

1994 ✓



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

IN REPLY REFER TO:
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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 FOP CALENDAR YEAR 1994
(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) 1994 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 COMMAND HISTORY AND ORGANIZATION

Fighter Squadron TWO (VF-2) is assigned to Carrier Air Wing TWO (CVW-2) based aboard USS CONSTELLATION (CV-64). At the end of 1994, the squadron's Commanding Officer was CDR L. S. Lamoreaux III.

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

VF-2 flies the Northrop/Grumman F-14D Super Tomcat. VF-2 aircraft are assigned the NE-100 series tailcode.

VF-2's total complement of personnel assigned at the end of 1994 was 290.

CHRONOLOGY

24 - 28 Jan	Hosted CVW-2 F-14/FA-18 Mixed Fleet Fighter Air Combat Maneuvering Refresher Program (MFFARP), NAS Miramar, CA
2 Feb	Change of Command, CDR L. S. Lamoreaux III relieved CDR E. A. Christofferson
5 - 7 Feb	CV-64 Flight Deck Certification, (SOCAL)
22 Feb - 15 Mar	Embarked CV-64 for TSTA
27 Mar - 15 Apr	CVW-2 Detachment, Fallon, NV
26 -27 Apr	Hosted VX-9 for F-14D Tactics Exchange, NAS Miramar, CA
5 May - 30 Jun	Embarked CV-64 for COMPTUEX/ITA/RIMPAC-94
9 - 20 May	Air Warrior 94-8 TARPS
26 - 28 Jul	High Noon Competition, NAS Miramar, CA
8 - 12 Aug	LINK-16 / JTIDS Det, Mountain Home AFB, ID
22 Aug - 02 Sep	Embarked CV-64 for FLEETEX I, SOCAL
11 - 23 Sep	Embarked CV-64 for FLEETEX II, SOCAL
21 Sep	No-Notice Missile Load Exercise, NAS Miramar, CA
6 Oct	Electronic Counter-Counter Measure (ECCM) Compex, NAS Miramar, CA
10 - 14 Oct	Fighter Derby, NAS Miramar, CA
17 - 20 Oct	TARPS Derby, NAS Miramar, CA
25 - 27 Oct	Hosted 390th TFS for LINK-16 / JTIDS Detachment, NAS Miramar, CA
10 Nov	Embarked CV-64 for Western Pacific/Arabian Gulf Deployment
11 Nov	NAWC-Patuxent River Carrier Laser Line-up Certification
1 - 9 Dec	Beachcrest-94, Okinawa, Japan

COMMAND HISTORY NARRATIVE

Nineteen Ninety-Four proved to be a banner year for the Bounty Hunters of Fighter Squadron TWO. While operating within the framework of the Navy's new concept in carrier air power, the Bounty Hunters diligently continued preparations for their current Western Pacific / Arabian Gulf deployment. As the only F-14D Super Tomcat squadron in Carrier Air Wing TWO, VF-2 served as the air wing's most potent air-to-air platform and provided the only source of tactical photographic reconnaissance. Throughout 1994, the Bounty Hunters honed their skills while breaking new ground in the tactical employment of two new Super Tomcat systems, LINK-16 / Joint Tactical Information Distribution System (JTIDS) and Infrared Search and Track System (IRSTS). In addition, the Bounty Hunters also developed F-14D / FA-18C mixed section fighter tactics, intensifying firepower for the carrier air wing of the future.

At the beginning of the year, VF-2 continued turnaround training by hosting the Mixed Fleet Fighter ACM Refresher Program (MFFARP) at NAS Miramar. From 24-28 January, the Bounty Hunters explored mixed F-14D / FA-18C section fighter tactics against simulated fourth generation threats.

On 2 February, CDR L.S. "Scooter" Lamoreaux III relieved CDR E.A. "Hose" Christofferson at Naval Air Station Miramar.

From 5 to 7 February, four Bounty Hunter crews returned to the waters off Southern California to flight deck certify USS CONSTELLATION (CV-64). Upon completion, the "Connie" was fully qualified for all launch and recovery operations.

Three weeks later, VF-2 and CVW-2 embarked CV-64 for Tailored Ships Training Availability (TSTA). From 22 February to 15 March, the Bounty Hunters exercised all air-to-air missions while returning to the carrier environment for the first extended period since their return from WESTPAC '92 / '93.

On 27 March, VF-2 stormed into Fallon, NV, for pre-cruise Air Wing strike training. Marking the first time the Navy's newest air wing worked as one unit, the Fallon detachment demonstrated the capability of an air wing comprised of one Tomcat "super" squadron (14 aircraft) and three Hornet squadrons. Successful F-14D / FA-18C integration allowed CVW-2 fighters to achieve an impressive 22 to 1 kill ratio during the Fallon Advanced Training Phase (ATP) of the detachment.

Upon returning to NAS Miramar, the Bounty Hunters hosted VX-9 for a two day academic and sortie tactics exchange. The program was designed to expose OPTEVOR to current fleet F-14D tactical employment considerations.

The fifth of May found VF-2 at sea once again continuing turnaround training with COMPTUEX / ITA / RIMPAC exercises. During the CV-64 / CVW-2 Intermediate Training

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Assessment (ITA) exercise, VF-2 spearheaded the incorporation of the medium range Stronghold AAW tactic into CVW-2, maximizing air wing platform strengths. COMCARGRU ONE observers noted "tactic easily executed and professionally flown".

Later, during the RIMPAC exercise, VF-2 participated in Air Warrior 94-8 providing tactical reconnaissance imagery in support of U.S. Army "Blue Forces" in the field. The squadron also generated a comprehensive lessons learned input for CARCARGRU ONE, outlining recommended improvements to increase the joint tactical reconnaissance training value for future TARPS participation.

On 8 August, VF-2 deployed to Mountain Home, AFB, participating in the first multi-national / multi-service LINK-16 interoperability demonstration. The exercise showcased LINK-16 equipped USN F-14D and E-2C, USAF F-15C, RAF F3 Tornado and E-3D AWACS aircraft, while opposition was provided by F-16C aggressors. The exercise illustrated the system's multi-platform network entry capability and ease of integrating complex fighter tactics with minimal pre-mission planning.

From 22 August to 23 September, the Bounty Hunters found themselves at sea for the final stage of cruise preparations, FLEETEX I and II. Operating in the waters off the coast of Southern California, VF-2 and CVW-2 fine-tuned their shipboard operations. On 21 September, VF-2 Ordnancemen flawlessly loaded 12 AIM-54s, 18 AIM-7s, 12 AIM-9s and 1500 rounds of 20mm ammunition in less than two hours during a no-notice load exercise conducted by CVW-2 for COMNAVAIRPAC.

Upon return to Miramar, VF-2 hosted USAF F-15C's of the 390th TFS from Mountain Home, AFB and F-14D's from VX-9 Det. Pt. Mugu for one week of scenario driven large force power projection exercises. From 25 to 27 October, events focused heavily on joint employment of an all LINK-16 fighter force.

On 10 November, Fighter Squadron TWO departed San Diego for it's first WESTPAC deployment aboard CONSTELLATION. During initial carrier qualifications, VF-2 aircrew participated in certifying NAWC-Patuxent River's Carrier Laser Line-Up system, developed to increase safety during night carrier recoveries. After initial CQ, the Connie steamed west, conducting "blue water" exercises en route to the Sea of Japan. Upon arrival, VF-2 participated with local USAF and USMC assets in Beachcrest '94 (1-9 December).

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1994 FIGHTER BATTLE EFFICIENCY REPORT
AND REAR ADMIRAL JOSEPH C. CLIFTON AWARD
SUBMISSIONS FOR FIGHTER SQUADRON TWO

A. OPERATIONAL ACHIEVEMENTS

1. Flight Hours

(A) Total Hours Flown:	4543.3
(1) Day:	3468.2/76%
(2) Night:	1075.1/24%
(3) Primary Mission:	4524.9/99%
(B) Total Embarked Hours:	2617.5
(1) Day:	1929.0/74%
(2) Night:	688.5/26%
(3) Primary Mission:	2617.5/100%
(C) Total Sorties Embarked:	1490
(1) Day:	1063
(2) Night:	427
(D) Total Sorties Ashore:	1469
(1) Day:	1161
(2) Night:	308
(3) Aircraft Rate:	32.1

2. OPTAR Management: 4543.3/100%

3. Shipboard Landings

(A) Total Carrier Landings:	1600
(1) Day:	1086/68%
(2) Night:	514/32%
(B) Boarding Rate:	91.2%
(1) Day:	94.5%
(2) Night:	84.3%
(C) Landing Grades	3.28

B. TRAINING READINESS

1. Competitive Exercises. Competing at every opportunity at home or away, VF-2 has won more individual Battle E's (101) than the previous two years combined.

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	<u>E's</u>	<u>Q's</u>	<u>NO's</u>
(A) Air-to-Air Missiles AAW-6-A (AIM-54/7)	16	0	0
(B) Air-to-Air Missiles AAW-6-A (AIM-9)	10	0	0
(C) ACM Sweep AAW-11-A	23	4	0
(D) Air-to-Air Guns AAW-1-A-1(F)	8	0	0
(E) Air-to-Ground Guns STW-1A	6	0	0
(F) ECCM Complex AAW-7-I	20	0	0
(G) MAS AAW-1-I	12	0	0
(H) TARPS Derby	6	0	0
Total:	101	4	0

Note: Includes 26 E's for ECCM Complex and TARPS Derby pending approval from CFWP.

2. FY-94 Ordnance Expenditures

(A) AIM-54C:	100%	
(B) AIM-7M:	100%	
(C) AIM-9M:	125%	(Additional missile obtained from CFWP)
(D) 20mm TP	180%	(Requested and received double the standard 20mm TP allocation)
(E) 20mm HEI	0%	(Unauthorized to expend in CONUS)
(F) .45 Caliber	100%	
(G) RR-129 Chaff	100%	
(H) RR-144 Chaff	100%	

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(I) MK-46 Flares 100%

(J) MJU-8 Flares 100%

3. Squadron CEP. The F-14D will not be air-to-ground capable until release of tactical tape D02.

4. Missile Firings. VF-2 successfully launched 13 air-to-air missiles on every first target presentation. Missiles were expended from 10 separate aircraft and 13 different weapon stations.

<u>Date</u>	<u>Aircraft BUNO</u>	<u>Missile</u>	<u>Station</u>
18 FEB 94	163898	AIM-7M	6
18 FEB 94	161163	AIM-7M	1B
18 FEB 04	159619	AIM-7M	3
23 MAR 94	161163	AIM-54C	1B
23 MAR 94	163897	AIM-54C	1B
31 AUG 94	159628	AIM-54C	3
31 AUG 94	164349	AIM-54C	6
31 AUG 94	163895	AIM-7M	8B
06 SEP 94	164603	AIM-9M	8A
06 SEP 94	164349	AIM-9M	8A
06 SEP 94	159630	AIM-9M	8A
06 SEP 94	163903	AIM-9M	8A
30 SEP 94	163897	AIM-9M	8B

C. WEAPONS SYSTEM READINESS

1. Aircraft Availability (SCIR)

<u>Month</u>	<u>FMC %</u>	<u>MC %</u>	<u>NMCM %</u>
JAN	44.5	53.8	31.0
FEB	45.2	63.3	25.5
MAR	49.5	57.6	27.3
APR	63.5	67.5	23.9

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MAY	76.6	83.4	14.0
JUN	85.0	85.7	11.2
JUL	64.5	69.5	10.9
AUG	83.5	83.8	0.8
SEP	90.0	97.0	1.0
OCT	60.6	67.8	26.5
NOV	76.0	78.4	16.0
DEC	Data not available		

2. Cannibalization Rate

<u>Month</u>	<u>Rate (%)</u>
JAN	31.7
FEB	10.7
MAR	23.5
APR	20.2
MAY	9.6
JUN	11.4
JUL	69.2
AUG	5.6
SEP	2.0
OCT	8.8
NOV	19.5
DEC	Data not available

3. A799 Rate

<u>Month</u>	<u>Rate (%)</u>
JAN	6.7
FEB	2.3
MAR	10.8
APR	7.9
MAY	15.3
JUN	5.4
JUL	1.9
AUG	4.5
SEP	5.5
OCT	4.0
NOV	4.5
DEC	Data not available

4. Average Number And Type Aircraft In Inventory

<u>Month</u>	<u>F-14D</u>
JAN	12
FEB	12
MAR	13
APR	13

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MAY	13
JUN	14
JUL	14
AUG	14
SEP	14
OCT	14
NOV	14
DEC	14

5. **Maintenance Narrative.** During the competitive cycle, VF-2 maintenance personnel compiled an enviable record of aircraft material readiness. Continual emphasis on flying quality/FMC Tomcats brought about increases of 56 and 57 percent respectively in both FMC and MC rates over the previous year. These achievements are particularly notable considering the immaturity of the F-14D supply/logistics support pipeline and the fact VF-2 was FAD 3 priority for over 50 percent of the reporting period (VF-11/31 deployed for six months). Despite these obstacles, the following additional maintenance productivity was logged:

(a). **MTIP.** VF-2's overall MTIP completion average was 71 percent. Additionally, the squadron scored higher than the Fighter Wing average (69 percent) on 10 of 14 areas tested (CDPs). VF-2's remedial completion rate was 78 percent, again higher than the Fighter Wing average.

(b). **Buy Our Spares Smart (BOSS).** Squadron personnel challenged 11 items during the year.

(c). **MILCAP/Beneficial Suggestions.** VF-2 authored one submission which was approved and awarded \$250.00.

(d). **Captive Carry.** Despite Naval Aviation's overall reduction in captive carrying hours brought on by Firebreaks restrictions, VF-2 continued to aggressively pursue its captive carry program, logging 3389.3 total hours for AIM-54, AIM-7 and AIM-9 missiles.

(e). **No-Notice Load Exercise.** VF-2 Ordnancemen flawlessly loaded 12 AIM-54s, 18 AIM-7s, 12 AIM-9s and 1500 rounds of 20mm in less than two hours during a no-notice load exercise conducted by CVW-2 for COMNAVAIRPAC observers during FLEETEX-94.

(f). **Maintenance Program Assessment (MPA).** VF-2 earned an overall "Outstanding" with zero major discrepancies during Fighter Wing's MPA visit.

(g). **Aircraft Maintenance Evaluation (AME).** The squadron achieved an overall "Satisfactory" during COMNAVAIRPAC's AME inspection with all 37 programs judged "on track" and five graded as "flawless".

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(h). **Sortie Generation.** During RIMPAC-94, VF-2 demonstrated the impressive sortie generation capability of the F-14D, flying 30 sorties in a 12 hour period.

D. **PERSONNEL READINESS** Realizing that personnel readiness is key to operational readiness, and the importance of retaining talented and motivated sailors has not decreased with "right sizing," VF-2 continued its commitment to keeping, educating and rewarding its most precious resource -- people.

1. **Officer Retention Rate: 87%**

2. **Enlisted Retention Rate:**

		Eligible	Not Eligible	No. Re-enl	Gross%
(A)	1st Term	37	8	6	84%
(B)	Career	24	1	14	97%
(C)	Overall	61	9	20	90%

3. **Advancement:**

(A) Jan 1994 Navy Wide Exam:

Rank	Elig	Taking Exam	Not Recmd.	Adv	PNA	Failed
E-7	27	27	0	3	24	0

(B) Mar 1994 Navy Wide Exam:

Rank	Elig	Taking Exam	Not Recmd.	Adv	PNA	Failed
E-4	47	47	0	10	37	0
E-5	66	66	0	7	56	3
E-6	40	40	0	3	37	0

Total:	153	153	0	20	130	3

(C) Sep 1994 Navy Wide Exam:

Rank	Elig	Taking Exam	Not Recmd.	Adv	PNA	Failed
E-4	49	49	0	12	37	0
E-5	27	27	0	1	26	0
E-6	31	31	0	2	29	0

Total:	107	107	0	15	92	0

4. **Awards.** VF-2's keen interest in recognizing its top performers produced the following:

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One Individual Air Medal
28 Strike Flight Air Medals
Eight Navy Commendation Medals
21 Navy Achievement Medals
Four COMNAVAIRPAC Letters of Commendation
15 COMCRUDESGRU ONE Letters of Commendation
15 CVW-2 Letters of Commendation

5. **Enlisted Aviation Warfare Specialist Program:** In recognition of motivation toward self improvement, 26 VF-2 personnel earned their Enlisted Aviation Warfare Specialist wings.

E. COMBAT READINESS INSPECTIONS AND EXERCISES

1. **Inspection Results.**

(A). **Command Inspection.** Not scheduled.

(B). **MCI.** Satisfactory.

(C). **CWTPI.** Outstanding. VF-2 maintenance personnel recorded Fighter Wing's "Best ever observed" CWTPI results, achieving perfect scores on both written exams and a 97.8 percent overall average on the practical portion of the inspection. Additionally, VF-2 aircrew scored a remarkable 98 percent average on the exam - highest of any west coast fighter squadron at the time.

(D). **IWSR.** Outstanding.

(E). **MRCI.** N/A

(F). **NATOPS Evaluation.** Outstanding.

(G). **ITA.** VF-2 met 100 percent of assigned tasking and generated 68 command sorties during the 64 hour, record setting ITA exercise (404 total CVW sorties flown). Accordingly, COMCARGRU ONE found VF-2 Fully Ready. Additionally, squadron aircrew led all CVW-2 squadrons, compiling an impressive 99.1% average for ITA aircrew NATOPS, TACPRO/SOP and RECCE exams.

2. **Major Exercises/Special Operations.**

10 Jan - 25 Feb	NFWS Power Projection Course, NAS Miramar, CA (one crew)
24 - 28 Jan	Hosted CVW-2 F-14/FA-18 MFFARP, NAS Miramar, CA
5 - 7 Feb	CV-64 Flight Deck Certification, SOCAL

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18 Feb	No-Notice Missilex (3 AIM-7M)
22 Feb - 15 Mar	Embarked CV-64 for TSTA
23 Mar	Missilex (2 AIM-54)
27 Mar - 15 Apr	CVW-2 Det, Fallon, NV
26 - 27 Apr	Hosted VX-9 for F-14D Tactics Exchange, NAS Miramar, CA
5 May - 30 Jun	Embarked CV-64 for COMPTUEX/ITA/RIMPAC-94
9- 20 May	Air Warrior 94-8 TARPS
18 - 22 Jun	CNO Project 801/802-OT-IIIB, Hawaii
16 - 17 Jul	Combat Edge training (Two crews), NAWC-AD Warminster, PA
26 - 28 Jul	High Noon Competition, NAS Miramar, CA
2 - 5 Aug	NFWS FAST, NAS Miramar, CA
8 - 12 Aug	JTIDS/Link-16 Det, Mountain Home AFB, ID
22 Aug - 02 Sep	Embarked CV-64 for FLEETEX I, SOCAL
31 Aug	Missilex (2 AIM-54C, 1 AIM-7M)
6 Sep	Missilex (4 AIM-9M)
11 - 23 Sep	Embarked CV-64 for FLEETEX II, SOCAL
21 Sep	No-notice Loadex, SOCAL
30 Sep	Missilex (1 AIM-9M)
6 Oct	ECCM Compex, NAS Miramar, CA
10 - 14 Oct	Fighter Derby, NAS Miramar, CA
17 - 20 Oct	TARPS Derby, NAS Miramar, CA
25 - 27 Oct	Hosted 390th TFS for JTIDS/Link-16 Det, NAS Miramar, CA
10 Nov	Embarked CV-64 for WESTPAC/Arabian Gulf Deployment
11 Nov	NAWC-Pax River CV Laser Line Up Certification, SOCAL
1 - 9 Dec	Beachcrest-94, Okinawa, Japan
5 - 9 Dec	Korean Tactical Analysis Team Conference, Osan Korea
11 - 13 Dec	TARPS support for U.S. Army 501st Military Intelligence Brigade and COMUSFOR KOREA

F. ACHIEVEMENTS IN AVIATION SAFETY

1. Class A Flight/Flight Related/Ground Mishaps: None

2. Class B Flight/Flight Related/Ground Mishaps: One Class B Ground Mishap, 26 October 1994. Uncommanded aft wingsweep during preflight control checks caused flaps to impact fuselage. Causal factors unassessable as mishap investigation still ongoing.

(a) On 16 November 1994, a VF-2 aircraft was involved in an embarked ground mishap when it lost brakes taxiing into a spot on the flight deck, impacting a parked E-2. Accountability, classification and causal factors are unassessable as the mishap investigation is still ongoing.

3. Hazard Reports Submitted: 44

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4. NATOPS Changes Submitted: 13

5. Foreign Object Damage (FOD):

(a) FOD awareness continues to be a top squadron priority involving all hands in an effort to eliminate FOD and its corresponding impact on readiness.

6. Mishap Free Flight Hours: VF-2 extended its mishap free flight record to 35 months and 11,958 hours.

7. Safety Professionals of the Week: 13 VF-2 personnel were nominated/selected for COMNAVAIRPAC/COMFITWINGPAC Pros of the Week for their professional response to potentially dangerous situations.

8. Safety Articles - Major Periodicals: 6

(a). "It Can't Happen to Me" - LT Pawlo. Published Approach, May 94.

(b). "Single Engine Procedures, Let's hear Em" - LT Richey, submitted for Approach publication.

(c). "Right to Right" - CDR Lamoreaux, submitted for Approach publication.

(d). "A Case of Case II's" - LT Butler, submitted for Approach publication.

(e). "A Balancing Act" - LT Dennis, submitted for Approach publication.

(f). "Off to the Races" - LT Budd/LT Dennis, submitted for Approach publication.

G. CONTRIBUTIONS TO WEAPONS SYSTEM DEVELOPMENT

1. AIM-7P Sparrow Operational Evaluation. In support of OPTEVFOR test plans, squadron assisted VX-9 Det Pt. Mugu in operational testing of the AIM-7P missile in the CV environment. VF-2 captive carried seven missiles during two at-sea periods, generating over 280 flight hours, 120 traps and in excess of 465 missile/aircraft SMS tests, establishing mean flight hours between failure data.

2. Navy Combat Edge Anti-G Flight Gear Evaluation. Continuing to push to make the F-14D the best air superiority fighter it can be, VF-2 actively pursued the opportunity to evaluate the latest aircrew anti-G flight gear for possible incorporation into the F-14D. Four aircrew received centrifuge and flight gear training at

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NAWC-AD Warminster prior to completing the Combat Edge centrifuge and flight syllabus. Combat Edge flights were flown with three specifically modified aircraft and consisted of 10 dedicated ACM sorties. Aircrew specific recommendations for system improvements and F-14 implementation were forwarded via a formal report to NAWC.

3. **Weapons System Improvement Programs.** A perpetual participant in refining F-14D warfare requirements, VF-2 aircrew were again actively involved in the F-14D Operational Advisory Group, Air-to-Air Missile Operational Advisory Group, Controls and Displays Working Group and Software Change Review Board. Squadron authored 36 FASCAPS, detailing specific Tape D01 tactical software anomalies/deficiencies and prioritizing their severity for potential incorporation into future software releases. VF-2 inputs to these committees frequently has established direction/functionality for F-14D tactical tape software and prioritization for ongoing avionics, missile and aircraft development.

4. **ALR-67 Radar Threat Simulator (RTS) Evaluation.** VF-2 maintenance and aircrew personnel assisted NAWC-WD Pt. Mugu in evaluating two models of the RTS (nicknamed Ray Gun). Testing focused on the overall suitability in a CV environment and the Ray Gun's ability to provide aircrew with an on-deck functional check of the ALR-67's ability to detect threats. Specific improvements to ergonomic design and threat signals desired were forwarded to NAWC.

5. **Cockpit 8mm Mission Recorder Evaluation.** VF-2 obtained NAVAIR approval to modify one aircraft, incorporating three 8mm cockpit cameras, in an effort to evaluate future fleet mission recorder requirements and configurations. Cameras were installed just prior to current WESTPAC deployment and evaluation is ongoing.

6. **LAU-132/A AIM-54 Weapons Rail.** VF-2 was the first to document two serious arming deficiencies with the LAU-132/A AIM-54 Weapons Rail. Squadron ordnance personnel provided corrective follow-on design inputs to NAWC-Indianapolis engineers.

7. **TARPS Viewfinder Cockpit Display Program.** Squadron actively campaigned to expand NAVAIR's current developmental effort aimed at providing aircrew with a cockpit viewfinder display of TARPS sensors' field of view. Program was originally scoped for the F-14A/B. VF-2 was successful in getting Grumman engineers to provide initial specifications for an F-14D installation. Unfortunately, VF-2's deployment prevented actual installation/testing.

H. CONTRIBUTIONS TO TACTICS DEVELOPMENT

1. **Battle Group AAW Tactics.** As the first 14 aircraft F-14 squadron to deploy with Naval Aviation's desired air wing

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composition of the 90's, VF-2 researched, evaluated and drafted the following AAW TACPROs:

(a). Spearheaded the incorporation of the medium range Stronghold AAW tactic into CVW-2, maximizing air wing platform strengths. COMCARGRU ONE observers noted "tactic easily executed and professionally flown" during CV-64/CVW-2's ITA exercise.

(b). Authored CVW-2's High Value Asset (HVA) and F-14/FA-18 Mixed Division TACPROs. Mixed Division TACPRO was based on candidate tactics evaluated during dedicated F-14/FA-18 MFFARP program hosted by VF-2, 24-28 January. Successful F-14/FA-18 integration allowed CVW-2 fighters to achieve an impressive 22 to 1 kill ratio during the Fallon ATP phase of the CVW Fallon detachment.

2. Link-16/JTIDS Fleet Introduction/Tactics Development. Though not directly tasked with the Link-16 TECHEVAL/OPEVAL, VF-2 played a pivotal role in assisting the JTIDS Program Office (PMW-159) and evaluating candidate fleet tactics for Link-16 equipped fighters. The following events highlight that effort:

(a). On behalf of PMW-159 TECHEVAL test objectives, VF-2 conducted the first extended range Link-16 data relay demonstration. A network of three F-14D's, along with an E-2C and two ground stations, dispersed across the southwestern United States, successfully relayed data in excess of 1200 NM.

(b). Squadron deployed to Mountain Home AFB, participating in the first multi-national/multi-service Link-16 interoperability demonstration. Exercise involved Link-16 equipped USAF F-15C, USN F-14D and E-2C, RAF F3 Tornado and E-3D AWACS aircraft, opposed by F-16C aggressors. Exercise illustrated the system's multi-platform network entry capability and ease of integrating complex fighter tactics with minimal pre-mission planning.

(c). VF-2 hosted F-15C's of the 390th TFS (only USAF Link-16 capable fighter squadron) from Mountain Home AFB and VX-9 Det Pt. Mugu for one week of scenario driven large force power projection exercises. Event focused heavily on joint employment of an all Link-16 equipped fighter force.

(d). Squadron authored an executive summary message to N88 highlighting the utility of Link-16's capabilities and its functionality for other aircraft beyond air-to-air and air-to-ground platforms.

(e). VF-2 submitted for publication in the Topgun Journal, an article highlighting the improvements of Link-16 and its value in power projection scenarios.

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3. **F-14D/F-15C Pilot Exchange Program.** In an effort to expand upon and continue Link-16 joint interaction, VF-2 formally requested the Chief of Naval Personnel establish an exchange billet within the squadron for a USAF F-15C pilot (Link-16 experienced) from the 390th TFS. The request is currently pending review.

4. **Low/Slow Flyer Threat Evaluation.** VF-2 planned and hosted a battle group evaluation of low/slow flyer threat typified by the AN-2 Colt. Exercise evaluated F-14D, FA-18C, E-2C and SPY-1 weapons system capabilities against this type threat. Data collected was forwarded specifically to CVW-15, as well as Topgun and Naval Strike Warfare Center for future planning purposes.

5. **VX-9 F-14D Tactics Exchange.** Squadron sponsored a two day academic and four sortie tactics exchange with VX-9 Det Pt. Mugu. Program was designed to expose OPTEVFOR to current fleet F-14D tactical employment considerations.

6. **Korean Tactical Analysis Team (KTAT).** VF-2 participated in this year's KTAT Conference 3-11 December. VF-2's Operations Officer chaired a group specifically tasked with researching/analyzing data on the North Korean threat to naval forces. Group's conclusions were briefed to the conference for inclusion in the team's formal report.

7. **U. S. Army "Air Warrior" Exercise Tactical Reconnaissance.** Squadron participated in Air Warrior 94-8, providing TARPS imagery in support of U.S. Army "Blue Forces" in the field. Squadron generated a comprehensive lessons learned input for COMCARGRU ONE, outlining recommended improvements to increase the joint tactical reconnaissance training value for future TARPS participation.

8. **Battle Group (BG)/Amphibious Ready Group (ARG) TARPS Planning.** VF-2 drafted a detailed TARPS mission planning document for use by either BG/ARG staffs. Document highlighted alert TARPS response times, camera capabilities/system limitations and funneled tasking into imagery specifics to better serve user's needs.

9. **CNO Project 801/802-OT-IIIB Support.** Squadron actively supported OPTEVFOR, 18-22 June, during their operational effectiveness evaluation of the DDG-51 class weapons system aboard USS CURTIS WILBUR (DDG-54). VF-2 flew BARCAP/MIGCAP missions during testing which evaluated the ship's sensor capabilities while engaged in concurrent surface, air and sub-surface hostilities. Squadron provided OPTEVFOR observers formal debriefs on the quality of tactical control.

10. **TARPS "In The New World Order" Aimpoint Article.** VF-2 submitted for publication to Naval Strike Warfare Center, an article outlining tactical reconnaissance planning/execution

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considerations for peace keeping missions such as operations Southern Watch, Restore Hope and Deny Flight.

11. **Aircrew Mission Planning.** Squadron participated in beta release testing of TAMPS 6.0 tactical mission planning software while deployed to NAS Fallon, NV. VF-2 aircrew provided specific inputs to the Naval Strike Warfare Center concerning TAMPS 6.0's utility in planning F-14D TARPS missions. Squadron also participated in NAVAIR's aircrew mission planning survey.

12. **F-14/FA-18 Mixed FFARP Proposal.** VF-2 conceptualized, staffed and hosted CVW-2's Mixed FFARP Program, laying foundation for air wing F-14/FA-18 inter-operability. Success of the event led the squadron to brief the concept to Topgun and author squadron's proposal to incorporate/fund MFFARP as part of VF/VFA formal turnaround training program. Additionally, the squadron submitted an article for publication in the Topgun Journal highlighting the programs training benefits.

13. **F-14D Valid Shot Program.** Squadron submitted to Topgun a proposal delineating specific criteria for validating F-14D air-to-air missile/gun shots. No previous document existed.

14. **F-14 Near Real-Time Tactical Reconnaissance System Mission Needs Statement.** VF-2 authored a mission needs statement outlining the requirement for transmission of tactical reconnaissance via Link-16/JTIDS.

I. GENERAL CONTRIBUTIONS TO THE F-14 COMMUNITY.

1. **F-14D Community Support.** With an overall shortage of F-14D avionics (IRSTs, HUD cameras, etc.) plaguing the community, VF-2, despite being in the final stages of workups, loaned equipment on two separate occasions to facilitate valuable training for other commands. Two IRSTs were loaned to VX-9 Det Pt. Mugu, allowing them to complete OPTEVFOR's F-14D Quick Reaction Assessment for Tape D01 and four HUD cameras were provided to VF-11 to permit High Noon workups/competition.

2. **Tactical Reconnaissance/TARPS Intelligence Support For Operation Deny Flight/Provide Promise.** A VF-2 TARPS Intelligence Officer augmented the Fifth Allied Tactical Air Force Staff for seven months in support of operations in the Bosnia-Herzegovina AOR. Assigned to the U.S. National Intelligence Cell, Imagery Division, he assisted in highlighting the continued value of tactical reconnaissance and was responsible for the following productivity:

(a). Provided U.S. liaison to the NATO Tactical Reconnaissance Cell, responsible for coordinating over 250 U.S. in-theater tactical reconnaissance missions in support of Operations

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Deny Flight and Provide Promise.

(b). Drafted procedures for joint collection, correlation, scanning and transmission of French and British tactical imagery via U.S. secondary imagery distribution systems. He was personally responsible for delivery of over 700 foreign imagery products to allied theater commanders.

(c). Developed tasking and imagery dissemination/exploitation procedures for the first ever use of Pioneer unmanned aerial vehicles over Bosnia.

3. **CV Laser Line Up Evaluation.** Throughout workups, CVW-2/CV-64 evaluated the CV Laser Line Up system, designed to augment the Fresnel Lens/Drop Lights and ILS/ACLS systems. VF-2 pilots conducted two dedicated F-14 test periods in support of NAWC-Pax River's CV-64 certification test objectives.

4. **Partnership In Education Program.** VF-2 continued its active participation in the Partnership in Education Program. Squadron junior officers spoke to over 1000 students at local elementary and secondary schools, emphasizing the dangers of drug abuse, the value of a good education and its application to a career in Naval Aviation.

5. **Navy - Marine Corps Relief Society.** For the second year in a row, VF-2 was Fightertown's number one contributor per capita for a large command. The squadron amassed nearly \$7000 for the 1994 fund drive.

J. **Additional Remarks.** Without a doubt, 1994 was a banner year for the Bounty Hunters. VF-2 excelled as innovative, tactical leaders in CVW-2, the CONSTELLATION Battle Group and the Fighter Community. Spearheading Naval Aviation's introduction of large F-14 squadrons into the first 50 strike capable aircraft air wing, VF-2 performance in support of national tasking, combat readiness and fleet exercises is unsurpassed. Operational excellence, superior aircraft and weapons system availability, esprit de corps and thorough planning are trademarks of this outstanding group of Navy professionals. Yes, exceptional people, placing squadron combat readiness ahead of self is the reason behind VF-2's extraordinary performance in every professional sector.

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