



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TX 75211-9511

IN REPLY REFER TO

5750

Ser 00/035

3 FEB 1990

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 1989

Ref: (a) OPNAVINST 5750.12D

Encl: (1) End of Action Reports for CY 1989
(2) Commanding Officer's Biography
(3) Social Roster (VF-201NOTE 5400)
(4) Squadron Organization and Billet Assignments
(VF-201NOTE 5440)
(5) F. Trubee Davison Award recommendation for 1989
(6) Annual CNO Safety Award recommendation for 1989
(7) Noel Davis Trophy Award recommendation for 1989

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. Based at Naval Air Station, Dallas, Texas, VF-201 is commanded by CDR Ross W. Burgess. The immediate senior in command is Commander, Carrier Air Wing Reserve TWENTY, Naval Air Station, Cecil Field, Florida 32215-0146. Twelve F-14A Tomcats are operated with the tactical call sign "Hunter" and tail letters "AF".

b. **Chronology:**

(1) Deployed to Nellis Air Force Base, Las Vegas, Nevada, 11-25 February 1989 for DACT/Division Tactics training. Flew 226.6 hours and 130 sorties with eight aircraft while serving as adversaries in tactics development scenarios.

(2) Deployed to Naval Air Station, Oceana, VA 22 - 28 April 1989 for carrier qualification aboard USS Forrestal (CV-59). Logged 64.8 hours, 36 sorties, and 78 arrested landings.

(3) Deployed to Naval Air Station, Key West, Florida 20-27 May 1989 with seven aircraft to complete air-to-air gunnery and ACM refresher training. Completed 71 sorties while flying 125 flight hours.

(4) Deployed aboard USS Dwight D. Eisenhower (CVN-69) with ten aircraft 19 July - 4 August 1989 for Annual Active Duty. Logged 196 traps, with a 95 percent boarding rate, and 335 flight hours while completing 206 sorties.

Logged

Subj: COMMAND HISTORY 1989

(5) From 30 November to 7 December 1989 operated from NAS Dallas with maintenance support staged out of NAS Kingville, Texas to complete air-to-air gunnery flights in the the Gulf of Mexico operating areas. Logged 109.4 flight hours during 53 sorties.

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

A handwritten signature in cursive script, appearing to read "L C Ross".

L. C. ROSS
By direction



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

IN REPLY REFER TO
3500
Ser 030/053
29 MAR 89

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

Subj: END OF ACTION REPORT, NELLIS AFB, 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 Nellis AFB with eight (8) aircraft from 11-25 February 1989 in support of the 422 TES AMRAAM Tactics Development Test. The primary training objective was multi-plane DACT and Division Tactics. This was accomplished through our mission as Red Air adversaries for the exercise. All 422 TES sorties were flown on the Nellis TACTS range and several squadron add on flights utilized MOA's in northern Arizona for AIC training.

Scenarios during the first week consisted of F-14, F-4, F-5 Red Air vs F-15, F-16, A-4 Blue Air. Scenarios during the second week consisted of F-14, F-4, F-16 Red Air vs F-15, A-7, F-111 Blue Air. VF-201 was tasked with six sorties each am and pm, and was the event leader for the afternoon missions. The test evaluators provided guidance as to what type of tactics presentation they wanted Blue Air to see, ie., Azimuth, range, single group, etc. ROE was very stringent and prevented low altitude attacks from Red Air.

3. All engagements took place on the TACTS range and incorporated the "no pod, no play" rule. Debriefing facilities were exceptional as well as all spaces for operations and maintenance. All briefs/debriefs were professionally orchestrated by a TES evaluator. Due to brief/debrief time conflicts, aircrew were generally restrained to one event per day.

4. Recommendations for future site deployment:

Course rules in and around Nellis should be a major training event in the pre-deployment phase. Complex departures around highly sensitive areas, local flying rules close to a major civil field/TCA, and Nellis operational procedures/pattern rules make a FAM flight imperative by all participating aircrew prior to tactical sorties.

In-flight guides were at a premium throughout the exercise. Future deployments to this site should only be undertaken if sufficient numbers of inflight guides can be provided so each aircrew has one.

An inbrief with the Range Controlling agency is a necessity prior to the first flight. This portion of the inbrief was left up to the hosting unit who assumed a great deal about our knowledge of the area. An inbrief with the Range Controllers will prevent embarrassing situations.

Encl (1)

OPERATIONS DATA

1. NELLIS AFB, NV
2. 11 - 25 FEB 89
3. 422 TES
4. DACT
5. RED AIR ADVERSARY
6. N/A
7. SORTIES - ENROUTE/RETURN (D/N) 11/10
HOURS - ENROUTE/RETURN (D/N) 29.9/18.7
SORTIES ON SITE (D/N) 101/8
HOURS ON SITE (D/N) 161/17
8. N/A
9. N/A
10. N/A
11. N/A
12. 3500.5 SYLLABUS MISSIONS COMPLETED
AIC 1/2 12
AIC 7/8 86
STK 86
INST 33

Enclosure (1)



SELECTED RESERVE DATA

1. **Total Selected Reserve Onboard**

Officer (Allowance/Onboard/Participating) - 33/33/25

Enlisted (Allowance/Onboard/Participating) - 141/120/9

2. **Selected Reserve Participation**

a. **Annual Active Duty**

(1) Officer - 2

(2) Enlisted - 0

b. **Special Active Duty**

(1) Officer - 17

(2) Enlisted - 9

c. **Inactive Duty Training Travel (IDTT)**

(1) Officer - 6

(2) Enlisted - 0

d. **Utilized Drills**

(1) Officer - 6

(2) Enlisted - 0

*02/11/13
1135
10/1/12*



3500
 Ser 00/075
 19 May 89

From: Commanding Officer, Fighter Squadron TWO ZERO ONE
To: Commander, Carrier Air Wing Reserve TWENTY
Subj: END OF ACTION REPORT USS FORRESTAL (CV-59) CQ

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, VA with eight (8) aircraft from 22 - 28 April 1989 for carrier qualifications aboard the USS FORRESTAL (CV-59).

3. A total of eighteen pilots needed qualification:

Squadron	T&G/Traps	No. of pilots
VF-201	2 / 10	4
VF-1170	2 / 10	1
VF-201	2 / 6	10
VF-302	2 / 10	2
CVWR-20	2 / 10	1
Total		18

MAY 21 9 1989	
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4. Initially, VF-201 had planned on working out of NAS Cecil Field, FL. This changed on 1 April 1989 to NAS Oceana, VA. When VF-201 attended the pre-sail conference on 11 April 1989 it found out that the USS FORRESTAL (CV-59) still believed VF-201 was working out of NAS Cecil Field. The air plan reflected this with VF-201 scheduled for overheads between 21 - 23 April 1989 in the JAX Op area. VF-201 requested revised overheads for 24 - 26 April 1989. The USS FORRESTAL (CV-59) said it could/would comply. VF-201 utilized the spaces in Oceana normally occupied by VF-142 (on work-ups). A course rules brief was given on Sunday 23 April 1989. FCLP's were conducted each day to ensure pilots were within the five/seven day window established by COMCVWR-20INST 3740.4C.

Subj: END OF ACTION REPORT USS FORRESTAL (CV-59) CQ

5. Chronological order of events:

24 Apr - No overheads

25 Apr - 4 am / 2 pm overheads. 4 VF-201 aircraft launch first event. 2 pilots qualify, 2 return in pm to complete. 1 VF-201/1 VF-202 aircraft launch at ship's request allowing 2 more pilots to qualify.

26 Apr - 4 am / 4 pm overheads. 3 VF-201 / VF-202 aircraft launch on first event. 2 pilots qualify/2 return in pm to complete (2/10). LSO switched into aircraft on ship during am event - flew jet to Oceana - then returned for pm overhead. Three VF-201 additional aircraft were launched for the pm event at the ship's request - but only one jet was called down - thus one more pilot qualified.

27 Apr - 4 am / 4 pm overheads. 4 VF-201 aircraft launch on first event. 2 pilots qualify / 1 disqualifies - 1 returns in pm. 4 VF-201 aircraft launch on pm event. 4 pilots qualify (including LSO) / 1 pilot disqualifies.

Summary: 25: 6 quals / 26: 5 quals / 27: 6 quals / 2 disquals. Total: 17 quals / 2 disquals (VF-201/VF-202/CVWR-20)

6. Recommendations:

a. Accurate communications between all activities involved is a necessity. Many of the scheduling difficulties VF-201 encountered could have been alleviated if everyone had been working with the same information.

b. The USS FORRESTAL (CV-59) devised an air plan that was most advantageous to VF-201, by working the reserves in the JAX Op area it separated the requirements of the F-14 reserves from those of the fleet/Rag F-14 squadrons.

7. Comments: The VF-101 LSO's were most helpful throughout the evolution at NAS Oceana. They made themselves available to wave several FCLP periods which required a training LSO, thereby providing invaluable assistance to VF-201.

ROSS W. BURGESS

OPERATIONAL DATA

1. **NAS Oceana (NTU)/USS FORRESTAL (CV-59)**
2. **22 - 28 April 1989**
3. **VF-142 (NTU) / CV-59**
4. **Carrier Qualifications**
5. **N/A**
6. **N/A**
7. **Sorties (D/N) enroute 9 / 0 return 11 / 0**
Hours (D/N) enroute 24.0 / 0 return 36.6/0
Sorties on site (D/N) 36 / 0
Hours on site (D/N) 64.8 / 0
8. **Carrier touch and goes (D/N) 27 / 0**
Carrier landings (D/N) 78 / 0
9. **N/A**
10. **N/A**
11. **N/A**
12. **CG / 10 qualified**

Enclosure (1)

TAD DATA

1. Total FY TAD Authorization: 120,200.00
Total TAD Deployment Cost: 25,500.00
FY TAD Remaining: 25,553.00

2. Per Diem

a. Officer

1. Number: 6
2. Days: 8
3. Cost: \$1300.00

b. Enlisted

1. Number: 90
2. Days: 8
3. Cost: \$23,000.00

3. Transportation: N/A

4. Miscellaneous:

a. Rental cars (number of days/cost) - 4/8/1200

b. N/A

Enclosure (2)

SELECTED RESERVE DATA

1. **Officer (Allowance/onboard/participating) - 33/30/24**
Enlisted (Allowance/onboard/participation) - 141/127/6
2. **Selected Reserve Participation:**
 - a. **Annual Active Duty - N/A**
 - b. **Special Active Duty**
 1. **Officer - 18**
 2. **Enlisted - 6**
 - c. **Inactive Duty Training Travel (IDTT)**
 1. **Officer - 3**
 2. **Enlisted - 0**
 - d. **Utilized Drills**
 1. **Officer - 10**
 2. **Enlisted - 0**



3500
Ser 10/085
1 Jun 89

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

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

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 eight (8) aircraft from 20-27 May 1989. Primary Objectives: Air-to-Air Gunnery (AAG 1/2) and DACT (ACM 4/5) with VF-45. Secondary Objectives: 2V2 COMPEX EX [AAW-12]/E-2 & TARPON controlled intercepts (AI-7/8/9)/Tanking (AR 1/2).
3. The flight schedule required 5 turn 4 turn 4 turn 4 each day. The first event each day was Gunnery (VF-201 supplied/pulled its own banner) followed by 2V2 ACM with VF-45 on events 2 & 3. Event four was devoted to air intercepts under TARPON control (night). 2V2 COMPEX rules were briefed prior to all DACT with the intent to COMPEX if conditions permitted (HUD cameras required in both A/C) using VF-45 as umpires. On the last day a COMPEX event was conducted on a TACTS range (under evaluation at the time). Only one other COMPEX event was accomplished. Results: 2 E'S/2 Q'S (All 2V2'S were flown against an A-4M/F-16N combination).
4. All sorties were flown in W-174 A/B/C under TARPON or E-2 ('DOG') control (Exception 1 hop on TACTS range). Briefing and debriefing spaces were provided by VF-45. OPS/MAINT spaces were provided by Fleet Liaison at the 'Hot Pad'.
5. This detachment was originally scheduled for two (2) weeks. It was reduced to one week because adversary support was lost for the second week with the addition of VFA-106 to the NAS Key West schedule. Additional adversary support was not possible due to the non-availability of berthing. The cost factor due to the non-availability of messing at Boca-Chica precluded a second week also.
6. Recommendations:
 - a. Logistics continued to be a problem at NAS Key West.

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

Several rental cars in addition to vans would increase flexibility. A bus that could make regularly scheduled runs between the BEQ/BOQ and the squadron spaces would also increase maintenance and operations flexibility there were numerous times that enlisted/officer personnel had to sit around at the squadron after working hours because a vehicle was not available to go to the BEQ/BOQ. Additional funds will be programmed for rentals on future DETS to Key West.

b. Tractor drivers (banner) should receive a better inbrief from ATC/Tower upon arrival. Though there were questions left unanswered in the guide. Aircrews must read the appropriate section of the Key West Air OPS manual to ensure compliance with local procedures. Tower personnel should be briefed on drop procedures to preclude the near misses with ground objects that occurred twice during the week. The banners were dropped, as briefed, on cue from the tower but they floated out of the drop zone creating near-misses with several cars.

c. NAS Key West GSE used AM-27T5 hydraulic ginny's which are not used at NAS Dallas. Recommended that maintenance personnel obtain this license for detachments at NAS Key West.

d. Expect a thunderstorm during the detachment (except winter) which will shut down refueling operations. Figure this into the flight hour/sortie requirements. VF-201 was affected by this once.

7. Positive Aspects:

a. Nearby operating areas enabled VF-201 to maximize training.

b. Professional and eager adversaries. The officers and men of VF-45 were superb both in the air and on the ground. VF-45 gave VF-201 what was asked for - making the training effort easier.

c. Good Weather. Four sorties were lost due to rain. Otherwise the weather allowed VF-201 to sustain an intense training period.

T. T. BRANNAN
By direction

1. DEPLOYMENT SITE: NAS KEY WEST, FL
 2. DEPLOYMENT DATE(S): 20-27 JUN 1989
 3. HOSTING AGENCY: VF-45
 4. REASON FOR DET: AIR-TO-AIR GUNNERY / ACM [COMPEX] /
 TANKING / CONTROLLED INTERCEPTS
 5. SERVICES OFFERED: NONE
 SERVICES RECEIVED: ADVERSARY [VF-45] / E-2 CONTROL
 [VAW-78] / TARPON CONTROL / TANKING
 [VAK-208]
 6. NAME OF EXERCISE: N/A
 7. SORTIES: ENROUTE: 8/0 D/N RTB: 10/2 D/N
 HOURS: ENROUTE: 28.0/0 D/N RTB: 48.6/6.0 D/N
 SORTIES ON SITE: 61/10 D/N
 HOURS ON SITE: 104.0/21.0 D/N
 8. CARRIER T&G: N/A
 CARRIER LANDINGS: N/A
 9. ORDNANCE: BULLETS: 8400/7000 (SCHEDULED/EXPENDED)
 CHAFF: 0/800 (SCHEDULED/EXPENDED)
 FLARES: 0/28 (SCHEDULED/EXPENDED)
 * BANNERS: 0/0 (SCHEDULED/EXPENDED)
 [BANNER ALLOCATION FROM FY 88]
 10. COMPEX EVENTS: COMPLETED:
 2 EVENTS / 4 PILOTS/RIOS / 2 E'S/ 2 Q'S
 11. ORE SORTIES: N/A
 ORE HOURS: N/A
 12. 3500.5 SYLLABUS: AAG 1/2: 19
 ACM 4/5: 12
 ACM 1/3: 02
 AI 7/9: 08
 AR 1: 05 / AR 2: 01

TAD DATA

1. TOTAL FY TAD AUTHORIZATION: \$102,000.00
TOTAL TAD DEPLOYMENT COST: \$ 21,203.00
FY TAD REMAINING: \$ 779.93

2. PER DIEM: OFFICER: NUMBER: 6
DAYS: 8
COST: \$ 1784.00
ENLISTED: NUMBER: 73
DAYS: 8
COST: \$ 15,751.00

3. TRANSPORTATION:

COMMERCIAL AIR: 1/ \$ 181.00 (NUMBER/COST)
PRIVATE OWNED VEHICLE: 0/0 (NUMBER/COST)

4. MISCELLANEOUS:

RENTAL CARS: 5/7/\$1711.00 (NUMBER/DAYS/COST)
OTHER EXPENDITURES TO INCLUDE MONEY SPENT FOR
SQUADRON MOVEMENT NOT CONTAINED IN INDIVIDUAL
ORDERS, I.E.: BUSES/TRUCKS/ETC: \$1776.00 (BEQ)



SELECTED RESERVIST DATA

1. TOTAL SELECTED RESERVE ONBOARD:
OFFICER: 33 / 29 / 15 (ALLOWANCE/ONBOARD/PARTICIPATING)
ENLISTED: 141 / 128 / 3 (ALLOWANCE/ONBOARD/PARTICIPATING)

2. SELECTED RESERVE PARTICIPATION:
ANNUAL ACTIVE DUTY: OFFICER: 0
ENLISTED: 0
SPECIAL ACTIVE DUTY: OFFICER: 15
ENLISTED: 3
INACTIVE DUTY TRAINING TRAVEL [IDTT]:
OFFICER: 3
ENLISTED: 0
UTILIZED DRILLS: OFFICER: 3
ENLISTED: 0



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

N REPLY REFER TO

3500

Ser 10/

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

Subj: END OF ACTION, USS DWIGHT D. EISENHOWER, (CV-69)

Ref: (a) COMCVWR-20INST 3500.4

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

1. Per reference (a), enclosures (1) through (3) are submitted.
2. VF-201 deployed onboard the USS DWIGHT D. EISENHOWER, (CVN-69) with ten (10) aircraft from 19 July to 4 August 1989. Primary Objectives: using CVWR-20 TACNOTES; Practice Tactics and develop Air Wing doctrine with emphasis on carrier based operations. Specifically: Shoot five (5) sidewinder missiles, lead chainsaw and fleet air defense exercise. Secondary objectives: participate in several strikes, conduct SSC/EMCON and Case I, II, III Recoveries.
3. VF-201 initially staged to NAS Oceana (NTU) according to the following schedule:

19 Jul	2 F-14's NBE-NTU
20 Jul	2 F-14's/C-9 (Advance Party)
21 Jul	Course Rules Brief/FCLP at NTU, 5 F-14's/c-141 (Cargo only - landed at NAS Norfolk (NGU))
22 Jul	Course Rules Brief/FCLP at NTU C-9 (main body arrived)
23 Jul	No flights at NTU/ 1 F-14 NBE-NTU.
4. Several difficulties had to be overcome upon arrival at NTU. The first was with BEQ/BOQ reservations: none existed at the BEQ (they had anticipated a 21 July arrival); at the BOQ 8 of 20 were indicated as having reservations - no records of messages stating requirements could be found. Rooms were eventually obtained; however situation was not resolved until reservationist came to work the following morning.
5. The second problem encountered concerned working spaces and ramp space for VF-201 aircraft. VF-201 was never assigned a host, working spaces had to be shared with VFC-40/VF-202 and were not assigned until VF-201's arrival at NTU. VF-201 F-14's were initially parked on VF-11's line, then were moved to the transient line, FITWING informed VF-201 of arrangements two days into detachment.

Subj: END OF ACTION, USS DWIGHT D. EISENHOWER, (CVN-69)

6. Aircrew and enlisted troops were scattered - some in BEQ/BOQ at NTU, the remaining on the ship in port at Norfolk (NOB). This created a logistical problem because VF-201 needed to fly/repair aircraft at NTU while living in spaces one (1) hour away at NOB.

7. On 24 July seven (7) aircraft flew aboard the USS DWIGHT D. EISENHOWER (CVN-69) and conducted CQ. Three (3) jets remained ashore due to aircraft discrepancies.

8. Cyclic operations began on 25 July after morning CQ.

SCHEDULE OF EVENTS:

25 Jul	1 F-14 fly on/CQ/Cyclic OPS
26 Jul	2 F-14 fly on/Cyclic OPS
27 Jul	Cyclic OPS
28 Jul	1 F-14 fly on/Cyclic OPS
29 Jul	Cyclic OPS
30 Jul	Cyclic OPS
31 Jul	Cyclic OPS
01 Aug	Cyclic OPS
02 Aug	Cyclic OPS
03 Aug	Fly off
04 Aug	Airlift (Main body)

9. VF-201 successfully lead a Slyfox/Chainsaw and a FADEX during this period. VF-201 shot five (5) Sidewinder Missiles which guided to lethal kills/hits on Para-flares dropped by an A-7.

10. Blue Water Ops was simulated the entire period, however VF-201 aircraft were diverted.

RECOMMENDATIONS:

1. Allowing the squadron to handle details such as room reservations, host, ramp and working spaces would alleviate problems encountered upon arrival on this Det.

2. Reports and inputs to ship such as load plans should go to CAG Staff only and be delivered by staff as required - just as Air Plan was.

POSITIVE ASPECTS:

1. Boss/Mini-Boss/Handler were extremely helpful in accomplishing needed Trap/Cat/Traps, Touch^{and} Goes, and hot switches required to qualify aircrew and have jets to fill events.

2. Hard work and long hours of dedicated work by VF-201 maintenance paid off in sorties and hours, ~~Jets to fulfill missions.~~

Subj: END OF ACTION, USS DWIGHT D. EISENHOWER, (CVN-69)

3. Maintenance ^{preparation} ~~PREP~~ went well except for asset allocation prior to the DET, ship TAD and AVCAL. Ship AIMD and ASD were very helpful by issuing 200 of 219 items inducted. VF-201 Maintenance team and IKE ship's company personnel worked extremely well together.

ROSS W. BURGESS

OPERATIONAL DATA

1. USS DWIGHT D. EISENHOWER (CVN-69)
2. 19 July - 04 August 1989
3. CVN-69
4. Annual ACDUTRA
- 5. FADEX/Slyfox leads, Fighter Lead/Beaufort STRK, E-2
Control/KA-3, KS-3 VAK-208, KA-7 (VA-204,205) Tankers/Rangers and
VFC-12 (A-4's)/Awacs control/IKE control/ECM (VAQ-209)
6. N/A
7. 7 day/3 night enroute/return TBA
27.0 enroute/return TBA
206 sorties on site
335 hrs on site
8. 30 carrier T+Goes day
196 carrier traps day
9. 3 AIM-9M, 2 AIM-9H/3 AIM-9M, 2 AIM-9H
10. 0
11. 0/0
0/0
- 12.



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

IN REPLY REFER TO

3500

Ser 20/182

14 Dec 89

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

Subj: END OF ACTION, DET DALLAS

Ref: (a) COMCVWR-20 INST 3500.4

Encl: (1) Operational Data
(2) TAD Data

1. Per reference (a), enclosure (1) is submitted.
2. From 30 November to 07 December VF-201 deployed aircraft daily to W-228D in the Gulf of Mexico for the purpose of shooting air to air guns. This evolution was supported by NAS Dallas A-4M tractor and escort aircraft and a small ground detachment at NAS Kingsville.
3. This "detachment" was undertaken as an alternative to a much more costly NAS Key West Det. This was the first time that this Operations Plan had been attempted over an extended (8 day) time frame. Overall, the plan is a viable one and will be the basis for future quarterly evolutions of this type.
4. Caveats:
 - NAS Kingsville enthusiastically supported this operation, but advanced scheduling coordination is mandatory to avoid conflicts with intensive FCLP scheduling.
 - The participation of NAS Dallas A-4M tractor and escort aircraft freed VF-201 from these responsibilities and allowed for maximum guns training.
 - Warning area weather, particularly in the winter months, was a factor. With aircraft loaded for guns, the Fort Sill scored strafe target was used for back-up missions.

Ross Burgess
ROSS W. BURGESS

Copy to:
NAS Dallas
NAS Kingsville

OPERATIONAL DATA

1. NAS Dallas/NAS Kingsville (W-228D)
2. 30 November - 07 December 1989
3. N/A
4. Air to Air Guns Matrix qualifications
5. Services received:
Ramp space at NAS Kingsville
Tractor and escort by NAS Dallas
6. "Det Dallas"
7. Sorties on site: 53/0
Hours on site: 95/14.6
8. N/A
9. Ordnance 20mm 10,000/5,500
10. Complex Evals completed: None
11. N/A
12. 3500.5 Matrix completions:

AAG 1	10
AAG 2	14
STRAFE	4
AI 4	6
AI 5	6
AI 6	6
TOTAL	46

Encl (1)

TAD DATA

1. Total FY 90 TAD authorization: 100,800
Total TAD deployment cost: 1,390
FY-90 TAD remaining: 99,410

2. Per Diem:

(a) Officer: N/A

(b) Enlisted:

(1) 6

(2) 11

(3) \$990

3. Transportation:

(a) None

(b) POV 2/\$400

4. Miscellaneous: None

Encl (2)