



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

1988 logged

GDS

IN REPLY REFER TO

5750

Ser 00/042

2 Mar 89

From: Commanding Officer, Fighter Squadron TWO ZERO ONE
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, DC 20374-0571

Subj: COMMAND HISTORY 1988

Ref: (a) OPNAVINST 5750.12D

Encl: (1) End of Action Reports for 1988
(2) Change of Command Booklet
(3) Social Roster (VF-201NOTE 5400)
(4) Squadron Organization and Billet Assignments
(VF-201NOTE 5440)
(5) F. Trubee Davison Award recommendation for 1988
(6) Annual CNO Safety Award recommendation for 1988
(7) Noel Davis Trophy Award recommendation for 1988

1. Per reference (a), enclosures (1) through (7) are forwarded.

a. Command Composition and Organization: The mission of Fighter Squadron TWO ZERO ONE is to provide fleet air defense and air superiority required for strike warfare. As one of the most frequently deployed tactical reserve force squadrons in the Navy, VF-201 has achieved an unprecedented level of combat readiness in all aspects of carrier based operations. VF-201's immediate senior in command is Commander, Carrier Air Wing Reserve Twenty, Naval Air Station, Cecil Field, FL 32215-0146. VF-201 currently has eleven F-14A Tomcats onboard. VF-201 is known by our tactical call sign, Hunter.

b. Chronology:

(1) Deployed to Naval Air Station, Key West, FL 13 - 19 March 1988 to conduct Air to Air Gunnery and DACT training with VF-45 and VAQ-209.

(2) Deployed to Naval Air Station, Oceana, VA 9 - 23 April 1988 to conduct Fleet Fighter ACM Readiness Program (FFARP) training with VF-43.

(3) Change of Command 4 June 1988, CDR Ross W. Burgess, USNR-R relieved CDR Stephen S. Brainerd, USNR-R.

(4) Deployed to Naval Air Station, Oceana, VA 14 - 20 June 1988 to conduct carrier qualifications aboard USS AMERICA.

Subj: COMMAND HISTORY 1988

(5) Deployed to Naval Station, Roosevelt Roads, Puerto Rico 9 - 15 July 1988 to launch nine air-to-air missiles, completing competitive exercise requirements on each shot.

(6) Deployed to Naval Air Station, Fallon, NV 13 - 27 August 1988 to perform Annual Active Duty for Training with Carrier Air Wing Reserve Twenty.

(7) Deployed to Naval Air Station, Miramar, CA 12 - 18 November 1988 to conduct a missilex and DACT training with VF-126 and VMF-401.

c. Narrative: (refer to enclosures (1) through (7))



M. L. LASKOWSKI
By direction



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

IN REPLY REFER TO

3500

Ser 030/104

31 MAR 88

From: Commanding Officer, Fighter Squadron TWO ZERO ONE
To: Commander, Carrier Air Wing Reserve TWENTY

Subj: END OF ACTION REPORT, NAS KEY WEST, FLA

Ref: (a) COMCVWR-20INST 3500.4

Encl: (1) Operational Data
(2) TAD Data
(3) Selected Reserve Data

1. In accordance with reference (a), enclosures (1) through (3) are submitted.
2. VF-201 deployed to NAS Key West with seven (7) aircraft from 13-19 March 1988 to conduct Air to Air Gunnery and DACT Training with VF-45 and VAQ-209. Air to Air Gunnery was conducted in W174A while DACT was conducted in W174B/C. VC-12 provided an A-4 for banner support, VF-45 provided A-4, F-16 adversary support and VAK-208 provided tanker services.
3. Outstanding support was provided by VF-45 and NAS Key West. In particular AIMD, base supply and VAQ-33 provided maintenance the best support available. VF-45 was outstanding in their role as "Red Air". The Blackbirds were more than willing to support whatever training requirements operations needed and conducted completely professional briefs and debriefs. Without a doubt this det provided some of the best ACM training received to date and significantly increased VF-201's preparation for FFARP. VAK-208 tanker services were invaluable in providing initial and recurrency training as well as scheduling flexibility.
4. Weather during the detachment was generally good although crosswinds prevented the A-4 from towing the banner on 5 out of 6 gun sorties. A squadron F-14 towed the banner on a single add on gun sortie. Both AAG sorties utilized circular patterns and resulted in multiple hits. During this detachment two major lessons were learned.
 - a. Loss of AAG sorties could have been prevented if an F-14 in each launch had been onfigured for banner tow. Due to aircraft performance limitations the A-4 tractor was restricted to the long rwy which was out of banner crosswind limitations most of the week. The F-14's performance allows it to tow the banner off a shorter rwy which is within crosswind limitations. Although this was done late in the week, earlier sorties could have been saved. A-4's should still be used as the primary tow acft with a F-14 configured as a backup.
 - b. The second lesson learned is more of a revalidation of a previous lesson learned (Tyndall det). Maintenance was able to keep 6-7 jets up at a non F-14 base by using a logistics shuttle to supplement the maint packup. This shuttle can consist of a C-12, F-14 w/blivet, KA3, etc and a pre-positioned AK at a support base (Oceana/Miramar) to ensure efficient parts support.

Encl: (1)

5. Overall Key West was a very productive detachment that provided excellent training opportunities in air warfare. With nearby warning areas, good weather, local bogie support, CCI and a future ACMI, Key West is an excellent training site that should be utilized annually to meet those training requirements VF-201 is unable to accomplish at NAS Dallas. Recommend CVWR-20 representation at FY89 Key West Planning Conference.



S. S. BRAINERD

OPERATIONAL DATA

1. NAS Key West, Fla

2. 13-19 MAR 1988

3. Fleet Liason, VF-45

4. Air to Air Gunnery, DACT

5. N/A

6. N/A

7. Sorties - Enroute:	(D/N) 6/2	Return: (D/N) 13/0
Hours - Enroute:	(D/N) 14.9/4.4	Return: (D/N) 21.9
Sorties on site:	(D/N) 66/1	
Hours on site:	(D/N) 96.1/3.0	

8. N/A

9. Ordnance:	Scheduled/Expended
20MM	7000/7502

10. Complex events completed: NONE

11. N/A

12. 3500.5 Syllabus Missions Completed

ACM	56
AIC	5
STRAFE	11
AIR TO AIR GUNNERY (live)	7
INST	26
Day AAR	28

Enclosure (1)

TAD DATA

1. TAD Authorization through Second Quarter: \$91,000.00
Total TAD deployment cost: \$11,059.00
Second Quarter TAD remaining: \$59,734.00

2. Per Diem

(a). **Officer**

(1) Number - 9
(2) Days - 83
(3) Cost - \$2,370.00

(b). **Enlisted**

(1) Number - 62
(2) Days - 582
(3) Cost - \$4,204.00

3. Transportation

a. Commercial Air (Number/Cost): 1/\$330.00
b. Private Owned vehicles (POV) (Number/Cost): 0/0

4. Miscellaneous

a. Rental Cars (Number/Number days/Cost): 15/144/\$4,155.00
b. Other expenditures to include money spent for squadron movement not contained in individual orders, i.e., buses, trucks, etc: N/A

SELECTED RESERVIST DATA

1. Total Selected Reserve onboard

- a. Officers (Allowance/Onboard/Participating) - 34/32/11
- b. Enlisted (Allowance/Onboard/Participating) - 135/126/6

2. Selected Reserve Participation

a. Annual Active Duty for Training (ANACDUTRA)

- (1) Officer - 1
- (2) Enlisted - 0

b. Special Active Duty for Training (SPECACDUTRA)

- (1) Officer - 10
- (2) Enlisted - 6

c. Inactive Duty for Training (IDTT)

- (1) Officer - 4
- (2) Enlisted - 0

d. Utilized drills (Additional)

- (1) Officer - 4
- (2) Enlisted - 0



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

IN REPLY REFER TO
3500
Ser 030/135
07 MAY 88

From: Commanding Officer, Fighter Squadron TWO ZERO ONE
To: Commander, Carrier Air Wing Reserve TWENTY

Subj: END OF ACTION REPORT, NAS OCEANA, VA

Ref: (a) COMCVWR-20INST 3500.4

Encl: (1) Operational Data
(2) TAD Data
(3) Selected Reserve Data

1. In accordance with reference (a), enclosures (1) through (3) are submitted.
2. VF-201 deployed to NAS Oceana with eight (8) aircraft from 9-23 April 1988 to conduct Fleet Fighter ACM Readiness Program (FFARP) Training with VF-43. VF-43 provided A-4 adversary aircraft for both weeks of FFARP while VF-45 provided two F-16's for the first week only. All FFARP sorties utilized the TACTS range in W-72. Intercept control was received from either VAW-78, GCI or a TACTS RTO.
3. To ensure maximum aircrew participation the two week detachment was divided into two one week FFARP's consisting of an eight sortie syllabus. This syllabus started with a 1V1 sortie, progressed through 2V2 and 2VX scenarios culminating in a 4VX sortie. Eight crews attended the first week and six crews attended the second week. Pilots and RIO's were crewed for their entire week and section integrity was maintained. This policy helped ensure a maximum learning curve. The aircraft were configured with chaff/flare dispensers, TCS and HUD cameras.
4. In general, the detachment went smoothly and without exception all aircrew characterized the ACM training as the "best received to date". VF-43 and VF-45 were thoroughly professional and were more than willing to accommodate our training objectives. Unfortunately the weather caused cancellations both weeks that eliminated the 4VX sortie. The squadron was assigned VF-31 spaces in hangar 200 which were more than adequate and convenient to VF-43. Oceana AIMD provided superb support. The station's supply department did not allow access to the rotatable pool until the second week and only under very stringent conditions.
5. Overall observations and lessons learned for future reference consist of the following. FFARP provides outstanding tactics training due to the availability of a supersonic area, TACTS range, a structured syllabus with defined scenarios/mission objectives and professional adversaries. With addition of an ACMI range at Key West, VF-45 will also be able to conduct FFARP and since they have supersonic/radar bogey capability (VF-43 is currently A-4's only) they could provide the most realistic training possible. As a master jet base, NAS Oceana was an ideal location for FFARP. Hot pits were not routinely used because aircraft carried flares and TACTS debrief times closely followed land times. Prior coordination with FITWING will ensure fuel truck priority for FFARP sorties, preventing late takeoffs due to fueling delays.

Future detachments should utilize an F-14 host squadron vice adversary squadron to ensure better F-14 support. It is recommended an extensive packup be taken to NAS Oceana. Although an F-14 base, the restrictive access to supply requires own support for high usage items (CSDC, CADC, O11, etc).

6. Recommend future and more extensive liaison between NAS Oceana and CVWR-20 and VF-201, VF-202 to promote a better working environment. The increased contact will also reduce the suspicious and cautious attitude exhibited at NAS Oceana thereby promoting better relations and resulting in more acceptance of the Dallas reserves.

S. S. Brainerd

S. S. BRAINERD

OPERATIONS DATA

1. NAS Oceana, Va
2. 11-22 Apr 1988
3. VF-43
4. Tactics Training
5. N/A
6. Fleet Fighter ACM Readiness Program (FFARP)
7. Sorties - Enroute: (D/N) 8/4 Return: (D/N) 24/0
Hours - Enroute: (D/N) 27.1/9.1 Return: (D/N) 45.0
Sorties on site: (D/N) 102/0
Hours on site: (D/N) 121.3
8. N/A
9. Ordnance: **Scheduled/Expended**
Flares 156/134
10. Complex events completed: None
11. N/A
12. 3500.5 Syllabus Missions Completed
ACM 85
AIC 9
INST 44

TAD DATA

1. TAD Authorization through Third Quarter: \$109,000.00
Total TAD Deployment Cost: \$23,810.00
Third Quarter TAD Remaining: \$14,000.00
2. Per Diem
 - (a) Officers
 - (1) Number - 10
 - (2) Days - 78
 - (3) Cost - \$5,459.00
 - (b) Enlisted
 - (1) Number - 77
 - (2) Days - 1216
 - (3) Cost - \$12,474.00
3. Transportation
 - a. Commercial Air (Number/Cost): 8/\$1,528.00
 - b. Private Owned Vehicles (POV): 3/0
4. Miscellaneous
 - a. Rental Cars (Number/Number of days/Cost): 15/152/\$4349.00
 - b. Other expenditures to include money spent for squadron movement not contained in individual orders, i.e., buses, trucks, etc: N/A

SELECTED RESERVIST DATA

1. Total Selected Reserve onboard
 - a. Officers (Allowance/Onboard/Participating) - 33/32/27
 - b. Enlisted (Allowance/Onboard/Participating) - 135/126/4
2. Selected Reserve Participation
 - a. Annual Active Duty for Training (ANACDUTRA)
 - (1) Officers - 0
 - (2) Enlisted - 0
 - b. Special Active Duty for Training (SPECACDUTRA)
 - (1) Officers - 11
 - (2) Enlisted - 4
 - c. Inactive Duty for Training (IDTT)
 - (1) Officers - 16
 - (2) Enlisted - 0
 - d. Utilized Drills (Additional)
 - (1) Officers - 16
 - (2) Enlisted - 0

DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

IN REPLY REFER TO

3500
Ser 030/189
5 July 1988

From: Commanding Officer, Fighter Squadron TWO ZERO ONE
To: Commander, Carrier Air Wing Reserve TWENTY

Subj: END OF ACTION REPORT, NAS OCEANA, VA

Ref: (a) COMCVWR-20INST 3500.4

Encl: (1) Operational Data
(2) TAD Data
(3) Selected Reserve Data

1. In accordance with reference (a), enclosures (1) through (3) are submitted.
2. VF-201 deployed to NAS Oceana with eight (8) aircraft from 14-20 June 88 to conduct carrier qualifications aboard USS America. Of seventeen squadron pilots, five required 2 T&G's and 10 traps for qualifications and ten pilots required a refresher qualification of 2 T&G's and 6 traps. A CAG staff pilot also requalified with 2 and 6, LSO duties were provided by one squadron LSO and one CAG LSO, while a VF-101 training LSO waved three squadron pilots for their initial qualification. FCLP's were conducted at NAS Oceana, however each pilot had one period at NAS Oceana just prior to CQ.
3. The detachment went very smoothly and all seventeen pilots qualified in two days (a morning and afternoon period on the 16th and a morning period on the 17th). Pilot performance was good with a squadron landing grade average of 3.165 and boarding rate of 95%. The last period on the 17th was mostly accomplished with only 2 wires (initially 1 & 2 then 2 & 3). The maintenance effort was divided between a boat det and beach det. The beach detachment utilized the same spaces in hangar 200 that the squadron had used during FFARP in April. Operations was provided VF-11's ready room and gear locker. All eight jets were up and ready throughout the det until an aircraft sustained fod damage to an engine during the first CQ period. Maintenance support from NAS Oceana was considerably better than when the squadron deployed for FFARP.

Overall a successful evolution that was enhanced by great operating conditions, excellent aircraft availability and a cooperative attitude by the ship/air Ops.


T. T. BRANNAN
By direction

OPERATIONS DATA

1. NAS Oceana, VA
2. 14-20 June 1988
3. VF-43
4. Carrier Qualification
5. N/A
6. N/A
7. SORTIES - ENROUTE: (D/N) 8/0 Return: (D/N) 8/0
HOURS - ENROUTE: (D/N) 23.4/0 Return: (D/N) 25.8/0
SORTIES ON SITE: (D/N) 40/0
HOURS ON SITE: (D/N) 75.6/0
8. Carrier Touch & Goes (D/N) 32/0
Carrier Landings (D/N) 116/0
9. N/A
10. N/A
11. N/A
12. 3500.5 Syllabus Missions Completed:
FCLP - 19
CQ - 20

TAD DATA

1. Total FY TAD Authorization: \$131,500.00
Total TAD Deployment Cost: \$7,301.00
FY TAD Remaining: \$22,101.00

2. Per Diem (If off base berthing utilized so indicate)

(a) Officer

(1) Number - 12
(2) Days - 68
(3) Cost - \$3,087.00

(b) Enlisted

(1) Number - 47
(2) Days - 315
(3) Cost - \$2,659.00

3. Transportation

(a) Commercial Air (Number/Cost) - 3/\$325.00
(b) Private Owned Vehicle (POV) (Number/Cost) - 0/0

4. Miscellaneous

(a) Rental Cars (Number/Number of Days/Cost) - 5/38/\$1,230.00
(b) Other expenditures to include money spent for squadron movement not contained in individual orders, i.e., buses, trucks, etc. None

SELECTED RESERVIST DATA

1. Total Selected Reserve Onboard

Officer (Allowance/Onboard/Participating) - 30/31/22

Enlisted (Allowance/Onboard/Participating) - 111/126/1

2. Selected Reserve Participation

a. Annual Active Duty

(1) Officer - 0

(2) Enlisted - 0

b. Special Active Duty

(1) Officer - 18

(2) Enlisted - 1

c. Inactive Duty Training Travel (IDTT)

(1) Officer - 5

(2) Enlisted - 0

d. Utilized Drills

(1) Officer - 32

(2) Enlisted - 0

Note: Enlisted SELRES participation limited due to lack of availability of SPECAC funding.

DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

IN REPLY REFER TO

3500

Ser 030/207

12 AUG 1988

From: Commanding Officer, Fighter Squadron TWO ZERO ONE
To: Commander, Carrier Air Wing Reserve TWENTY
Subj: END OF ACTION REPORT, ROOSEVELT ROADS, PUERTO RICO
Ref: (a) COMCVWR-20INST 3500.4
Encl: (1) Operational Data
(2) TAD Data
(3) Selected Reserve Data

1. In accordance with reference (a), enclosures (1) through (3) are submitted for the VF-201 deployment to Naval Station Roosevelt Roads.
2. Primary goal of the deployment was to successfully launch nine (9) air-to-air missiles, completing competitive exercise requirements on each shot. Included in the nine missiles were FOT&E shots for an AEM-54A and an ATM-7M. Primary missile day was 11 July with back-up days 12-13 July. Five (5) missiles were shot on 11 July and the other four were expended on 12 July.
3. Operationally there were no major problems. AFWTF was very flexible and receptive to range schedule changes. AFWTF blocked out the missile range from 0800 to 1700 for VF-201 on all three days which made it very easy to accommodate delays. Drones were somewhat of a problem since the Phoenix FOT&E shot required two specially configured BQM-34s. The FOT&E Phoenix shot was rescheduled twice because of drone failures. The back-up Phoenix FOT&E scenario was eventually used.
4. Aircraft were flown into Naval Station Roosevelt Roads, P.R. on 09 and 10 July. Final aircraft preparation for the missile day was completed on 10 July with flight operations commencing on 11 July. All seven aircraft were up and available on all flying days. Flight Ops were only conducted on 11 and 12 July so maintenance was able to support the seven aircraft mostly with parts brought with the detachment from NAS Dallas..

The following is a list of problems encountered and observations during the Roosevelt Roads Det:

Missiles - Although missiles were ordered properly and with sufficient lead time, they were delivered just days before the missile shoot and this happened only assistance from CAG staff.

GSE - Good support, but equipment was old and often needed repair.

Hangar - Hangar 200 was a typical transient working space. It required cleaning before we started flight operations. The physical condition of the hangar was poor. This hangar needs extensive repair; however, there was plenty of hangar space available.

Ramp - Extremely dirty. Several FOD walks were required to make the ramp FOD free. Sweeper truck was available but it appeared to be ineffective.

Tent City - Tent City consisted of one tent, one telephone and three Port-O-Potties. The phone did not work, the Port-O-Potties needed to be serviced. We repaired the telephone and cleaned-up the area.

Supply - Limited for our needs, but they were helpful and provided what they could.

AIMD - Was not utilized.

Air Terminal - Helpful and efficient.

AO Support - Excellent.

Transportation - Vehicles provided were old but serviceable. Very responsive to our needs. Busses were provided when requested.

BEQ - Adequate.

Chow Hall - Quality of food was below standards.


T. T. BRANNAN
By direction

OPERATIONAL DATA

1. Naval Station Roosevelt Roads, P.R.
2. 09-12 August 1988
3. Naval Station Roosevelt Roads, P.R.
4. Missilex
5. N/A
6. N/A
7. Sorties: Enroute (D/N) 9/5 Return: (D/N) 11/3
Hours: Enroute (D/N) 33.8/5.2 Return: (D/N) 34.2/4.0
Sorties on site: (D/N) 14/0
Hours on site: (D/N) 22.6/0
8. N/A
9. 2 AIM-54/2 AIM-54
3 AIM-7F/3 AIM-7F
1 AIM-7M/1 AIM-7M
2 AIM-9M/2 AIM-9M
1 AIM-9H/1 AIM-9H
10. (1) AAW-6-A
(2) 7
(3) 9 E's
11. N/A
12. 3500.5 Syllabus Missions Completed:
Missile Fire 1/4
Missile Fire 2/3
Missile Fire 3/2

TAD DATA

1. Total FY TAD Authorization: \$139,500.00
Total TAD Deployment Cost: \$5,160.00
FY TAD Remaining: \$22,101.00
2. Per Diem (if off base berthing utilized so indicate)
 - (a) Officer
 - (1) Number - 7
 - (2) Days - 42
 - (3) Cost - \$1,460.00
 - (b) Enlisted
 - (1) Number - 62
 - (2) Days - 372
 - (3) Cost - \$3,000.00
3. Transportation
 - (a) Commercial Air (Number/Cost) - 0
 - (b) Private Owned Vehicle (POV) - 0
4. Miscellaneous
 - (a) Rental Cars (Number/Number of Days/Cost) - 5/30/\$942.00
 - (b) Other expenditures to include money spent for squadron movement not contained in individual orders, i.e., buses, trucks, etc. N/A

SELECTED RESERVE DATA

1. Total Selected Reserve Onboard:

Officer (Allowance/Onboard/Participating): 21/20/12

Enlisted (Allowance/Onboard/Participating): 151/143/6

2. Selected Reserve Participation:

a. Annual Active Duty

(1) Officer - 0

(2) Enlisted - 1

b. Special Active Duty

(1) Officer - 12

(2) Enlisted - 5

c. Inactive Duty Training Travel (IDTT)

(1) Officer - 0

(2) Enlisted - 0

d. Utilized Drills

(1) Officer - 48

(2) Enlisted - 20



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

IN REPLY REFER TO
3500
Ser 030/233
10 SEP 1988

From: Commanding Officer, Fighter Squadron TWO ZERO ONE
To: Commander, Carrier Air Wing Reserve TWENTY

Subj: END OF ACTION REPORT, NAS FALLON, NV

Ref: (a) COMCVWR-20INST 3500.4

Encl: (1) Operational Data
(2) TAD Data
(3) Selected Reserve Data

1. In accordance with reference (a), enclosures (1) through (3) are submitted.
2. VF-201 deployed to NAS Fallon, with ten (10) aircraft from 13-27 August 88 for the airwing active duty. The first week of the detachment was devoted mainly to unit level training and Overland Air Superiority Training (OAST). In addition to the flight training the squadron also received ground training via strike lectures from the Naval Strike Warfare Center. The second week consisted mainly of Fleet Integrated Strike Training (FIST), Advanced Training Phase (ATP) and limited unit level training. The Hunters averaged 18 sorties a day and accomplished matrix training in ACM, MAS/EW, air to ground guns, LLNAV, air refueling, sam defense, CSAR and strike warfare. Complexes in offensive/defensive ACM and EW were also accomplished.
3. The detachment went very smoothly and the training received was outstanding. The first week tasking was demanding in that the sortie rate, combined with required lecture attendance and RTO requirements exceeded squadron manning capability. Recommend required lectures (i.e. OAST/FIST brief) be spread over two days vice one to ensure all squadron aircrew attend. Also recommend that EW range time be scheduled to maximum extent possible prior to commencement of OAST/FIST/ATP training to preclude range nonavailability for matrix training/complex. VF-201 had extreme difficulty getting any EW range time once strike warfare training began. CAG ops was very flexible and accomodating in scheduling additional ACM/Gunnery range periods. Maintenance support from CAG and GSE was exceptional. Overall a well planned and executed detachment that provided great training opportunities.

Ross Burgess
ROSS W. BURGESS

OPERATIONS DATA

1. NAS FALLON

2. 13 - 26 AUG 88

3. NAS FALLON

4. ANNUAL ACDUTRA

5. N/A

6. N/A

7. SORTIES - ENROUTE (D/N) 21/0 RETURN (D/N) 13/5

HOURS - ENROUTE (D/N) 38.4/0 RETURN (D/N) 28.6/12.8

SORTIES ON SITE (D/N) 140/25

HOURS ON SITE (D/N) 216.4/46.0

8. N/A

9. ORDNANCE SKED/EXPENDED

CHAFF 600/599

20MM 6630/3722

10. COMPEX

EVT:	AAW-9A	AAW-12A	AAW-13A	EW
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# AIRCREW:	12	16	16	11
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# E,Q, NQ's:	12 E's	8 E's, 8 Q's	16 E's	7 E's, 4 Q's
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11. N/A

12. 3500.5 SYLLABUS MISSIONS COMPLTFED

AAW 96

ASU 20

STW 64

MOB 28

TAD DATA

1. Total FY TAD Authorization: \$135,500.00
Total TAD Deployment Cost: \$19,020.00
FY TAD Remaining: \$1,388.00

2. Per Diem (If off base berthing utilized so indicate)

a. Officer

(1) Number - 10
(2) Days - 140
(3) Cost - \$4,290.00

b. Enlisted

(1) Number - 119
(2) Days - 1705
(3) Cost - \$14,730.00

3. Transportation

a. Commercial Air (Number/Cost) - 0/0
b. Private Owned Vehicle (POV) (Number/Cost) - 0/0

4. Miscellaneous

a. Rental Cars (Number/Number of Days/Cost) - 7/17/\$5412.00
b. Other expenditures to include money spent for squadron movement not contained in individuals order, i.e. buses, trucks, etc. NONE

SELECTED RESERVE DATA

1. Total Selected Reserve Onboard

Officer (Allowance/Onboard/Participating) - 34/33/31

Enlisted (Allowance/Onboard/Participating) - 140/126/34

2. Selected Reserve Participation

a. Annual Active Duty

(1) Officer - 30

(2) Enlisted - 32

b. Special Active Duty

(1) Officer - 1

(2) Enlisted - 2

c. Inactive Duty Training Travel (IDTT)

(1) Officer - 30

(2) Enlisted - 34

d. Utilized Drills

(1) Officer - 30

(2) Enlisted - 34



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

IN REPLY REFER TO

3500

Ser 030/296

29 NOV 88

From: Commanding Officer, Fighter Squadron TWO ZERO ONE
To: Commander, Carrier Air Wing Reserve TWENTY

Subj: END OF ACTION REPORT, NAS MIRAMAR, CA

Ref: (a) COMCVWR-20INST 3500.4

Encl: (1) Operational Data
(2) TAD Data
(3) Selected Reserve Data

1. In accordance with reference (a), enclosures (1) through (3) are submitted.
2. VF-201 deployed to NAS Miramar with seven (7) aircraft from 12-18 Nov 1988 to conduct a missile and DACT training with VF-126 and VMFT-401. The objective of the detachment was to successfully employ 6 missiles and to conduct ACM matrix training.
3. The missile was conducted on the PMTC range and consisted of two forward quarter AIM-54, one forward quarter AIM-7F and two AIM-7F maneuvering drone scenarios. In addition, an AIM-7M was expended on a FOT&E scenario. All missiles were successfully launched and both BQM-34 drones were recovered. Tanking support was provided by VAK-208.
4. At the conclusion of the missile, limited ACM training commenced using the Papa areas in W-291 and the Yuma TACTS range in R-2301. Sorties consisted of 2v2 DACT w/VF-126 in the Papa areas and 4vX DACT in TACTS w/VMFT-401 (KFIRS). Only one day of ACM was possible due to early airlifts on the last day of the detachment.
5. In addition to the flight training, simulators were utilized at Miramar to meet missile firing requirements and aircrew training.
6. Notable observations include:
 - a. Scheduling adversaries through COMFITAEWINGPAC resulted in one event with VF-126. Visiting squadrons are at the bottom of the priority list for bogey support by Miramar adversary squadrons. Recommend future ACM detachments to Miramar plan on utilizing Dallas A-4's or Yuma KFIRS to augment bogies scheduled through Miramar.
 - b. Launching BQM drones from an airborne platform (C-130) resulted in minimum time on station for the fighters and increased target time availability from the drone. Recommend that future missile utilize airborne launched drones when available. This capability results in a smoother, quicker operation which requires less tanker support.

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OPERATIONS DATA

1. NAS MIRAMAR, CA
2. 12-18 NOV 88
3. VF-301
4. MISSILEX/ACM
5. N/A
6. N/A
7. SORTIES - ENROUTE/RETURN (D/N) 16/7
HOURS - ENROUTE/RETURN (D/N) 46.7/19.4
SORTIES ON SITE (D/N) 21/0
HOURS ON SITE (D/N) 36.3/0
8. N/A
9. 2 AIM-54/2 AIM-54
3 AIM-7F/3 AIM-7F
1 AIM-7M/1 AIM-7M
10. (1) AAW-6-A
(2) 6
(3) 6 E's
11. N/A
12. 3500.5 SYLLABUS MISSIONS COMPLETED
MISSILE FIRE - 6
ACM-1 - 2
ACM-3 - 2
ACM-4 - 7

TAD DATA

1. Total FY TAD Authorization: \$26,500.00
Total TAD Deployment Cost: \$10,960.00
FY TAD Remaining: \$14,369.00

2. Per Diem (If off base berthing utilized so indicate)

a. Officer

(1) Number - 6
(2) Days - 45
(3) Cost - \$1,590.00³

b. Enlisted

(1) Number - 81
(2) Days - 606
(3) Cost - \$7,480.00

3. Transportation

a. Commercial Air (Number/Cost) - 0/0
b. Private Owned Vehicle (POV) (Number/Cost) - 0/0

4. Miscellaneous

a. Rental Cars (Number/Number of Days/Cost) - 9/63/\$1,890.00
b. Other expenditures to include money spent for squadron movement not contained in individuals order, i.e. buses, trucks, etc. NONE

SELECTED RESERVE DATA

1. Total Selected Reserve Onboard

Officer (Allowance/Onboard/Participating) - 34/34/12

Enlisted (Allowance/Onboard/Participating) - 140/121/1

2. Selected Reserve Participation

a. Annual Active Duty

(1) Officer - 0

(2) Enlisted - 0

b. Special Active Duty

(1) Officer - 8

(2) Enlisted - 1

c. Inactive Duty Training Travel (IDTT)

(1) Officer - 4

(2) Enlisted - 0

d. Utilized Drills

(1) Officer - 4

(2) Enlisted - 0