



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

1985 ✓

IN REPLY REFER TO
5700
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From: Commanding Officer, Fighter Squadron TWO ZERO ONE
To: Chief of Naval Operations OP-05D2, Washington, DC 20350

Subj: COMMAND HISTORY

1. Reserve Fighter Squadron Two Zero One operates as part of Carrier Air Wing Reserve Twenty (CVWR-20). VF201 was commanded by CDR Stan D. Graber until Jun 1985 and is now commanded by CDR David F. Palmer.

2. 1985 saw VF-201 continue to deploy at an unprecedented rate. This pace required each individual to reach deep for that added drive and dedication. VF-201 was never at a higher state of readiness than when we completed our two weeks annual ACDUTRA onboard the USS DWIGHT D. EISENHOWER (CVN-69) in September.

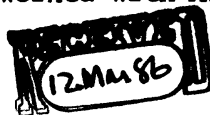
3. Roosevelt Roads, Puerto Rico, 2-11 February 1985: Primary purpose of this deployment was to fly training missions with other CVWR-20 units; additionally, the squadron conducted AIM-7 and AIM-9 missile shoots. For this deployment VF-201 conceived and planned two major exercises, a Long Range Intercept and a Point Defense scenario. Both were extremely successful. Utilizing CVWR-20 tanker assets and E-2 control, VF-201 aircraft flew over 1000 nautical miles to intercept bogey aircraft and return the same distance. On the Point Defense exercise, VF-201 and VF-202 aircraft successfully defended targets from incoming CVWR-20 raiders. The Hunters also used the Rosey Roads missile range to expend AIM-7 and AIM-9 missiles against target drones.

4. DACT Deployment, NAS Miramar 1-16 March 1985: Primary purpose of this deployment was to participate in exercise "Rising Fighter", conducted by COMFITAEEWINGPAC to develop F-14 tactics against numerous high-speed, low-level FLOGGER-type bogies. In addition, ACT sorties against VC-13 and VF-126, and sorties on the China Lake EW Range were also flown. All Rising Fighter missions were flown on the Yuma TACTIS range, with VF-201 receiving great praise from COMFITAEEWINGPAC for outstanding performance as FLOGGER.

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5. Carrier Qualifications, 16-24 June 1985: VF-201 carrier qualified aboard USS AMERICA (CV-66) in preparation for ACDUTRA in September. Overall squadron performance was superb, as evidenced by: (1) a 100% boarding rate - zero bolters; (2) overall squadron average of 3.36; and (3) all squadron pilots except one qualified, with one SAU and two CVWR-20 pilots also qualifying.

6. Exercise Sea Saw, Hill AFB, 20-27 July 1985: VF-201 deployed with eight aircraft to Hill AFB to participate in an Air Force readiness/training exercise. Missions flown were all large scale strike and air defense scenarios. The intense, detailed planning required for each mission provided invaluable training for all crews. The presence of KC-135 assets allowed all participating crews to renew their tanker quals. Additionally, all crews worked with Air Force AWACS for command and control.



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7. Annual ACUTRA, USS EISENHOWER (CVN-69), 9-18 September 1985: Primary purposes of this highly successful detachment were to train VF-201 personnel in all aspects of carrier operations, and to integrate flight operations with other CVWR-20 units and USS EISENHOWER (CVN-69). Squadron readiness improved tremendously in air-to-air warfare, electronic warfare, air refueling, and combined Air Wing strikes. Highlighting this detachment were several special operations including Vector Logic, Chainsaw Intercepts, and War-At-Sea scenarios. While at sea VF-201 flew 95.3% of hours scheduled and 185 sorties, accumulating 10 carrier touch-and-goes and 135 arrested landings.

8. NAS Oceana, 28 October - 8 November: During this detachment VF-201 conducted training in bombing, low-level navigation, DACT, low-to-high supersonic intercepts, data link, and day/night aerial refueling. Two or three TACTS range periods per day were used, as well as the Dare County conventional target facility. MK-76 and MK-82 practice bombs were expended with both conical and snakeye fins. The highlight of this detachment was combining low-level strike, bombing, inflight refueling, and DACT all into one mission. Squadron aircrews also fought the KFIR adversary for the first time.

9. NAS Miramar, 29 November - 13 December: Primary mission of the first week was MISSILEX; Hunter aircrews fired four AIM-7s and three AIM-9s, earning 14 COMPEX Es and four Qs. One AIM-9 was a hangfire. The second week was devoted to DACT on the Yuma TACTS range and in W-271 PAPA areas.

10. In addition to these seven major detachments, a VF-201 aircrew completed the Navy Fighter Weapons School ground and flight syllabus from 3 March - 5 April. This intense program has renewed squadron expertise in the latest Navy tactical thinking in all aspects of the fighter mission.

11. Safety - Fighter Squadron 201 has proven that an aggressive safety program enhances combat readiness and in fact, neither can be obtained without the other. The operational environment of changing missions and locations, requires a continual command emphasis on safety. VF-201 recently demonstrated the ability to meet this ever changing challenge by the attainment of 3 years and 10,000 hours of accident free operations. Unfortunately, VF-201 did experience an accident on 30 April 1985, apparently caused by material failure. Although official absolution has not been granted, we are hopeful that it will be forthcoming. The emphasis on safety in the total mission concept continues to enhance the mission capability of the squadron.

12. As we look back on 1985 we can be justifiably proud of our accomplishments. In addition to all our deployments on land VF-201 made two major CV deployments, one onboard the USS AMERICA (CV-66) and one onboard the USS EISENHOWER (CVN-69) for Air Wing operations. During these deployments VF-201 amassed 233 arrested landings and 40 touch-and-goes without mishap. In addition it provided our maintenance personnel both reserve and active with invaluable realistic training, significantly enhancing our overall readiness. Even though our accident free flight hour streak ended our commitment to safety remains stronger than ever. The Hunters amassed the following statistics during 1985:

- a. 103% of FY85 flight hour program flown
- b. Deployed to 7 sites
- c. Amassed 233 carrier landings without incident

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1985 was a year VF-201 demonstrated it's superior mobilization and deployment readiness by performing superbly in the carrier environment for which we train year round. We look forward with great anticipation to 1986 and the transition to the F-14 and the tremendous challenge it presents to all of us.

A handwritten signature in black ink, appearing to read "R. L. Recordon", with a long horizontal flourish extending to the right.

R. L. RECORDON
By direction