



Brian D. Fitzpatrick, CDR., USN (Ret.)
"Rocky"

Hometown: Elizabeth, NJ

High School and College Career:

The Pingry School, Elizabeth, NJ 1970

United States Naval Academy 1974

Bachelor of Science Degree in Naval Architecture

Harvard University 1989 - Masters of Public Administration

Dates on Active Duty: June 1974 to June 1995

Date Commissioned/Source:

June 5, 1974 U.S. Naval Academy

Date of Designation: June 30, 1976

Total Flight Hours: 18,200

Carrier/Ship Landings: 802

Approximate Flight Hours:

Navy hours 4,200

F-4 (1,200) F-14 (1,900) F-18 (580)

Boeing 737 (200,300,500,700,800) 14,000 hours

Combat tours:

Desert Storm January 1991- March 1991

Combat missions: 30

Command: VF-103 Sluggers F-14B

Awards:

Distinguished Flying Cross with V

Meritorious Service Medal

Air Medal (2) with V

Strike Flight Air Medal (2)

Five Navy Commendation Medal (2) with V

Navy Achievement Medal

Various units awards and citations



Duty Assignment Chronology

06/74-12/74	VA-174 Jacksonville Florida under the command of Cdr John McCain. First Lieutenant
12/74-03/75	VT-1 Saufley Field Pensacola, FL Ground school and primary Naval Aviation training March 1975 first solo T-34B
04/75-06/76	VT-4 NAS Pensacola, FL Basic jet T-2C VT-23 NAS Kingsville, TX Basic jet T-2C VT-21 NAS Kingsville, TX Advanced jet TA-4 Carrier qualification on USS <i>Lexington</i> , CVT-16
07/76-05-77	VF-121 FRS for F-4J San Diego, CA Replacement Pilot F-4
05/77-11/79	VF-21 F-4J/S/N USS <i>Ranger</i> CV-61 and USS <i>Coral Sea</i> CV-43 Branch and Division Officer / Personnel Officer / NATOPS
12/79-01/80	VF-124 FRS for F-14A San Diego, CA Cat 3 Syllabus
01/80-01/83	F-4N/J/S, F-14A/B, F-18A, F-15, A-4 Operational Test Director for the F/A-18A Air Test and Evaluation Squadron Four Point Mugu, CA
02/83-06/83	VF124 FRS F-14A San Diego, CA Replacement Pilot F-14A
07/83-03/86	VF-2 San Diego, CA F-14A QA Officer, AMO, Maint Officer USS <i>Kitty Hawk</i> CV-63
04/86-06/88	Fighter placement officer Naval Military Personnel Command Washington DC
07/88-06/89	Harvard University Cambridge Massachusetts Masters of Public Administration
07/89-12/89	VF-124 FRS Oceana Virginia Replacement Pilot F-14B
01/90-10-92	VF-103 Oceana Virginia F-14B XO and CO USS <i>Saratoga</i> CV-60

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Duty Assignment Chronology continued

11/92-06/93 Naval Nuclear Power School
Orlando, FL. Successfully competed Nuclear power ground school

07/93-11/93 Nuclear Propulsion Plant Ballston Spa, NY
Successful completed Nuclear DIG prototype and certified nuclear power plant operator with a 3.1 GPA.

11/93-04/94 Naval Reactors Washington DC
Prospective Commanding Officer Course

05/94-12/95 Naval Military Personnel Command
Washington DC
NMPC-43 Head Detailer for Naval Aviation

01/95-06/95 Retirement - Naval hospital Portsmouth, VA
Recovery from spinal injury and resultant surgery.

Summary of Significant Career Events

1. VF-21 embarked on CV-61

On the *Ranger* deployment, the ship had a major collision with a tanker in the straits of Malacca just south of Singapore. We first went to Subic for damage assessment and then to dry dock in Japan where measurements were taken for final repairs. At the end of the deployment, we returned to Yokosuka where the damaged bow was removed and a new bow was installed. It was an engineering marvel of ship building.

2. VF-21 embarked on CV-43

After the *Ranger* deployment, we received the new F-4S and transferred to the Coral Sea. Unfortunately, it turned out that the 'S' model was not compatible with the arresting gear of CV-43. We gave our new F-4S to the reserve squadron and dug twelve F-4N airframes out of the boneyard at Davis Monthan AFB. Truly a maintenance nightmare.

3. VX-4 detachment NAS Patuxent River

Most junior member of the FA-18 initial operational test and evaluation team. Following training at the McDonnell Douglas facility in St. Louis, we moved to Patuxent River test facility for the "IOT&E".

4. VX-4 NAS Pt Mugu.

At the conclusion of IOT&E, I was the only squadron pilot remaining from the initial cadre. I trained the replacement pilots and wrote the Operational Evaluation plan for the Hornet along with my counterpart from VX-5.

5. NAS Lemoore

Provided the initial NATOPs training and check rides for VFA-125 in Lemoore as the squadron was just receiving its aircraft.

6. Washington

Subpoenaed to testify as a F18 subject matter expert before Congress appropriations. Some of the testimony can be found documented in Wings of Fury by Robert Wilcox.

7. VF-2 NAS Miramar

As assistant operations officer, recognized by fleet-wide Topgun message for establishing the most realistic squadron turnaround training combining F-14 and A-6 air wing assets.

8. VF-2 USS *Kitty Hawk* CV-63

While deployed in USS *Kitty Hawk*, we were involved with two collisions at sea. The first, the stern of the carrier "bumped" the AOE during refueling in heavy weather. The second collision was much more newsworthy as the carrier collided with a Soviet nuclear submarine broadside. This collision occurred at night, in a blizzard, at the end of a major exercise off the Korean Peninsula.

9. XO VF-103 deployed in USS *Saratoga* CV-60

Senior pilot for the squadron with 14 pilots assigned. Ten of whom were on their first deployment ever when we departed on August 3, 1990. When we returned in April of 1991, they were all combat veterans. They were a magnificent team.

10. Desert Shield

Senior member of a "mini" airwing deployed to central Turkey. As OIC I had F14, F18, A6 and EA-6 under my command for training with the Turks.

11. Desert Storm

I had the great honor and privilege of leading the F-14 fighters on the first daylight strike of the war to western Iraq.

12. Commanding Officer of the VF-103 Sluggers.

I got out of the way and allowed the squadron to excel on its own. Here are the results:

Clifton Award- Best fighter squadron in the Navy

Two consecutive Battle 'E' awards

Safety 'S' award

Two consecutive Golden wrench awards for Maintenance

And the award for which I am most proud:

Two consecutive Golden Anchor awards for having the best retention program and the best retention results in the Navy.

Post Navy Career with Southwest Airlines

(1) My flying career continued after my retirement from the Navy in June of 1995 until my sixty fifth birthday in November of 2017

(2) After completing training in July of 1995, I was a line pilot first officer domiciled at Chicago Midway airport. In December of that year, as a six month probationary pilot, I was forced to override the Captain and take command of the aircraft. My Captain, a former Navy F-8 pilot, was conscious but unable to function. The Captain was removed from flight status, diagnosed with brain cancer and sadly passed away a mere three weeks later.

(3) As a result of my actions, I was recognized as the Chicago pilot of the year having only been on board for six months. I also received a wonderful reception from Herb Kelleher, the chairman and CEO of the airline.

(4) After my upgrade to Captain, I first became a member of professional standards, and later was selected as a check airman.

Personal

(1) I was lucky enough to marry my wife Kathleen (Coughlin) Fitzpatrick on August 10, 1974.

(2) We have two children;

Brian is a Commander in the USCG married to Laura Williams Fitzpatrick with two children John and Rose

Colleen is an assistant professor at the University of Toledo and is married to Tom Stablein with three children Connor, Will and Brendan.

Associations/Membership/Boards:

(1) Knights of Columbus

(2) US Naval Institute

(3) US Naval Academy Alumni Association