



DEPARTMENT OF THE NAVY

COMMANDING OFFICER
VF-201
NAVAL AIR STATION
8100 WEST JEFFERSON BLVD
DALLAS, TX 75211-9511

1993 ✓

5750
Ser 10/

From: Commanding Officer, VF-201
To: Director of Naval History, (OP-09BH), Washington Navy
Yard, Washington DC 20374-0571

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) End of Action Reports for CY 1993
(2) Commanding Officer's Biography
(3) Social Roster (VF-201NOTE 5400)
(4) Squadron Organization and Billet Assignments
(VF-201NOTE 5420)
(5) Annual CNO Safety Award Recommendation for 1993
(6) Noel Davis Trophy Award Recommendation for 1993

*Dispatch
Act info*

1. Per reference (a), enclosure (1) through (6) are forwarded.

(a) Command composition and organization: the mission of Fighter Squadron Two Zero One (VF-201), is to provide fleet air defense, air superiority and adversary support. Based at Naval Air Station, Dallas, Texas, VF-201 is commanded by CDR Richard G. Dodson. The immediate senior in command is CAPT Robert R. Hathaway, Commander Carrier Air Wing Reserve 20, Naval Air Station, Cecil Field, Florida 32215-0146. Twelve F-14A Tomcats are operated with the tactical call sign "HUNTERS" and tail letters "AF".

(b) Chronology:

Over the past 12 months, VF-201 distinguished themselves as the most combat ready F-14 squadron in the Naval Air Reserve. Most impressive was VF-201's management of flight life expectancy (FLE) Critical assets to optimize sustained aircraft availability. During 1993, VF-201 only lost 3 aircraft to FLE hours, while maintaining C-1 for 10 of 12 months, flying 103% of original flight hour program, 100% expenditure of NCEA, awarded 74 Battle E's, sustained an aircrew PMA average of 87% and qualified 24 aircrew as level II/III adversary. Regardless of the task, VF-201 was the one squadron CVWR-20 could continually rely on to be ready.

Subj: COMMAND HISTORY

In February, VF-201 deployed to NAS Key West, Florida, to provide fighter support for VFA-203 during their qualification as level II adversaries. Included as part of every event was valuable FFARP, 2v2 and 2vX training. By weeks end VF-201 was awarded 16 complex E'S and VFA-203 was officially qualified to provide adversary services.

Next was CWTPI, which began in January for aircrew and maintenance personnel as a part of the squadron's ongoing ground training program. With CWTPI training complete, the squadron went to NAS Miramar for a live missile firing exercise. To ensure VF-201's aircraft stayed as ready as its personnel, 11 missile were loaded and expanded from 11 different stations on the five detachment aircraft.

In March, VF-201 took the lead as the first F-14 squadron to begin aircrew ground training as level II adversaries. In April, VF-201 deployed to Key West to continue its training with VF-126. Each brief, flight and debrief were absolutely top rate and clearly demonstrated the squadrons seriousness and capability to perform this new F-14 role. Not a single sortie was missed all week and 12 aircrew were level II qualified.

In July, VF-201 participated in a joint NATO inter-operability exercise with the CAF, USAF, and USN squadrons at Cold Lake, Canada in support of Canada's 410 squadron during their Fighter Weapons Instructor Course (FWIC). These exercise qualified another 12 aircrew of level II adversary.

The remainder of August and September were spent adding touches to the ongoing programs and preparation for CVWR-20 command inspection in early October. VF-201 was given a grade of satisfactory and received laudatory comments on numerous programs. Programs receiving special recognition were: material condition of aircraft, squadron training programs, SORTS reporting, cleanliness of squadron spaces and the personnel inspection of all officers and men.

In October, the focus was preparation for a November carrier qualification detachment, however, this was canceled because of ship availability. The Hunters immediately flexed to participating in a Coronet Sentry exercise out of Tinker AFB providing 2vX and overland strike warfare training.

In November, NAS Dallas requested the Hunters to coordinate all static display aircraft for the NAS Dallas Airshow. VF-201 orchestrated all the necessary arrangements for 46 military and civilian static display aircraft, more than double the number of static aircraft of previous airshows. This display consisted of the best exhibition of vintage WWII, Korean, Vietnam, and current front line Navy, Air Force and Marine Corps aircraft ever staged at a Dallas Naval Air Station Show. In addition, VF-201 flew all

Subj: COMMAND HISTORY

3 days as a part of the airshow. That same weekend, VF-201 provided one aircraft for a CNO TLAM project at Eglin AFB and one aircraft to Cecil to support a CVWR-20 strike planning conference/flight exercise.

In December, the squadron deployed to NAS Fallon in direct support of three F/A-18 squadrons SFARP training conducted by VFA-127. The detachment was highlighted by the qualification of three aircrew as level III adversary instructors. For the remainder of December, VF-201 focused on FCLP's for the upcoming carrier qualification detachment to NAS Oceana in January which brings the training schedule full circle from a year ago.

VF-201 consistently demonstrated that C-1 was not just a number on a piece of paper. Throughout this year, VF-201 has demonstrated its ability to remain flexible and safely deploy at a moments notice, while maximizing every training opportunity. The Hunters continue to pursue their goals of safe operations, maximum readiness and preparation for all future missions. VF-201's superior material conditions of aircraft, aggressive training program and consistently high combat readiness clearly makes the Hunters the best F-14 squadron in the Naval Air Reserve.


R. G. DODSON



DEPARTMENT OF THE NAVY
FIGHTER SQUADRON TWO ZERO ONE
NAVAL AIR STATION
DALLAS, TX 75211-9511



IN REPLY REFER TO

1570
Ser 20/060
18 Feb 93

From: Commanding Officer, VF-201
To: Commander, Carrier Air Wing Reserve 20
Subj: END OF ACTION REPORT FOR KEY WEST DETACHMENT 29 JANUARY-
06 FEBRUARY 1993.
Ref: (a) COMCVWR-20INST 3500.4B
Encl: (1) Operational Data
(2) TAD Data
(3) Selected Reserve Data
(4) Maintenance/Ordnance Summary

1. Per reference (a), enclosures (1) through (4) are submitted.

2. VF-201 deployed to NAS Key West on 29 January, 1993 to provide fighter support for VFA-203, "Blue Dolphins" adversary syllabus. In addition, the Hunters completed a PFARP training syllabus and complex battle "E" training flights. Squadron participation included 20 aircrew, 68 support personnel and 5 aircraft. All aircrew arrived by the 30th of January and received the local course rules briefing from ATC before commencing flight operations. Squadron aircrew received adversary/PFARP training lectures presented by VF-43 and the Naval Fighter Weapons School on 31 January. The week-long detachment totaled 38 sorties and consisted of 1v1, 2v2 and 2vX DACT with VF-43, VF-45, and VFA-203.

3. Lessons Learned.

a. Operations.

(1) Advance liaison with TARPON for extra range time was conducted and came off without incident. Flyoff and airlift both occurred uneventfully.

(2) The local course rules brief was conducted on Saturday at the Station Theater for all participating squadrons. Although this brief was adequate, it was designed primarily for training command and FRS students and the handouts reflected the old departure procedures.

(3) The concept of supporting another squadron undergoing training was new to VF-201 and provided Hunter aircrew with a great opportunity to see what the adversary role is all about. The quality of lectures, briefs, and debriefs was consistently outstanding.

(4) The syllabus gameplan and individual mission scenarios frequently changed at the last minute during the detachment. This was done by VF-43 to optimize training for VFA-203. Hunter



operations worked very closely with VF-43 to ensure proper planning for the next day's missions. The main event brief given at the beginning of each cycle was extremely helpful in clearing up any last minute questions.

(5) The briefing rooms in the transient spaces at Key West were poor at best. We relied heavily on VF-45's spaces due to the lack of white boards, TV monitors and VTR players. It was also necessary to bring a UHF radio for the SDO desk.

(6) The base Training Department was very helpful in providing needed classroom training aids during all lectures and presentations.

(7) The availability and reliability of blue tubes, HUD cameras, VTR's, radars and chaff/flare dispensers was terrific and added immensely to the quality of training in Key West.

(8) Aircrew consistently lauded the TARPON GCI controllers for their professionalism and ability to live up to all pre-briefed contracts. In the absence of TACTS for the entire week, they did a remarkable job.

b. Administration.

(1) This detachment was nearly flawless from an administrative point of view. Due to the length of time required to check into the BOQ, it is much better to have personnel show up in small groups.

(2) All classified material had to be stored at the Base Communications Center which proved to be inconvenient. If possible, all classified material should be borrowed from VF-45 instead of bringing it from home base.

c. Safety.

(1) The Squadron met its goal of zero mishaps and no work-related personnel injuries. There was one personnel injury while at NAS Key West. This occurred when a VF-201 sailor, walking home to the Truman Annex from liberty was assaulted with an iron pipe and had his wallet stolen. In another encounter, an individual attempted to commandeer one of the Chief Petty Officer's rental cars at a red light while enroute from Truman Annex to work early one morning. Although no injury resulted, the buddy system cannot be over-emphasized while on liberty at night in Key West.

L. M. Muczyński
L. M. MUCZYŃSKI



OPERATIONAL DATA

1. Site of Deployment: NAS Key West, Florida.
2. Dates of Deployment: 29 January - 06 February 1993.
3. Hosting Agency: VF-45.
4. Reason for deployment: Adversary training support for VFA-203.
5. Services offered: Adversary training support for VFA-203.

Services received: DACT
 FFARP
 Complex for 2v2 & 2vX

6. Name of exercise: N/A
7. Sorties enroute/return: 9/14
 Hours enroute/return: 15/35
 Sorties on site: 38 day/ 0 night
 Hours on site: 43.2 day/ 0 night
8. Carrier landings/touch & goes: N/A
9. Ordnance - Scheduled: 780 Flares, 780 Chaff
 Expended: 558 Flares, 484 Chaff

10. COMPLEX events completed:

<u>Aircrew</u>	<u>Event</u>	<u>E/O/NQ</u>	<u>Date</u>	<u>Umpire</u>
CDR [REDACTED]	AAW-11X	E	02 FEB	VF-43
LCDR [REDACTED]	AAW-11X	E	02 FEB	VF-43
LCDR [REDACTED]	AAW-11X	E	02 FEB	VF-43
LT [REDACTED]	AAW-11X	E	02 FEB	VF-43
CDR Dodson	AAW-8X	E	03 FEB	VF-43
LCDR [REDACTED]	AAW-8X	E	03 FEB	VF-43
LCDR [REDACTED]	AAW-8X	E	03 FEB	VF-43
LCDR [REDACTED]	AAW-8X	E	03 FEB	VF-43
LCDR [REDACTED]	AAW-8X	E	04 FEB	VF-43
LCDR [REDACTED]	AAW-8X	E	04 FEB	VF-43
LCDR [REDACTED]	AAW-8X	E	04 FEB	VF-43
LT [REDACTED]	AAW-8X	E	04 FEB	VF-43
LT [REDACTED]	AAW-8X	E	04 FEB	VF-43
LT [REDACTED]	AAW-8X	E	04 FEB	VF-43

11. 3500.5 syllabus missions completed:

<u>AIRCREW</u>	<u>TRNG CODE</u>	<u>REQUIREMENT TO QUAL</u>
(20)	F01-F08	FFARP
(20)	F11	FFARP
(06)	F12	LOW ALT TRNG FLT
(20)	F17	A/A GUN NON-FIRE
(19)	F21-F24	MAS/ECM IPT
(20)	F27	EMCON/OPSEC
(20)	F28	SSC



TAD DATA

1. Total FY93 TAD authorization: \$120,000
Total TAD deployment cost: \$12,546
FY TAD remaining: \$54,570
2. Per Diem. (estimated)
 - a. Officer
 - (1) Number: 3
 - (2) Days: 28
 - (3) Cost: \$1,176
 - b. Enlisted
 - (1) Number: 59
 - (2) Days: 528
 - (3) Cost: \$10,560
3. Transportation.
 - a. Commercial Air: None
 - b. Private Owned Vehicles: None
4. Miscellaneous.
 - a. Rental Cars: 2/18/\$790
 - b. Other expenditures to include money spent for squadron movement not contained in individual orders: None



SELECTED RESERVE DATA

1. **Total Selected Reserve Onboard.**

Officer (Allowance/Onboard/Participating): 33/31/18

Enlisted (Allowance/Onboard/Participating): 134/120/9

2. **Selected Reserve Participation.**

a. **Annual Training (AT)**

(1) Officer: 3

(2) Enlisted: 0

b. **Special Active Duty**

(1) Officer: 15

(2) Enlisted: 0

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

(1) Officer: 1

(2) Enlisted: 0

d. **Drills Utilized**

(1) Officer: 0

(2) Enlisted: 0



MAINTENANCE/ORDNANCE SUMMARY

MAINTENANCE SUMMARY

1. Advance Liaison. All advance liaison conducted via message IAW Key West deployment manual. Excellent support received during detachment.
2. Limited AIMD capability for F-14A aircraft. Tire & wheel build-up provided by squadron maintenance personnel.
3. Did not use any on-site IMRL equipment. Necessary items were brought from Dallas. Some additional support received from VF-101 and VF-45 for O-rings and fasteners.
4. Use of speedy dry is not allowed on ramp at NAS Key West which makes fuel/hydraulic spills much more difficult and time consuming.
5. Recommend NAS Dallas Supply provide continuous coverage until 2100 while squadrons are on detachment. Additionally, same day parts shipments to detachments via airlines was cheaper than overnight delivery and expedited the repair process.
6. Recommend pre-staging one TF30-414A. It takes approximately 3 days to ship an engine to Key West. With a pre-staged TF30-414A, an engine change could be accomplished in 2 shifts.
7. The following list contains repairables requisitioned during the detachment:

NOMENCLATURE	NSN	TIMES USED
ACTUATOR	-1680-01-166-4924	1
RUDDER PAC	1650-01-282-1212	1
FILTER MOD	4730-00-143-6530	1
TRIM COMP	1680-01-031-3679	1
CHECK VALVE	1660-00-008-5402	2
AIRSPEED IND	6610-00-986-7628	1
BIDI PUMP	4320-00-473-1495	1

(All documents were mailed back to Dallas for processing.)

ORDNANCE SUMMARY

1. Station weapons support was excellent. Station provided ordnance truck and support equipment for blue tubes.
2. Did not use TACTS pods on this detachment since the TACTS range was down.



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TX 75211-9511

IN REPLY REFER TO

1570

Ser 20/III

13 APR 93

From: Commanding Officer, VF-201
To: Commander, Carrier Air Wing Reserve 20
Subj: END OF ACTION REPORT FOR NAS MIRAMAR MISSILE FIRING
EXERCISE 26-31 MARCH 1993
Ref: (a) COMCVWR-20INST 3500.4B
Encl: (1) Operational Data
(2) TAD Data
(3) Selected Reserve Data
(4) Maintenance/Ordnance Summary

1. Per reference (a), enclosures (1) through (4) are submitted.

2. VF-201 deployed to NAS Miramar with five (5) aircraft, twenty-two (22) aircrew and eighty-four (84) support personnel from 26 to 31 March, 1993. All five aircraft arrived expeditiously on the morning of 26 March; the main body airlift was delayed and didn't arrive until late evening on 27 March. The Squadron expended a total of eleven air-to-air missiles: one AIM-54A, five AIM-7M's and five AIM-9M's during an extremely intensive two day evolution.

3. Lessons Learned.

a. Operations

(1) NAS Miramar provides an outstanding environment for conducting missile firing exercises and aviation training in general. The close proximity of the missile firing ranges, AIMD's direct support of the F-14 aircraft, and the numerous support facilities at Miramar allow for great efficiency in training. During this very short detachment, the Hunters conducted missile practice in the F-14 flight simulators and then expended all air-to-air missiles in two days. Several NATOPS and out-of-control/spin trainers were also completed for aircrew due for requalification. Four aircrew renewed their qualifications in Aviation Physiology and Water Survival. Furthermore, every aircrew was scheduled for a MAS/OAB scenario in the 2F112 flight simulator and received excellent refresher training in this area.

(2) VF-201's operational plan was to refresh all aircrew with elapsed qualifications in Radar and/or IR guided missiles. In what must be considered a rare circumstance, every aircrew launched the assigned weapon on a scheduled event almost exactly as planned in the LOI. Every missile launched was efficiently used to requalify both aircrew out-of-date qualifications and provide a valuable training scenario. At the conclusion of this detachment, all VF-201 aircrew are current for firing both IR and RADAR missiles.



Subj: END OF ACTION REPORT FOR NAS MIRAMAR MISSILE FIRING
EXERCISE 26-31 MARCH 1993

(3) The CAG Staff made this detachment happen. LCDR [REDACTED], and LT [REDACTED] provided excellent planning, outstanding support and tremendous patience during the operations side of this exercise. It was a real pleasure to see the plan come together as it did on this missile.

b. Administration

(1) The Admiral Car Company provided less than optimum service on this detachment. Although very conveniently located on base, we felt this benefit was outweighed by their lack of preparation and organization at the time of our arrival.

c. Safety

(1) This highly successful detachment was conducted with zero mishaps of any kind. This flawless performance occurred because all hands worked together at every stage to do the job professionally and safely. There were no off-duty incidents to report.

L. M. Muczynski ^{RS}

L. M. MUCZYNSKI



OPERATIONAL DATA

1. Site of Deployment: NAS Miramar, California.
2. Dates of Deployment: 26-31 March, 1993.
3. Hosting Agency: VF-301.
4. Reason for deployment: Live missile firing exercise.
5. Services offered: None.
Services received: W-289 and W-291 ranges.
AQM and BQM target drone launches by NAWC.
TALD and Flare launches by VA-205.
Ordnanceman Training.
6. Name of exercise: N/A
7. Sorties enroute/return: 5/19
Hours enroute/return: 15.0/44.3
Sorties on site: 13 day/01 night
Hours on site: 28.5 day/2.5 night
8. Carrier landings/touch & go's: N/A
9. Ordnance - Scheduled: 1 AIM-54A, 5 AIM-7M, 5AIM-9M
Expended: 1 AIM-54A, 5 AIM-7M, 5AIM-9M
10. COMPEX events completed:

<u>Aircrew</u>	<u>Event</u>	<u>E/Q/NQ</u>	<u>Date</u>	<u>Umpire</u>
LCDR [REDACTED]	AAW-6-A-3(F)	E	30 MAR	CVWR-20
LCDR [REDACTED]	AAW-6-A-2(F)	E	29 MAR	CVWR-20
LCDR [REDACTED]	AAW-6-A-1(F)	E	30 MAR	CVWR-20
LCDR [REDACTED]	AAW-6-A-3(F)	E	30 MAR	CVWR-20
LCDR [REDACTED]	AAW-6-A-3(F)	E	30 MAR	CVWR-20
LCDR [REDACTED]	AAW-6-A-3(F)	E	29 MAR	CVWR-20
LCDR [REDACTED]	AAW-6-A-3(F)	E	30 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-2(F)	E	29 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-3(F)	E	30 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-3(F)	E	29 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-3(F)	E	29 MAR	CVWR-20
Lt [REDACTED]	AAW-6-A-1(F)	E	30 MAR	CVWR-20
Lt [REDACTED]	AAW-6-A-3(F)	E	30 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-3(F)	E	29 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-2(F)	E	30 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-3(F)	E	30 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-2(F)	E	30 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-3(F)	E	30 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-3(F)	E	29 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-3(F)	E	30 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-3(F)	E	30 MAR	CVWR-20
LT [REDACTED]	AAW-6-A-3(F)	E	29 MAR	CVWR-20



11. 3500.5 syllabus missions completed:

<u>AIRCREW</u>	<u>TRNG CODE</u>	<u>REQUIREMENT TO QUAL</u>
(02)	F12	LOW LEVEL
(12)	F15	MISSILE FIRE/RADAR
(10)	F16	MISSILE FIRE/INFRA RED
(16)	F21-F24	MAS/ECM/IFT
(20)	F25	OAB
(02)	F28	SSC
(02)	F41	ACLS/ILS



TAD DATA

1. Total FY93 TAD authorization: \$121,000
Total TAD deployment cost: \$14,140
FY TAD remaining: \$31,325.62

2. Per Diem (estimated)
 - a. Officer
 - (1) Number: 6
 - (2) Days: 43
 - (3) Cost: \$1,720
 - b. Enlisted
 - (1) Number: 72
 - (2) Days: 558
 - (3) Cost: \$11,160

3. Transportation
 - a. Commercial Air: N/A
 - b. Private Owned Vehicles: N/A

4. Miscellaneous
 - a. Rental Cars: (Number/Number of Days/Cost): 4/36/\$1,260
 - b. Other expenditures to include money spent for squadron movement not contained in individual orders: N/A



SELECTED RESERVE DATA

1. **Total Selected Reserve Onboard**

Officer (Allowance/Onboard/Participating): 33/31/31

Enlisted (Allowance/Onboard/Participating): 134/117/117

2. **Selected Reserve Participation**

a. **Annual Training (AT)**

(1) Officer: 2

(2) Enlisted: 9

b. **Special Active Duty**

(1) Officer: 15

(2) Enlisted: 2

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

(1) Officer: 2

(2) Enlisted: 0

d. **Drills Utilized**

(1) Officer: 12

(2) Enlisted: 0

Encl (3)



MAINTENANCE/ORDNANCE SUMMARY

1. MAINTENANCE SUMMARY

a. The AT's and AO's along with the line division did an outstanding job on this missile shoot! The maintenance effort was truly professional; we managed to keep four of five aircraft FMC at all times.

b. Advance Party - Approximately one half of the troops were berthed at NAS North Island. The combination of watch standing, transportation, and a normal work schedule, made for a long workday for some troops. On site billeting at NAS Miramar was also a problem. There was a misinterpretation between billeting and the squadron as to available bunks. Additionally, the BEQ rooms at NAS Miramar had to be cleaned by squadron personnel prior to their occupation.

(1) Transportation - Having troops berthed at two different sites created a need for efficient, multi-passenger transportation. A large passenger bus would have been ideal but San Diego transportation was not able to provide more than two vans.

c. Seven radar transmitters received from AIMD proved to be inoperative. This delayed aircraft 102 from being returned to an up status for 24 hours. Otherwise, AIMD and Supply support at NAS Miramar was outstanding.

d. Not enough GSE was available for the large, multi-aircraft launches of this missile. This shortage was further exacerbated when GSE went down during a launch. There were no IMRL problems.

e. There were no pack-up deficiencies, however, having the pack-up arrive at 1800 the night before flight ops provided potential for problems.

f. Automated Data Processing on site - N/A

g. Communication - The communication between operations and maintenance went very well overall. However, effective communications between maintenance control, the line and the Red Label Area proved difficult at times. Utilizing a relayman was necessary for maintenance to talk to personnel in the Red Label Area. Aircrew returning from flights also need to ensure timely notification of maintenance control about aircraft status.

2. ORDNANCE SUMMARY

a. All requested ordnance was readily available. The station was quick to replace an AIM-7M that miss-fired. NAS Miramar AIMD and station weapons (as well as the civilian tech-reps) provided excellent support and made themselves readily available.





DEPARTMENT OF THE NAVY
FIGHTER SQUADRON TWO ZERO ONE
NAVAL AIR STATION
DALLAS, TX 75211-9511



IN REPLY REFER TO

1570
Ser 20/135
18 May 93

From: Commanding Officer, VF-201
To: Commander, Carrier Air Wing Reserve 20
Subj: END OF ACTION REPORT FOR KEY WEST DETACHMENT 29 APRIL-
08 MAY 1993.

Ref: (a) COMCVWR-20INST 3500.4B

Encl: (1) Operational Data
(2) TAD Data
(3) Selected Reserve Data
(4) Maintenance/Ordnance Summary

1. Per reference (a), enclosures (1) through (4) are submitted.

2. VF-201 deployed to NAS Key West on 29 April, 1993 to qualify 12 aircrew (6 pilots/6 RIO's) as Level II adversaries. Squadron participation during this highly successful detachment included 16 aircrew, 78 support personnel and 7 aircraft. Completion of the adversary syllabus involved 5 days of intensive flying with a total of 48 sorties being flown at NAS Key West. Most of the academic portion was completed prior to the detachment with all aircrew receiving adversary training lectures presented by VF-126 and the Naval Fighter Weapons School. The Hunters were also able to complete FFARP training for the aircrew during this very intensive detachment.

3. Discussion and Lessons Learned.

a. Operations.

(1) Overall, this was a most impressive detachment for VF-201. Thorough preparation by all departments and good teamwork were very evident and paid off throughout the evolution.

(2) Flyoff and airlift both occurred uneventfully and the local course rules brief was conducted on Sunday prior to flight operations.

(3) It was decided in advance not to utilize the TACTS system at Key West. This was suggested by VFA-203 aircrew who had undergone adversary training in February. It was done primarily to place more emphasis on individual recall and analysis of the aerial engagements during post-flight debriefs.

(4) The briefs and debriefs during the detachment were consistently well-prepared and of outstanding quality. VF-201 aircrew put professionalism first on each scheduled event with the Bandits of VF-126.



Subj: END OF ACTION REPORT FOR KEY WEST DETACHMENT 23 APRIL-
08 MAY 1993.



(5) Enough thanks cannot be given to VFA-203 for their generous assistance in helping our aircrew prepare for the academics of each syllabus event. Without their guidance and information about the week-long syllabus, the detachment would not have gone as smoothly as it did.

(6) Hunter and Bandit schedules officers worked very closely together to ensure proper planning for the next day's missions. Allowing the planning effort to work at this level was most efficient and required no other operational involvement throughout the detachment.

(7) The availability, quality and reliability of squadron aircraft were absolutely outstanding and, consequently, allowed the best possible training to occur. The men in the maintenance department outdid themselves by launching 48 consecutive sorties with every aircraft fully mission capable.

b. Administration.

(1) Renting the vehicles from DOLLAR vice BUDGET proved to be much more cost effective and saved the government hundreds of dollars. In addition to their overall lower rates, DOLLAR car rental had a government rate for mini vans where BUDGET did not. It is therefore recommended that future units going to NAS Key West contract with DOLLAR vehicle rental.

(2) Command billing was arranged for billeting of active duty personnel to facilitate travel liquidation. Unfortunately, NAS Key West BOQ billed the Command for all officers including SELRES. Rectifying this mix-up was difficult and time consuming.

(3) The risk of crimes against Naval personnel on detachment to NAS Key West must be emphasized. We were well prepared on this detachment and pre-briefed all hands about the potential crimes against personnel on liberty in Key West. As a result, no VF-201 personnel were victims of crime during our stay. Unfortunately, an officer from VF-126, who was not using the buddy system, was assaulted and robbed.

c. Safety.

(1) The Squadron met its goal of zero mishaps and no work-related personnel injuries while on detachment at NAS Key West.

L. M. Muczyński
L. M. MUCZYŃSKI





OPERATIONAL DATA

- 1. Site of Deployment: NAS Key West, Florida.
- 2. Dates of Deployment: 29 April - 08 May 1993.
- 3. Hosting Agency: N/A.
- 4. Reason for deployment: Level II adversary qualification for twelve aircrew (6 pilots/6 RIO's).
- 5. Services offered: GCI training for TARPON controllers.
DACT training for VF-126

Services received: Level II Adversary qualification
DACT
FFARP

- 6. Name of exercise: N/A
- 7. Sorties enroute/return : 10 (D), 2 (N) / 15 (D), 1 (N)
Hours enroute/return : 28.1 (D), 2.5 (N) / 30.0 (D), 1.0 (N)
Sorties on site: 48 (D) / 0 (N)
Hours on site: 55.3 (S) / 0 (N)
- 8. Carrier landings/touch & goes: N/A
- 9. Ordnance - Scheduled: 780 Flares, 780 Chaff
Expended: 558 Flares, 484 Chaff
- 10. COMPEX events completed: N/A
- 11. 3500.5 syllabus missions completed:

<u>AIRCREW</u>	<u>TRNG CODE</u>	<u>REQUIREMENT TO QUAL</u>
(12)	F01-F08	FFARP
(12)	F11	FFARP
(12)	F17	A/A GUN NON-FIRE
(12)	F21-F24	MAS/ECM IFT
(12)	F27	EMCON/OPSEC
(12)	F28	SSC





TAD DATA

1. Total FY93 TAD authorization: \$120,000
Total TAD deployment cost: \$15,488
FY TAD remaining: \$6,181

2. Per Diem. (estimated)

a. Officer

- (1) Number: 5
- (2) Days: 42
- (3) Cost: \$1,680

b. Enlisted

- (1) Number: 72
- (2) Days: 620
- (3) Cost: \$10,460

3. Transportation.

- a. Commercial Air: None
- b. Private Owned Vehicles: None

4. Miscellaneous.

a. Rental Cars: 2/20/\$700

b. Other expenditures to include money spent for squadron movement not contained in individual orders: Barracks: \$2,648.





SELECTED RESERVE DATA

1. Total Selected Reserve Onboard.

Officer (Allowance/Onboard/Participating): 33/32/12

Enlisted (Allowance/Onboard/Participating): 134/115/6

2. Selected Reserve Participation.

a. Annual Training (AT)

(1) Officer: 0

(2) Enlisted: 4

b. Special Active Duty

(1) Officer: 12

(2) Enlisted: 2

c. Inactive Duty Training Travel (IDTT)

(1) Officer: 0

(2) Enlisted: 0

d. Drills Utilized

(1) Officer: 0

(2) Enlisted: 0





MAINTENANCE/ORDNANCE SUMMARY

MAINTENANCE SUMMARY

1. All advance liaison was conducted via message in accordance with the NAS Key West deployment manual. The Squadron received outstanding support from Fleet Liaison during this detachment.
2. F-14A AIMD support at NAS Key West is extremely limited however, AIMD manufactured a fuel line for us during the detachment.
3. Limited on-site assets were utilized to the maximum extent possible. These included IMRL, publications and miscellaneous pre-x items from the VF-101 Key West Detachment.
4. Supply support was outstanding thanks to C-9 availability for shipping parts from NAS Dallas. One overnight part shipment was also utilized.
5. Recommend pre-staging one TF-30-414A prior to any Key West Detachment for CVWR-20 TOMCAT squadrons.
6. The following is a list of repairables used at Key West and should be used as a tool for generating the next pack-up list:

<u>NOMEN</u>	<u>NSN</u>	<u>PART NO.</u>
ANTENNA	00-121-6932	A51E9020-5
AMP E PACK	00-143-8941	3243549-5
PUMP	00-389-7949	A51H9008-9
IND	00-445-1288	A51A9023-1
ENG STARTER	01-003-7291	ATS100-394
CONTROL ASSY	01-034-9500	481560-162
PITCH COMP	01-262-1846	A51A9178-23
LIQUID IND	00-085-7077	A51A2570-9

ORDNANCE SUMMARY

1. Station weapons support at NAS Key West was outstanding. The station provided an ordnance truck and all necessary support equipment for blue tubes.



1570
Ser 20/
13 Aug 93

From: Commanding Officer, VF-201
To: Commander, Carrier Air Wing Reserve 20

Subj: END OF ACTION REPORT FOR CFB COLD LAKE DETACHMENT 23 JULY
1993 - 31 JULY 1993

Ref: (a) COMCVWR-20INST 3500.4B

Encl: (1) Operational Data
(2) TAD Data
(3) Selected Reserve Data
(4) Maintenance/Ordnance Summary

1. Per reference (a), enclosures (1) through (4) are submitted.
2. VF-201 deployed to CFB Cold Lake on 23 July 1993 to qualify 12 aircrew (6 pilot/6 RIO) as Level II adversaries, while providing support for Canadian Air Force Fighter Weapons Indoctrination Course (FWIC). Squadron participation during this highly successful detachment included 18 aircrew, 82 support personnel and 7 aircraft. Completion of the adversary syllabus involved 4 days of intense flying with a total of 34 sorties being flown at CFB Cold Lake. All prerequisite adversary lectures were completed prior to deploying to Canada.
3. Discussion and Lessons Learned

a. Operations

(1) Overall, this was an outstanding detachment for VF-201. Thorough preparation by all departments and good teamwork were evident and paid off throughout the evolution.

(2) Flyoff and airlift both occurred uneventfully with 1 aircraft arriving on Thursday, 22 July as the advance det coordinator. Five aircraft arrived in a 5-plane Hunter formation on Friday, 23 July and the final Tomcat arrived on Saturday, 24 July. Special thanks to VF-202 for parking all seven (7) aircraft at CFB Cold Lake.

(3) The local course rules brief was conducted on Sunday prior to flight operations. Lt. [REDACTED] from VF-126 also gave an outstanding and worthwhile "Bogey Mindset" brief to all aircrew involved in the Adversary Level II syllabus.

(4) Although we were prepared in all respects to use the ACMR at CFB Cold Lake, it was not utilized due to both system limitations and by choice of FWIC coordinator.



Subj: END OF ACTION REPORT FOR CFB COLD LAKE DETACHMENT 23 JULY
1993 - 31 JULY 1993

(5) Several unexpected obstacles needed to be overcome during the week. Weather was a factor on Tuesday and canceled the day's FWIC event. However, the squadron was able to save the day by finishing 1v1 requirements with VF-126. This, as it turned out, was a key decision as the Base Commander of CFB Cold Lake declared Friday a "Minimum Manning Day" which meant no local flight operations that day. Nevertheless, the decision not to fly Friday resulted in qualifying only ten (10) aircrew.

(6) Due to a concentrated schedule, box lunches for aircrew were ordered on previous nights and were immensely appreciated.

(7) The briefs and debriefs during the detachment were consistently well-prepared and of outstanding quality. VF-201 aircrew put professionalism first on each scheduled event with the Bandits of VF-126.

(8) The Bandits of VF-126 could not have been more helpful and cooperative. Their flexibility and professionalism are truly commendable. They are a first class operation!

(9) It was extremely worthwhile to take on detachment a dedicated duty officer and schedule writer. There was much coordination required between numerous squadrons to ensure bogey and fighter availability each day. Having extra personnel to handle these tasks permitted the aircrew involved in the syllabus to have little outside distraction.

(10) The qualification of ten (10) aircrew as Level II Adversaries was a great achievement, especially considering the difficulties encountered and doing it in only 4 days of local flying! The Canadian Air Force continues to offer the best training for the lowest cost. The overland supersonic ACMR only 30 NM from the field, the extremely simple course rules and the professional and challenging adversaries make CFB Cold Lake and FWIC an extremely valuable event that should be placed at the top of the priority list each year.

(11) A special note of thanks for the superb liaison ATCS Pittman performed for VF-201. Upon arrival, everything was in place for the Hunters to hit the ground running.

b. Administration

(1) Greschner Motors, the only car rental agency in town, closed on Saturday without prior notification due to the first ever Cold Lake Airshow. Captain Molnar, our host with the 410 Squadron, made the extra effort to have them open on Sunday and provide us with the needed vehicles.



Subj: END OF ACTION REPORT FOR CFB COLD LAKE DETACHMENT 23 JULY
1993 - 31 JULY 1993

c. Safety

(1) The Squadron met its goal of zero mishaps and no work-related personnel injuries while on detachment at CFB Cold Lake.

L. M. MUCZYNSKI



OPERATIONAL DATA

1. Site of Deployment: CFB Cold Lake, Canada.
2. Dates of Deployment: 23 July - 31 July 1993.
3. Hosting Agency: 410 Squadron.
4. Reason for deployment: DACT, FWIC support, NATO interoperability, Level II adversary qualification for ten aircrew (5 pilots/5 RIO's).
5. Services offered: DACT training for FWIC, 410 SQN.,
416 SQN., 441 SQN.,
GCI training for controllers

Services received: Level II Adversary qualification
DACT
6. Name of exercise: N/A
7. Sorties enroute/return : 18 (D), 0 (N) / 28 (D), 5 (N)
Hours enroute/return : 36.5 (D), 0 (N) / 76.7 (D), 6.4 (N)
Sorties on site: 32 (D) / 2 (N)
Hours on site: 51.4 (D) / 4.0 (N)
8. Carrier landings/touch & goes: N/A
9. Ordnance - Scheduled: 800 Flares, 800 Chaff
Expended: 480 Flares, 480 Chaff
10. COMPEX events completed: No events compexed due to adversary training.
11. 3500.5 syllabus missions completed:

<u>AIRCREW</u>	<u>TRNG CODE</u>	<u>REQUIREMENT TO QUAL</u>
(12)	F01-10	DACT
(12)	F13	FWIC STK
(12)	F17	A/A GUN NON-FIRE
(12)	F21-F24	MAS/ECM IFT

Encl (1)



TAD DATA

1. Total FY93 TAD authorization: \$128,000
Total TAD deployment cost: \$ 4,000
FY TAD remaining: \$2,737
2. Per Diem. (estimated)
 - a. Officer
 - (1) Number: 3
 - (2) Days: 23
 - (3) Cost: \$80.00
 - b. Enlisted
 - (1) Number: 85
 - (2) Days: 595
 - (3) Cost: \$2,950.00
 - c. Travel (estimated): \$970.00
3. Transportation.
 - a. Commercial Air: None
 - b. Private Owned Vehicles: None
4. Miscellaneous.
 - a. Rental Cars: 0/0/0
 - b. Other expenditures to include money spent for squadron movement not contained in individual orders: 0

Encl (2)



SELECTED RESERVE DATA

1. Total Selected Reserve Onboard.

Officer (Allowance/Onboard/Participating): 33/32/16

Enlisted (Allowance/Onboard/Participating): 134/115/9

2. Selected Reserve Participation.

a. Annual Training (AT)

(1) Officer: 13

(2) Enlisted: 9

b. Special Active Duty

(1) Officer: 3

(2) Enlisted: 2

c. Inactive Duty Training Travel (IDTT)

(1) Officer: 0

(2) Enlisted: 0

d. Drills Utilized

(1) Officer: 0

(2) Enlisted: 0

Encl (3)



MAINTENANCE/ORDNANCE SUMMARY

MAINTENANCE SUMMARY

1. This detachment was successful from a maintenance standpoint. We were able to provide aircraft to meet the flight schedule and all aircraft returned safely home.
2. A major maintenance/logistics stumbling block is the time required to have an aircraft part shipped from NAS Dallas to CFB Cold Lake. The fastest commercial method a part can be shipped is via FEDEX which takes two days. To expedite the shipment, liaison needs to take place with the FEDEX office in Edmonton and the Canadian customs people. Picking up the part ourselves can save an additional half day.
3. During this detachment, the advance liaison functions were handled primarily through CVWR-20 (ATCS Pittman) and the 410 SQN. Everything was in-place and arranged when we arrived.
4. F-14A specific AIMD support was nonexistent. The Canadian's did however provide all the help possible as it related to their "I" Level capabilities. Common support equipment was adequate and available. F-14A peculiar support items must be brought along with the squadron (i.e. jacks, hi-power holdback).
5. Ample quantities of insect repellent is a necessity in Cold Lake during the summer months due to the ravenous mosquito population.

ORDNANCE SUMMARY

1. Squadron support through station ordnance was excellent. Proper coordination prevented any shortfalls with the build-up chaff and flares.

Encl (4)





DEPARTMENT OF THE NAVY

COMMANDING OFFICER

VF-201

NAVAL AIR STATION

8100 WEST JEFFERSON BLVD

DALLAS, TX 75211-8511



1570

Ser 20/ **325**

28 Dec 93

From: Commanding Officer, VF-201
To: Commander, Carrier Air Wing Reserve 20
Subj: END OF ACTION REPORT FOR NAS FALLON DETACHMENT 5 - 13
DEC 1993
Ref: (a) CVWR20INST 3500.4B
Encl: (1) Operational Data
(2) TAD Data
(3) Selected Reserve Data
(4) Maintenance/Ordnance Summary

1. Per reference (a), enclosures (1) through (4) are submitted.

2. VF-201 detached to NAS Fallon Nevada with four aircraft. In addition, three up aircraft remained at NAS Dallas in support of local training. The goal was to provide adversary support for three F/A-18 squadrons' SFARP training conducted by VFA-127. Participating units were VFA-127, the host squadron, VF-201 and VF-202 as adversary squadrons, and VFA-137, VFA-151 and VMFA-323 as Strike/Fighter squadrons. VFA-127 was a superb host. Special thanks to the SFARP coordinator, LT [REDACTED]. His assistance made it not only a very worthwhile detachment but also an enjoyable one. LT [REDACTED] provided an excellent bogey and SFARP brief upon arrival. For the next four days, VF-201 flew 21 sorties, 48.2 hours in direct support of the SFARP for a 100% sortie completion rate. VFA-127 was highly tasked, averaging 50 sorties a day, without VF-201/202's assistance VFA-127 would not of been able to provide all the bogies necessary for the SFARP scenarios. In addition, the strike/fighter's training was greatly enhanced by the added fourth generation presentations of the F-14 and the fully qualified level II adversary aircrew.

3. LESSONS LEARNED:

a. The detachment was also highly successful in accomplishing 100% of VF-201's training goals. Especially noteworthy was the completion of three squadron aircrew level III adversary quals and two level II adversary quals. Special thanks to LT [REDACTED] [REDACTED] [REDACTED], VFA-127's Training Officer, for coordinating the scheduling of required aircraft and instructor pilots needed on those events.





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Subj: END OF ACTION REPORT FOR NAS FALLON DETACHMENT 5 - 13
DEC 1993

b. The all hands messing facility was a success with only a few missed meals by aircrew. Extended operating hours of the mess is a must if all hands government messing is to be continued in the future.

c. VF-201 chose to detach with external fuel tanks. Although tanks were not necessary for the type of scenarios flown, they allowed us the ability to double-cycle depending upon the mission tasking. Overall, this provided better presentations for the fighters and greater flexibility in adversary scheduling.

d. The squadron maximized every training opportunity by taking advantage of the electronic warfare range, when available, at the end of SFARP events.

4. The squadron met its goal of maximizing all training opportunities, providing superb support to the fleet, achieving zero mishaps and no work-related injuries while on detachment at NAS Fallon.

L. M. Muczyński
L. M. MUCZYNSKI

MAINTENANCE SUMMARY



1. All advance liaison with NAS Fallon was by phone. NAS Fallon continues to be very easy for detachment set-up and support. All host requirements were met. Though F-14 support is limited, special recognition goes to the AIMD Hydraulic Shop for bending over backwards to help with a bad hydraulic line. All SE/IMRL needed was available. Data Processing facilities were not utilized. There were no ordnance related problems or shortages. Pack up shortages were as follows:

- 01-020-8384 Receiver/Transmitter
- 01-079-4218 IMU
- 00-009-3503 Antenna, Radio Filter
- 00-941-3708 Exciter Box





SELECTED RESERVE DATA

1. Total Selected Reserve Onboard

Officer (Allowance/Onboard/Participating): 33/29/12

Enlisted (Allowance/Onboard/Participating): 134/123/0

109/2

2. Selected Reserve Participation

a. Annual Training (AT)

(1) Officer: NONE

(2) Enlisted: NONE

b. Special Active Duty

(1) Officer: 11

(2) Enlisted: 0

c. Inactive Duty Training Travel (IDTT)

(1) Officer: 1

(2) Enlisted: 0

d. Drills Utilized

(1) Officer: 12

(2) Enlisted: 0

Enclosure (3)





TAD DATA

1. Total FY TAD authorization: \$ 29,675.00
Total TAD deployment cost: \$ 5,418.00
FY-TAD remaining: \$ 23,861.00

2. Per Diem (If off base berthing utilized so indicate.)
 - a. Officer
 - (1) Number: 5
 - (2) Days: 8
 - (3) Cost: \$ 270.00

 - b. Enlisted
 - (1) Number: 47
 - (2) Days: 8
 - (3) Cost: \$ 2,538.00

3. Transportation
 - a. Commercial Air (Number/Cost): 2/\$766.00

 - b. Private Owned Vehicle (POV) (Number/Cost): 0

4. Miscellaneous
 - a. Rental Cars (Number/Number of days/Cost): 4/8/\$1,120.00
Rental Vans (Number/Number of days/Cost): 2/8/\$1,120.00

 - b. Other expenditures to include money spent for squadron movement not contained in individual orders, i.e., buses, trucks, etc: NONE

Enclosure (2)





OPERATIONAL DATA

1. Site of deployment: NAS Fallon
2. Date(s) of deployment: 5 - 13 December 1993
3. Hosting agency: VFA-127
4. Reason for deployment: SFARP Support
5. a. Services offered: Adversary support
b. Services received: Three level III adversary instructor qualifications and two level II adversary quals
6. Name of exercise: N/A
7. Sorties - Enroute/Return (D/N) 8 (4/4) / 9 (5/4)
Hours - Enroute/Return (D/N) 13.9 (6.6/7.3)/ 18.7(10.4/8.3)
Sorties on site (D/N) 45 (45/0)
Hours on site (D/N) 62.8 (62.8/0)
8. Carrier touch & go's (D/N): 0
Carrier landings (D/N): 0
9. Ordnance - Scheduled/Expended: 1200/796 bundles chaff
10. COMPEX events completed: N/A
11. 3500.5 syllabus missions completed:

<u>Aircrew</u>	<u>Training Code</u>	<u>Requirement to qual</u>
12	F01-10	DACT
12	F13	STK/EW
12	F17	A/A GUN NON-FIRE
12	F21-24	MAS/ECM IFT

