofferson.

The squadron's operational commander was Commander, Carrier Airwing TWO, and the administrative commander was, Commander, Fighter Wing, U. S. Pacific Fleet.

In 1993, VF-2 transitioned from the F-14A to the F-14D Super Tomcat. VF-2 aircraft are assigned a NE-100 series tailcode.

VF-2's total complement of personnel assigned at the end of 1993 was 323.

CHRONOLOGY

1 Jan - 31 Jan: Underway aboard USS RANGER (CV-61) returning from Western Pacific Deployment

30 Mar - 20 Jul: VF-124 F-14D transition training

5 May: Arrival of first F-14D aircraft

20 Sep - 25 Sep: Lemoore CVW-2 strike training detachment

30 Sep: Change of Command, CDR E. A. Christofferson relieved CDR B. E. Flannery

29 Nov - 17 Dec: Fleet Fighter ACM Readiness Program (FFARP) Detachment to NAF El Centro

FIGHTER SQUADRON TWO (VF-2)
COMMAND HISTORY NARRATIVE

The last 12 months have been a busy and productive time for the Bounty Hunters of Fighter Squadron TWO. In January of 1993, the Bounty Hunters returned from the last USS RANGER (CV-61) deployment. The cruise was highlighted by an extended period of operations in the Arabian Gulf. Bounty Hunter aircrew flew missions in support of Operation Southern Watch, patrolling the "No Fly Zone" in the skies over southern Iraq. All told for the cruise, VF-2 TARPS aircrew shot over 150,000 feet of film, more than doubling the previous cruise record. Additionally, VF-2 flew reconnaissance missions over Somalia in support of Operation Restore Hope.

Upon return to San Diego, CA, the Bounty Hunters and the rest of CVW-2 bid farewell to the soon to be decommissioned USS RANGER. Following the post cruise stand down, the squadron commenced a rather atypical turnaround training cycle and transferred F-14A's in preparation for the transition to the F-14D Super Tomcat. VF-2 along with VF-1, began F-14D maintenance and aircrew transition training in March 1993, under the watchful eye of VF-124. Midway through the compressed training evolution, VF-1 was directed to disestablish as part of the defense drawdown. VF-2 absorbed personnel and equipment from their sister squadron - a task that would continue through the end of the September 1993. With the transition completed and the Maintenance Department officially certified to conduct operations, VF-2 formally stood up as the Navy's third fleet F-14D squadron in July 1993.

On 15 September the Bounty Hunters blazed into NAS Lemoore, CA for their first detachment since receiving F-14Ds. This detachment marked the beginning of F-14D integration into Carrier Airwing TWO. The Bounty Hunters of VF-2, along with two of CVW-2's FA-18C squadrons, VFA-137 and VFA-151, and E-2C's from VAW-116 all participated in the week long event. Combining the inherent strengths of both the F-14D and the FA-18C resulted in a tremendous tactical advantage for CVW-2 fighters as they faced fourth generation threat presentations provided by the VF-126 Bandits.

On 30 September, CDR Joe Christofferson relieved CDR Brian Flannery during a change of command ceremony held at Naval Air Station Miramar.

From 29 November to 17 December, VF-2 deployed to NAF El Centro, CA for their Fleet Fighter ACM Readiness Program (FFARP). Thanks to a terrific maintenance effort, Bounty Hunter aircrew flew an impressive 225 straight sorties against the Bandits of VF-126 during the intense three week training program.

Enclosure (2)



DEPARTMENT OF THE NAVY
FIGHTER SQUADRON TWO
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IN REPLY REFER TO:

3500
Ser 00/ **001**
2 Jan 94

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, Cruiser-Destroyer Group ONE

Subj: 1993 BATTLE EFFICIENCY AND REAR ADMIRAL JOSEPH C. CLIFTON
AWARD SUBMISSIONS

Ref: (a) OPNAVINST 1650.24
(b) COMNAVAIRPAC msg 062231Z Dec 93
(c) COMFITWINGPACINST 3500.15B

Encl: (1) 1993 Fighter Battle Readiness Efficiency Report and
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 - 31 December 1993. Reference (c) delineates criteria for community wide competitive exercises.

A handwritten signature in cursive script, appearing to read "E.A. Christofferson".

E. A. CHRISTOFFERSON

Copy to:
COMFITWINGPAC (Code 30)

1993 FIGHTER BATTLE EFFICIENCY REPORT
AND REAR ADMIRAL JOSEPH C. CLIFTON AWARD
SUBMISSIONS FOR FIGHTER SQUADRON TWO

1. OPERATIONAL ACHIEVEMENTS

A. Flight Hours

(1) Total Hours Flown:	2193.5
(a) Day:	1908.3/87%
(b) Night:	285.2/13%
(c) Primary Mission:	2179.0/99%
(2) Total Embarked Hours:	232.3
(a) Day:	213.8/92%
(b) Night:	18.5/ 8%
(c) Primary Mission:	232.3/100%
(3) Total Sorties Embarked:	126
(a) Day:	119
(b) Night:	7
(4) Total Sorties Ashore:	1291
(a) Day:	1112
(b) Night:	179
(c) Utilization Rate:	7.7

B. OPTAR Management: 2193.5/100%

C. Shipboard Landings (Cruise 93 and F-14D Initial CQ)

(1) Total Carrier Landings:	416
(a) Day:	322/77.4%
(b) Night:	94/22.6%
(2) Boarding Rate:	97.4%
(a) Day:	97.9%
(b) Night:	90.4%
(2) Landing Grades	
(a) Day:	3.25
(b) Night:	3.09
(c) Overall:	3.21

2. TRAINING READINESS

A. Competitive exercises (COMPEX/COMFITWINGPAC Competitions)

	<u>E's</u>	<u>O's</u>	<u>NQ's</u>
(1) Air-to-Air Missiles AAW-6-A (AIM-54/7)	8	0	0

Enclosure (1)

(2) Air-to-Air Missiles AAW-7-A (AIM-9)	10	0	0
(3) ACM 2V2 AAW-12-A	12	0	0
(4) ACM Sweep AAW-11-A	4	0	0
Subtotal	34	0	0

B. FY-93 Ordnance Expenditures

(1) AIM-54A:	50%	Note 1
(2) AIM-7:	80%	
(3) AIM-9:	100%	
(4) 20mm TP	61%	
(5) 20mm HEI	0%	
(6) .45 Caliber	100%	
(7) RR-129 Chaff	100%	
(8) RR-144 Chaff	0%	
(9) MK-46 Flares	22%	
(10) MJU-8 Flares	51%	
(11) MK-82 GPB	100%	
(12) MK-76 PB	100%	
(13) BDU-45	100%	

Note 1: The AIM-54A version of the Phoenix missile is incompatible with the F-14D aircraft. Following the squadron's transition to the F-14D, one AIM-54A was expended by VF-2 aircrew utilizing a VF-124 F-14A aircraft. A subsequent attempt to expend the remaining AIM-54A, prior to the end of the fiscal year, was terminated when the target drone was destroyed during our last missile exercise.

C. Squadron CEP - N/A

D. Missile Firings

<u>Date</u>	<u>Aircraft BUNO</u>	<u>Missile</u>	<u>Station</u>
24 AUG 93	161163	AIM-7M	8B
07 SEP 93	163903	AIM-7M	1B
08 SEP 93	164603	AIM-7M	1B
08 SEP 93	161607	AIM-54A	3 Note 1
08 SEP 93	163898	AIM-9M	8A
08 SEP 93	163903	AIM-9M	8A
08 SEP 93	164602	AIM-9M	1A
08 SEP 93	161163	AIM-9M	8A
08 SEP 93	163903	ATM-9H	1A
08 SEP 93	164603	ATM-9H	8A

Note 1: AIM-54A expended from VF-124 F-14A by VF-2 aircrew

(1) Overall Missile Success Rate:

(a) Radar Missiles - 75% (3/4)

(b) IR Missiles - 100% (6/6)

3. WEAPONS SYSTEM READINESS

A. Aircraft Availability (SCIR)

<u>Month</u>	<u>FMC %</u>	<u>MC %</u>	<u>O %</u>	<u>I %</u>	<u>A799 Rate Tot Items</u>	<u>ACFT utiliz. %</u>	<u>Avq A/C</u>
JAN	65.7	66.3	12.8	14.2	916	18.6	11.0
FEB	52.4	63.0	3.5	10.7	376	0.6	10.1
MAR	25.1	28.3	0.6	1.3	1573	3.8	6.9
APR	13.8	13.8	0.6	3.4	970	1.8	4.6
MAY	13.7	13.7	30.6	2.6	51	2.6	2.9
JUN	33.2	34.6	1.2	13.4	1097	18.3	4.1
JUL	32.8	51.7	2.8	6.1	1834	29.5	7.3
AUG	34.5	54.3	2.0	6.6	2125	35.4	8.7
SEP	47.2	61.7	3.2	8.9	1653	40.2	9.1
OCT	47.0	55.2	2.6	8.8	2258	38.3	10.0
NOV	45.2	54.1	1.8	8.2	2143	47.4	10.0
DEC	Not yet available						

B. Aircraft Availability (AMMR)

<u>Month</u>	<u>FMC %</u>	<u>MC %</u>
JAN	69.0	69.0
FEB	32.5	32.5
MAR	17.9	17.9
APR	10.0	10.6
MAY	6.0	6.0
JUN	7.8	9.1
JUL	48.6	49.0
AUG	58.5	60.8
SEP	61.4	63.6
OCT	72.3	72.6
NOV	80.6	85.6
DEC	Not yet available	

C. Cannibalization Rate

<u>Month</u>	<u>Rate (%)</u>
JAN	43.0
FEB	169.2
MAR	90.9
APR	164.7
MAY	120.0
JUN	28.3
JUL	40.3
AUG	21.7
SEP	18.9
OCT	36.1
NOV	29.8
DEC	Not yet available

D. Average number and type aircraft in inventory

<u>Month</u>	<u>F-14A</u>	<u>F-14D</u>
JAN	11	0
FEB	10	0
MAR	7	0
APR	7	0
MAY	5	0
JUN	3	4
JUL	1	7
AUG	0	9
SEP	0	9
OCT	0	10
NOV	0	10
DEC	0	10

E. MTIP Completion Score: 80% of F-14D Baseline complete.

F. Buy Our Spares Smart (BOSS) Program: 3 Submissions

G. MILCAP/Beneficial Suggestions: None submitted

4. PERSONNEL READINESS

A. Officer Retention Rate 98%

B. Enlisted Retention Rate (1 Jan-30 Sep):

	Elig	Not Elig	Re-en	Gross%	F/R
(1) 1st Term	32	97	3	9	0
(2) Career	16	91	11	69	2
(3) Overall	48	188	14	26	2

Note: Eleven first term personnel eligible to re-enlist accepted early out incentives. Two career individuals retired due to high year tenure.

C. Advancement:

(1) Jan 1993 Navy Wide Exam:

Rank	Elig	N/Elig	Partic	Adv	PNA	Failed
E-7	18	0	17	0	17	0

(2) Mar 1993 Navy Wide Exam:

Rank	Elig	N/Elig	Partic	Adv	PNA	Fail
E-4	48	2	46	6	39	1
E-5	38	0	38	1	31	6
E-6	25	0	25	2	22	1

111	2	109	9	92	8
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(3) Sep 1993 Navy Wide Exam:

Rank	Elig	N/Elig	Partic	Adv	PNA	Failed
E-4	39	5	34	6	25	3
E-5	54	0	54	7	42	5
E-6	21	0	21	1	20	0

114	5	109	14	87	8
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(4) Enlisted Aviation Warfare Specialist Program: VF-2 awarded 11 new Enlisted Aviation Warfare Specialist wings in CY-93.

D. Awards:

Individual Awards:

1 Individual Air Medal
38 Strike Flight/Air Medals

12 Navy Commendation Medals
30 Navy Achievement Medals
28 CVW-2 Letters of Commendation

5. COMBAT READINESS INSPECTIONS AND EXERCISES

A. Inspection Results

(1) Command Inspection

Date: 19 Oct 93 Grade: Satisfactory - No major discrepancies

(2) Corrosion Control (MCI)

Date: 18-20 Feb 93 Grade: Satisfactory

(3) IWSR

Date: Oct-Nov 93 Grade: Satisfactory

(4) CWTPI

Date: 20 Aug 93 Grade: Satisfactory

(5) NATOPS Evaluation

Date: 17 Aug 93 Boldface Grade: 4.00
Open Book Grade: 3.99
Closed Book Grade: 3.97

(6) AME:

Date: 10-11 Jun 93 Grade: Satisfactory

B. Major Exercises/Special Operations

(1) 1 Jan	Embarked USS RANGER, returning from WESTPAC deployment
(2) 23-25 Jan	Inport Pearl Harbor
(3) 31 Jan	Fly-in NAS Miramar
(4) 18 Feb	Aircraft Material Condition Inspection
(5) 30 Mar	Begin F-14D Transition
(6) 15 Jun	CFWP F-14D Safe for Flight Inspection
(7) 16 Jun	First VF-2 F-14D flight
(8) 7-17 Jul	F-14D Initial CQ CVN-70 (6 pilots)
(9) 15 Jul	Consolidation of VF-1 into VF-2
(10) 20 Jul	Completed F-14D Transition
(11) 20 Jul-10 Aug	Air-to-air guns work up
(12) 26 Jul-06 Aug	TOPGUN Ground School (4 aircrew)
(13) 26 Jul-05 Aug	WTO School (1 aircrew)
(14) 27-30 Jul	TARPS Ground School (4 aircrew)
(15) 09-13 Aug	NSWC SLATS Training (1 aircrew)
(16) 09-13 Aug	TQL School (1 officer)
(17) 16 Aug	Unit NATOPS Evaluation/Safety Stand Down
(18) 17 Aug	Laser Landing System Evaluation
(19) 19 Aug	Sierra Pete Coordination Training
(20) 24 Aug	Missilex (1 AIM-7M)

- (21) 08-09 Sep Missilex (1 AIM-54A, 2 AIM-7M, 4 AIM-9M, 2 ATM-9H)
- (22) 13-17 Sep F-14D/FA-18C Mixed Section/Division Training
- (23) 20-25 Sep CVW-2 NAS Lemoore Airwing Strike Training Detachment
- (24) 30 Sep Change of Command: CDR Christofferson relieved CDR Flannery
- (25) 19-20 Oct ADMAT Inspection
- (26) 22-29 Oct F-14D Initial CQ CVN-68 (11 pilots)
- (27) 16 Nov F-14D OPF D01 installation
- (28) 18-24 Nov TARPS Derby
- (29) 06-17 Dec FFARP NAF El Centro

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: None

D. Class A Ground Mishaps: None

E. Hazard Reports Submitted:

- (1) 3750.6 Reports: 3
- (2) 4790.2 Reports: 48
 - (a) EI 4
 - (b) HMR/EI 3
 - (c) HMR 1
 - (d) TPDR 24
 - (e) EMR 2
 - (f) ADR 2
 - (g) EMR/EI 1
 - (h) QDR 5
 - (i) TFOA 2
 - (j) HMR/TFOA 2
 - (k) CODR/EIR 2
- (3) 5102.1 Reports: 0
- (4) Total 51

F. NATOPS Changes Submitted: 1

G. Mishap Free Flight Hours: 7217.9

H. Foreign Object Damage (FOD):

- 1. Total Number of FOD occurrences:

	"O" Level	"I" Level
(a) Shore Based	0	0
(b) Embarked	0	0

2. Evaluation of FOD Program: The squadron continues to sustain its zero FOD rate and closed out the year FOD free for 690 days - an impressive statistic which encompasses not only all of 1993, but an entire six month period of sustained embarked operations.

I. Safety Professionals of the Week: 6

- (1) AME1 [REDACTED] and AME2 [REDACTED], CFWP Nominees, 20 Jul 93.
- (2) AMS2 [REDACTED], CFWP Nominee, 9 Aug 93.
- (3) AMSAN [REDACTED], CFWP Nominee, 23 Aug 93.
- (4) AMSC(AW) [REDACTED], CFWP Nominee, 22 Oct 93.
- (5) AMS2 [REDACTED], CFWP Nominee, 28 Oct 93.
- (6) AMEAN [REDACTED], CFWP Nominee, 16 Nov 93.

J. Safety Articles - Major periodicals: 3

- (1) LT Shaffer, Approach, awaiting publication.
- (2) LT Hensley, Approach, awaiting publication.
- (3) LT Pawlo, Approach, awaiting publication.

8/9. CONTRIBUTIONS TO WEAPONS SYSTEM/TACTICS DEVELOPMENT

A. OPERATIONAL ADVISORY GROUP (OAG). The squadron is an active participant in the OAG process with a sharp eye on the tactical implications of ongoing F-14 development. VF-2 authored a comprehensive list of hardware and software requirements incorporating significant tactical lessons learned from Operations Southern Watch and Restore Hope.

B. LASER Landing System. On 11 Sep 93, VF-2 conducted a fleet evaluation of the long range LASER Landing System temporarily installed at NALF San Clemente. Pilot evaluations found the system to be tremendously useful in establishing line-up early on in the approach.

C. AAW Tactics for the Notional F-14/FA-18 Airwing. As CVW-2's AAW leaders, the squadron authored the airwing's AAW TACPRO. This comprehensive tactical document incorporates recent changes to the global threat structure, integrates the FA-18 as part of the CNO's 50 strike capable aircraft notional airwing and is oriented towards littoral warfare as outlined in "From the Sea."

D. F-14D Aviation Armament Equipment Development. Squadron ordnance personnel were the first to uncover and document a serious inadvertent self-arming deficiency with the LAU-132/A AIM-54 weapons rail.

10. GENERAL CONTRIBUTIONS TO THE F-14 COMMUNITY

A. Contributions to Military / Community Relations

(1) VF-2 amassed over \$8,200.00 in support of the 1993 Navy Relief Drive and produced the highest average contribution of any command onboard NAS Miramar.

(2) The squadron continued its active participation in the local community, particularly in the Partnerships in Education Program. Four junior officers paid 10 visits to a combination of elementary, junior high and high schools this year in support of the "Just Say No" Society. Their sparkling presentations covered not only the highlights of Naval Fighter Aviation, but also student career goals and the dangers of drug use. Bounty Hunter junior officers have received fleet wide acclaim for their efforts in 1993 supporting the San Diego School System.

(3) VF-2 continues to pursue a robust Public Affairs Program promoting carrier fighter aviation. Throughout the year, the squadron hosted over 1100 people during 42 tours of squadron aircraft/spaces and other areas of interest around NAS Miramar. Along those lines, VF-2 supported station public affairs activities by authoring 32 Jet Journal and 171 Fleet Home Town News Releases for publication.

11. ADDITIONAL REMARKS 1993 was an extremely safe and successful year for the Bounty Hunters of VF-2. After completing one of the most successful deployments in recent history, the squadron returned to commence a rather atypical turnaround training cycle. In March 1993, VF-2 along with VF-1, reported TAD to VF-124 to begin transition to the F-14D Super Tomcat. Midway through that compressed training evolution, the two squadrons were directed to consolidate and VF-2 began absorbing personnel and material from their sister squadron - a task that would continue through September. With the transition completed and the Maintenance Department officially certified to conduct operations, VF-2 formally stood up as an F-14D squadron in July 1993. In the remaining six months of the competitive cycle, the Bounty Hunters conducted an intensive air-to-air gunnery exercise, successfully expended nine air-to-air missiles, carrier qualified 17 pilots in the F-14D, deployed to NAS Lemoore for coordinated airwing power projection training, and recently completed one of the most successful FFARP detachments to date. It is against this backdrop that the Bounty Hunter's operational and safety accomplishments should be viewed and their comparative merit

measured. With their F-14D transition complete, the Bounty Hunters are out of the blocks running in the last half of 1993 and have set their sights high for 1994.