



DEPARTMENT OF THE NAVY

STRIKE FIGHTER SQUADRON 15
FPO MIAMI, FL 34099-6201

1989
IN REPLY REFER TO:

5750
10

2 MAR 1990

From: Commanding Officer, Strike Fighter Squadron 15
To: Director, Naval Aviation History and Publication Division,
Naval Historical Center

Subj: COMMAND HISTORY REPORT

Ref: (a) OPNAVINST 5750.12E
(b) U.S. Navy Regulations, Rev., 1973
(c) OPNAVINST 3120.32 series

Encl: (1) Command Composition and Organization
(2) Chronology
(3) Narrative History of 1989
(4) Commanding Officer's biography and picture
(5) Executive Officer's biography and picture
(6) Strike Fighter Squadron 15 History
(7) Squadron aircraft photo
(8) Strike Fighter Squadron 15 Notice 1301 19 JUL 1989 / 19 DEC 1989
(9) CHANGE OF COMMAND CEREMONY
(10) THE LIONS ROAR
(11) Monthly Aviation Statistic Summary

1. Enclosures (1) through (10) are submitted in accordance with reference (a).

B. M. Calhoun
B. M. Calhoun

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COMMAND COMPOSITION AND ORGANIZATION

1. The mission of Strike Fighter Squadron 15 is to maintain a maximum state of air combat readiness in the Carrier Strike Forces and to utilize that readiness as a deterrent or striking capability against any and all enemies of the United States of America, as may be directed by higher command authority. The primary function of Strike Fighter Squadron 15 within that mission is to conduct offensive air superiority and air-to-surface attack operations.

2. Strike Fighter Squadron 15 is organized in two primary levels; command and department. The organizational structure has been established within the framework of primary billets authorized by the Chief of Naval Personnel and within the guidelines established in references (b) and (c). In this particular application, the organizational structure and billet descriptions depicted in reference (c) have been tailored, as necessary, to fit the structure of a deployable aviation command.

3. Strike Fighter Squadron 15 based at NAS Cecil Field, FL and Commanded by CDR Brian M. Calhoun has an immediate external command relationship as outlined below:

ORGANIZATIONAL CONTROL

- | | |
|--|--|
| a. Command/Operational Control | Commander Carrier Air Wing Eight
NAS Norfolk, VA. |
| b. Administrative Control (embarked)
(ashore) | Commander, Carrier Air Wing Eight
Commander, Light Attack Wing One
NAS Cecil Field, FL |
| c. Technical Material | Commander, Naval Air Force Atlantic/
Naval Air Systems Command Control
NAS Norfolk, VA |
| d. Support Control | Commander Light Attack Wing One |

4. The ten (10) F/A-18A HORNET aircraft assigned to the squadron has AJ tail code markings. The bureau number breakdown is as follows:

<u>AIRCRAFT</u>	<u>BUREAU NUMBER</u>
300	163113
301	163119
302	163124
303	163126
304	163121
305	163120
306	163122
307	163125
310	163129
311	163143

5. Strike Fighter Squadron 15 consists of 188 enlisted members and 23 officers.

Enclosure (1)

CHRONOLOGICAL HISTORY OF 1989

Mediterranean Deployment	30 DEC 88 - 30 JUN 89
Zaragosa, Spain Detachment	23 JAN 89 - 31 JAN 89
B.A.N. Hyers, France Detachment	9 FEB 89 - 16 FEB 89
Mid Cruise Corrosion Control/Material Condition Inspection	4 APR 89 - 7 APR 89
Decimomanu, Italy Detachment	23 MAY 89 - 2 JUN 89
Post Cruise Corrosion Control/ Material Condition/ADMAT Inspection	11 JUL 89 - 13 JUL 89
Orange Air Detachment, NAS Roosevelt Roads Puerto Rico	20 AUG 89 - 27 OCT 89
Navy Fighter Weapons School (Top Gun) Detachment	25 SEP 89 - 27 OCT 89
CWTPI	10 OCT 89 - 1 NOV 89
Advance Attack Readiness Program	6 NOV 89 - 22 NOV 89
Change of Command	29 NOV 89
Carrier Qualification (CVN-72)	9 DEC 89 - 15 DEC 89

NARRATIVE HISTORY OF 1989

1. Calendar year 1989 was an extremely busy and superbly productive year for the VALIONS. The squadron deployed with Carrier Air Wing Eight from 29 December 1989 to 30 Jun 1989 and completed the maiden deployment, MED 1-89, aboard USS Theodore Roosevelt (CVN-71). The squadron's objective this year was to obtain the highest state of combat readiness and power projection capability while maintaining a reputation of excellence in Carrier Air Wing Eight and the Strike Fighter community. By any yardstick, that goal was achieved.

2. The highlight of 1989 was the Mediterranean Deployment. The deployment was not only a maiden one for the Theodore Roosevelt but it was also the first time that VFA-15 had done a six month cruise since they transitioned to the HORNET. That deployment being a very successful one for VFA-15, Carrier Air Wing Eight, and CVN-71. At the end of the deployment VFA-15 was awarded the USS Theodore Roosevelt Award for the unit that best displayed the spirit of "Theodore Roosevelt - The Man". The highlights below illustrates why MED 1-89 was so successful:

- Won CVW-8 Golden Tailhook competition for the deployment with an overall grade of 3.60 and a boarding rate of 98.20%.

- Flawlessly planned and orchestrated the first air wing detachment of the deployment to Zaragosa, Spain for advanced Fighter Tactics training with the Spanish Air Force.

- Set the standards for post inport Back-In-The-Saddle Briefs demonstrating exceptional style and creativity.

- Selected to represent the air wing during the intense planning sessions for the NATO Exercise "Dragon Hammer 89", the longest and most challenging exercise of the deployment.

- Mid - deployment Corrosion Control/Material Condition Inspection with a grade of outstanding.

- Set the standard for senior Shore Patrol duties by volunteering for the first senior Shore Patrol assignment assumed by air wing outside the United States.

3. Post MED 1-89 proved to be just as demanding. Upon the return to Cecil Field the squadron, in a new hangar, began its standdown phase with a Post Cruise Corrosion Control/Material Condition/Administrative Material Inspection. Hard work was rewarded with an outstanding on the inspection.

4. Strike Fighter Squadron 15's next challenges were two concurrent detachments; Orange Air at NAS Roosevelt Roads Puerto Rico and Top Gun at NAS Miramar. Orange Air was used to develop advance Fighter Tactics against F-15 adversaries. The squadron performed superbly during a difficult scenario missile shoot, and delivered both live and inert ordinance during strike and CAS missions. A 100% sortie completion rate was achieved both at Orange Air and at Top Gun.

Enclosure (3)

5. For Strike Fighter Squadron 15, Calendar year 1989 was very fruitful in terms of awards. For the third consecutive year VFA-15 won CLAW-1 Bombing Derby. The squadron was also awarded CVW-8'S Golden Wrench award. VFA-15 was runner-up for COMLATWING ONE Silver Anchor Award nominee and was COMCARAIRWING EIGHT, COMLATWING ONE, and COMSTRKFITWINGSLANT nominee for the Department of Defense PHOENIX AWARD (CONNAVAIRLANT runner-up). Further, twelve (12) pilots qualified for CLAW-1 Commodore's list. This is not surprising considering the squadron completed a total of 139 AIRLANT complex events (115 E'S/24 Q'S/0 NQ) and 133 CLAW complex events (108 E'S/24 Q'S/1 NQ) despite being deployed for six months.

6. 1989 was a milestone year in terms of safety; for the fifth consecutive year VFA-15 had no Class A mishaps. Also, no Class B or C mishaps occurred during the calendar year. Further, there were no discrepancies found during the annual NATOPS evaluation while four (4) NATOPS changes were submitted. Thirteen (13) Technical Publications Discrepancies and one (1) Quality Deficiency Report was submitted.

7. For Calendar year 1989 the squadron had not only met but exceeded every challenge encountered during the year. Professional airmanship, strict adherence to established procedures, and continuous command attention toward safe operations and maintenance practices have become the hallmark of VFA-15. The squadron is proud of its accomplishments; completing a most demanding and rewarding year safely.