



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

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

Subj: SUBMISSION OF FITRON TWO 1998 COMMAND HISTORY REPORT

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Fighter Squadron TWO Command Data
(2) Commanding Officer's Biography
(3) Executive Officer's Biography
(4) 1998 Chronology
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1. Enclosures (1) through (7) are submitted as directed by reference (a)

S. D. Stewart

S. D. STEWART

Distribution:
Director of Naval History (OP-098H)
Naval Air Station Oceana

**FIGHTER SQUADRON TWO
COMMAND DATA**

Commanding Officer: Scott D. Stewart, Commander, U.S. Navy

Executive Officer: Randy O. Parrish, Commander, U.S. Navy

Senior Administrative Command: Commander Fighter Wing, U.S. Atlantic Fleet

Senior Operational Command: Commander Carrier Airwing TWO

I. Squadron mission:

Provide combat ready Strike-Fighter aircrew and aircraft to, when called upon, go into harm's way.

II. Aircraft: Grumman F-14D Bureau numbers:

100	163901	105	163418
101	159630	110	159600
102	164349	111	159613
103	164350	112	159595
104	164351		

III. Duty Station:

When Ashore:

Naval Air Station Oceana, Virginia Beach, Virginia

When deployed:

USS CONSTELLATION (CV-64)

FIGHTER SQUADRON TWO 1998 NARRATIVE

In 1998, the "Bounty Hunters" of Fighter Squadron Two experienced both ends of the spectrum in the ongoing cycle of a forward deploying fleet squadron in today's U.S. Navy. The year began as the Bullets were winding down from the "high" of their extremely successful and highly decorated 1997 Western Pacific (WESTPAC) deployment. Due to the fiscal austerity of today's military environment, VF-2 was faced with the challenge of a reduced number of aircraft, aircraft parts, aircrew, and maintenance personnel. By the end of the year however, VF-2 was preparing for their next deployment in the summer of 1999, which started the Bullet's preparations for deployed operations on the "tip of the spear."

The first few months of the year were spent not only recovering from the 1997 WESTPAC deployment, but also participating in the training of ship based controllers on the use of the Joint Tactical Information Distribution System (JTIDS). JTIDS is a state of the art communications system that is used by both the U.S. Navy and Air Force and allows the controlling platform, whether it is a Navy ship, E-2, or Air Force E-3, to link precise information on the location of airborne and surface contacts to the JTIDS fighter aircraft. This system provides the aircrew with an increase in situational awareness that improves their tactical decision making ability. Currently, the F-14D is the only U.S. Navy fighter aircraft that has the JTIDS capability. As more and more U.S. Navy ships were having JTIDS implemented, the need for testing and training was required. The Bullets, having utilized the JTIDS system since upgrading to the F-14D earlier this decade, were knowledgeable about the system and participated in several of these exercises throughout the year.

Between these JTIDS "LINKEX's", the Bullets maintained their currency with aircraft carrier operations by carrier qualifying their pilots aboard the USS Eisenhower (CVN-69) in March. As expected, the Bullets excelled.

During the same month, Commander Scott D. Stewart relieved Commander James E. McAloon as Fighter Squadron Two Commanding Officer. Commander Randy O. Parrish became the squadron's new Executive Officer. While, this change occurred during a period of low operations tempo, the Bullets slowly "picked-up the pace" in preparation for their next Western Pacific deployment scheduled for the summer of 1999.

In April, the Bullets traveled to Nellis Air Force Base in Nevada to participate in a Joint Suppression of Enemy Air Defense (JSEAD) exercise. At Nellis, the Bullets executed the air-to-air and air-to-ground missions in several large 50+ aircraft strikes. The purpose of the exercise was to practice integration of all U.S. Armed Forces to achieve the goal of acquiring and maintaining air superiority in enemy territory. Overall, the exercise was deemed a success as VF-2 was able to exploit the many attributes of the F-14D Super Tomcat.

Later, in June, the Bullets participated in a Conventional Weapons Training and Proficiency Inspection (CWTPI). During the inspection, VF-2 launched one AIM-54 Phoenix missile, dropped four Mk-83's and two Mk-58's as well as expending several rounds of 20mm. Once again, the Bullets excelled in all aspects of the inspection as all ordnance met its target.

In July, the Bullets represented the F-14 community during the USS Truman (CVN-75) Commissioning Fly-by which was attended by United States President, Bill Clinton. Later the same month, in grueling 100+ degree heat, VF-2 launched one AIM-54 Phoenix and two AIM-9 Sidewinder missiles during a Missile Exercise, successfully hitting their target each time.

The month of August began with many field carrier landing practice flights for the purpose of fine tuning the squadron's aircraft carrier procedures to be utilized later that month aboard the USS Truman. VF-2 became the first fleet squadron to conduct flight operations aboard the Truman. Since 75 percent of the Truman's personnel were recent graduates of their respective training commands, the Bullets used their expertise and leadership skills to help train their fellow shipmates. In addition, the VF-2 aircrew succeeded in maintaining their proficiency with carrier operations.

In September, the Bullets were re-exposed to the type of operations tempo which they excelled with in 1997. The month began with a squadron detachment to NAS Roosevelt Roads, Puerto Rico for a Missile Exercise. Despite the threatening weather of Hurricane Georges, the Bullets managed to launch one AIM-7 Sparrow and five AIM-54 Phoenix missiles. Although the plan was to accomplish this mission over a three day span, the mandatory evacuation due to Hurricane Georges forced VF-2 to compress the exercise into one day. With amazing skill, the Bullets rose to the occasion, still escaping the effects of the devastating hurricane.

Later the same month, the Bullets were chosen to participate in an unusual event — the sinking of a U. S. Navy ship. After being decommissioned in 1995, the former Sixth Fleet Flagship USS Belknap (CG-26) only occupied a valuable berth at the Naval Inactive Ship Maintenance Facility (NISMF) in Philadelphia, Pennsylvania. To prevent the facility from becoming overcrowded, the Navy chose to dispose of the Belknap during a training exercise. The Bullets, along with three other F-14 squadrons, represented the air asset during the simulated U.S. Navy attack from the air, surface, and sub-surface. After VF-2 dropped 20,000 pounds of live ordnance on the ship with pinpoint accuracy however, it was clear the surface and sub-surface assets were not required. Within minutes of the "Bullet attack", the ship disappeared below the surface in search of her final resting place in the Virginia Capes operating area.

In October, VF-2 began preparing for the start of their 1999 WESPAC deployment "work-ups." The most dreaded part of pre-deployment preparation for any squadron is the required Aviation Maintenance Evaluation (AME). Not surprisingly, the Bullets passed with well above average marks. In fact, none of their forty-four maintenance programs were judged off-line while the fleet average is five to six sub-par programs. Unfortunately for the aircrew, their preparation consisted mostly of classroom study.

The hard work proved to be beneficial the following month during Carrier Airwing Two's Tailored Ship's Training Assessment (TSTA) aboard the USS Constellation (CV-64). During TSTA, the Bullets were able to drop live bombs, conduct Self-Escort Strikes, fly LANTIRN and TARPS missions and execute long and short range engagements with as many as eight total aircraft. Additionally, the Bullets finished the at sea period with the highest landing grades in the Airwing. Overall, VF-2 compiled over 300 flight hours and 220 arrested landings.

After returning from their successful at sea period, the Bullets finished the year at NAS Oceana completing the air-to-air portion of Strike Fighter Advanced Readiness Program (SFARP). With the VFC-12 Fighting Omars and their F/A-18 Hornets as adversaries, VF-2 indulged in two weeks of awesome training that allowed the aircrew to utilize their Super Tomcats in the mission it was originally designed for — air-to-air. At the completion of the evolution, the Bullets and Omars entered into a simulated war that pitted the Hornet versus the Tomcat. With exclamation, the Bullets won the war swiftly with no F-14's simulated destroyed. Due to the extreme professionalism exhibited by the Omars and the Strike Fighter Weapons and Tactics School Atlantic (SWATSLANT) instructors, the Bullets received the foundation required to make their 1999 WESTPAC deployment as successful as their last — and there is little doubt that VF-2 will continue to prove BULLETS RULE!!!

**FIGHTER SQUADRON TWO
ANNUAL AVIATION AWARDS DATA FOR 1998**

1. Per reference (a), the following data is submitted:

a. OPERATIONS:

- (1) Sorties – 1,513 Total, 1,155 Day, 358 Night.
- (2) Hours – 2,297.9 Total, 1,807.5 Day, 490.4 Night.
- (3) Sorties Embarked – 175 Total, 88 Day, 87 Night.
- (4) Hours Embarked – 254.2 Total, 126.7 Day, 127.5 Night.
- (5) CV Landings – 452 Total, 297 Day, 155 Night.
- (6) Landing Grades – 3.406 Overall.
- (7) Boarding Rate – 0.918 Overall.
- (8) Ordnance Expenditures - 11 Air-to-Air.
570 Air-to-Ground.
16,668 Expendables.

b. SAFETY:

- (1) Total number of reports submitted - 30 Total, 2 HAZREPS, 28 NAMDRIP.
- (2) Number of articles submitted - 7 Total, 3 Pro-of-the-Week, 4 Safety.
- (3) Dates of squadron safety standdowns - 1 JUL, 17 DEC.
- (4) Number of NATOPS changes submitted - 28.
- (5) Class A Mishap-Free Flight Hours/ Years – 25,891.0 hours/ 6 years, 11 months, 18 days.

**FIGHTER SQUADRON TWO
1998 CHRONOLOGY**

January	Joint Tactical Information Distribution System (JTIDS) LINKEX - NAS Brunswick, Maine and USS Eisenhower (CVN-69)
February	JTIDS LINKEX - NAS Brunswick and NAS Pensacola, Florida
March	JTIDS LINKEX - USS Monterey (CG-61) Carrier Qualification - USS Eisenhower (CVN-69)
April	Joint Suppression of Enemy Air Defense (JSEAD) Green Flag - Nellis AFB, Nevada
June	JTIDS LINKEX - NAS Brunswick Conventional Weapons Training and Proficiency Inspection (CWTPI) MISSILEX/BOMBEX - NAS Oceana, Virginia
July	USS Truman (CVN-75) Commissioning Fly-by MISSILEX - NAS Oceana JTIDS LINKEX - USS Mahan (DDG-72)
August	Carrier Qualification - USS Truman (CVN-75)
September	MISSILEX - NAS Roosevelt Roads, Puerto Rico USS Belknap (CG-26) SINKEX
October	JTIDS LINKEX - NAS Brunswick and USS Eisenhower
November	JTIDS LINKEX - USS Eisenhower (CVN-69) Tailored Ship's Training Assessment (TSTA) I and II, USS Constellation (CV-64)
December	JTIDS LINKEX - USS Eisenhower (CVN-69) Air-to-air Strike Fighter Advanced Readiness Program (SFARP) - NAS Oceana