



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TX 75211-9511

1990 ✓

IN REPLY REFER TO  
5750  
Ser 00/062  
23 Feb 91

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 1990

Ref: (a) OPNAVINST 5750.12D

Encl: (1) End of Action Reports for CY 1990  
(2) Commanding Officer's Biography  
(3) Social Roster (VF-201NOTE 5400) — FILED SEPARATELY  
(4) Squadron Organization and Billet Assignments  
(VF-201NOTE 5440)  
(5) Annual CNO Safety Award recommendation for 1990  
(6) Noel Davis Trophy Award recommendation for 1990

1. Per reference (a), enclosures (1) through (6) 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 Robert A. Duetsch. 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 Naval Air Station, Oceana, VA, 11-24 February 1990 with eight (8) aircraft to complete Fleet Fighter ACM Readiness program (FFARP). Flew 208.3 hours and 144 sorties.

(2) Deployed to Naval Air Station, Fallon, NV, 5-17 May 1990 with ten (10) aircraft to complete Annual Active Duty. Flew 310.5 hours and 205 sorties.

(3) Deployed aboard USS ENTERPRISE (CVN-65). 05-13 June 1990 with eight (8) aircraft for Carrier Qualifications. Flew 132.9 hours and 70 sorties.

(4) Deployed to Naval Air Station, Point Mugu, CA, 17-24 August 1990 with five aircraft (5) to complete Air to Air Missile Firing Exercise. Flew 108.9 and 61 sorties.

*Laggen*

Subj: COMMAND HISTORY 1990

(5) Deployed to Naval Air Station, Miramar, CA, 02-09  
November 1990 with six (6) aircraft to complete Division Tactics in  
MIGSWEEP and TARCAP scenarios. Flew 126.8 hours and 72 sorties.

c. Narrative: (refer to enclosures (1) through (6))



L. C. ROSS  
By direction



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



IN REPLY REFER TO

3500  
Ser 20/039  
04 Mar 90

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. Per reference (a), enclosures (1) through (3) are submitted.
2. VF-201 deployed to NAS Oceana with eight (8) aircraft from 11 - 24 February 1990 to conduct Fleet Fighter ACM Readiness program (FFARP) training with VF-43. All FFARP sorties with the exception of three utilized the TACTS range in W-72. Intercept control was received from a TACTS RTO and data link was provided by VAW-78.
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 two 1V1 sorties and progressed through 2V2 and 2VX scenarios culminating in a 4VX sortie. Nine crews attended the first week and eight crews attended the second week (three crews attended both weeks). Pilots and RIO's were crewed for their entire week and section integrity was maintained as much as possible. This policy helped ensure a maximum learning curve. Seven aircraft were equipped with TCS and all eight with HUD cameras.
4. In general, the detachment went very smoothly and all aircrew benefitted from superb training. VF-43 adversaries were thoroughly professional and extremely accommodating. Unfortunately, the weather caused some cancellations but each aircrew still flew six to eight sorties each week. The squadron was assigned detachment spaces in hangar 200 which were more than adequate and convenient to VF-43.
5. Overall observations and lessons learned for future reference consist of the following:
  - FFARP provided outstanding tactical training due to the availability of a supersonic area, TACTS range, a structured syllabus with defined scenarios/mission objectives and professional adversaries. The current real world threat is almost impossible to realistically train against without these assets.

Enclosure **U A**



Subj: END OF ACTION REPORT, NAS OCEANA

- Because of the availability of AIMD and supply, NAS Oceana is an ideal location to fly such a heavy schedule.

- The squadron decided not to use flares in order to avail ourselves of the hot pits. This enabled expeditious turn arounds to meet the intense flight schedule

- Deploying with fully PMC aircraft is essential. All weapon systems must be groomed well in advance.

- Advance liaison with supply, AIMD and Fighter Wing produced a favorable working relationship. NAS Oceana provided superb support.

- Aircrew Anti-exposure Suits, if required, need to be fitted well in advance.

- A generous pack up is required to support the FFARP program, especially O11 transmitters, O83 controllers, CSDC's, CADC's, and IMU's.

  
R. A. DUETSCH  
By direction



OPERATIONAL DATA

1. Site: NAS OCEANA, VA.
2. Date: 11 - 24 February 1990
3. Hosting Agency: VF-43
4. Reason: Tactics Training
5. Services offered/received: N/A
6. Name of exercise: Fleet Fighter ACM Readiness Program (FFARP)
7. Sorties - Enroute (D/N): 11/5                      Return (D/N): 22/2  
Hours - Enroute (D/N): 24.3/8.3                  Return (D/N): 56.2/5.5  
Sorties - on site (D/N): 104/0  
Hours - on site (D/N): 114.0/0
8. Carrier touch and goes/landings: N/A
9. Ordnance: N/A
10. Complex events completed: None
11. ORE sorties/hours: N/A
12. 3500.5 Syllabus missions completed:

<u>Mission</u>	<u>Number</u>
ACM	104
INST	29
MAS/EW (2F112)	08



TAD DATA

1. Total FY 90 TAD authorization: \$105,800.00  
Total TAD deployment cost: \$21,854.91  
FY-90 TAD Remaining: \$49,547.33

2. Per Diem:

(a) Officer:

(1) Number 07  
(2) Days 2 for 17/4 for 15/1 for 8  
(3) Cost 1,598

(b) Enlisted:

(1) Number 86  
(2) Days 15 for 17/67 for 15/ 4 for 8  
(3) Cost 14,790.00

3. Transportation:

(a) Commerical Air (Number/Cost) N/A

(b) Private Owned Vehicle (POV) (Number/cost) 1 No Cost

4. Miscellaneous:

(a) Rental Cars (Number/Number of days/Cost) 3 for 17 days,  
3 for 15 days, \$5470



Selected Reservist Data

1. Total Selected Reserve Onboard

Officer (allowance/onboard/participating): 33/30/19

Enlisted (allowance/onboard/participating): 141/114/2

II. Selected Reserve Participation

a. Annual Active Duty

1. Officer: 0

2. Enlisted: 0

b. Special Active Duty

1. Officer: 19

2. Enlisted: 02

c. Inactive Duty Training Travel (IDTT)

1. Officer: 02

2. Enlisted: 00

d. Utilized Drills

1. Officer: 02

2. Enlisted: 01

Enclosure ( 1 )



3500  
00  
17 May 90

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. Per reference (a), enclosures (1) through (3) are submitted.
2. VF-201 deployed to NAS Fallon with ten (10) aircraft from 5-17 May 90 for annual active duty. The first week of the detachment was devoted mainly to unit level training, Overland Air Superiority Training (OAST) and Fleet Integrated Strike Training (FIST). In addition to the flight training, the squadron also received ground training via strike lectures from the Naval Strike Warfare Center (NSWC). The second week consisted of Fleet Integrated Suppression Training (FIST), Advanced Training Phase (ATP) and limited unit level training. The Hunters averaged 20 sorties a day and accomplished matrix training in ACM, MAS/EW, LLNAV, air refueling, SAM defense, CSAR and Strike Warfare. COMPEX's in offensive/defensive ACM and EW were also accomplished.
3. This year's annual active duty was an exceptionally valuable training evolution. Working as an airwing provided aircrew the rare opportunity to work with other squadrons and hone their tactical skills as an integrated force. NSWC training was truly professional and enlightening and the staff was exceptionally helpful. The extensive time spent planning throughout the various training phases provided irreplaceable experience to everyone involved. Although aircraft availability was excellent during most of the detachment, the C-12 supply flights were insufficient for the parts support required to maintain an extended, intensive flight schedule. CAG OPS was very flexible and accommodating in scheduling according to each squadron's needs. Overall a well planned and executed detachment that provided great training.

R. A. DUETSCH





**TAD DATA**

I. Total FY TAD authorization: \$118,300.00  
Total TAD deployment cost: 37,818.00  
FY TAD remaining: 9,948.00

II. **Per Diem**

(a) Officer

(1) 9

(2) 4 for 19, 2 for 17, 3 for 15

(3) \$3,884.00

(b) Enlisted

(1) 113

(2) 33 for 17, 81 for 15

(3) \$18,929.00

III. **Transportation**

(a) \$600.00

(b) 0

IV. **Miscellaneous**

(a) Rental cars: 9, 3 for 19 days, 5 for 17 days, 1 for 15 days  
Cost: \$7,255.

(b) 0



**SELECTED RESERVIST DATA**

**I. Total Selected Reserve onboard**

Officer: Allowance 33  
Onboard 32  
Participating: 29  
Enlisted: Allowance 141  
Onboard 124  
Participating: 68

**II. Selected Reserve Participation**

- a. Annual Active Duty  
(1) Officer: 28  
(2) Enlisted: 67
- b. Special Active Duty  
(1) Officer: 1  
(2) Enlisted: 1
- c. Inactive Duty Training Travel (IDTT)  
(1) Officer: 1  
(2) Enlisted: 0
- d. Utilized Drills:  
(1) Officer: 8  
(2) Enlisted: 0



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



IN REPLY REFER TO

3500

Ser 00/106  
29 Jun 90

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

Subj: END OF ACTION REPORT FOR VF-201 CQ DET, 5-15 JUNE 1990

Ref: (a) COMCVWR-20INST 3500.4

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

1. The Hunters of VF-201 deployed 8 F-14 aircraft to NAS Oceana on 8 June 1990 in preparation for Carrier Qualifications (CQ) onboard USS Enterprise (CVN-65). Enclosures (1) through (3) detail the detachment as required by reference (a).
2. The Hunters operated at NAS Oceana and NAF Fentress 9-10 June, bouncing in preparation for the CQ. The first overheads came 10 June for 2 aircraft and the CQ was completed the next afternoon. In addition, the squadron conducted CV emergency trainers in the 2F95 for all aircrew. The 2F112, 15C9 and 2F95 trainers were also used for 3500 syllabus training, NATOPS requalification for LT Johnson (RIO) and instrument/familiarization training for LT rexon (Pilot). The Hunters qualified 14 pilots and 12 RIO's 10 - 11 June, achieving an overall 86 percent boarding rate and 3.263 squadron landing average.
3. Maintenance supply/AIMD support at NAS Oceana was excellent. Support onboard Enterprise was very limited, which necessitated moving parts via the COD from NAS Oceana. Spaces at NAS Oceana were provided by Fighter Wing One and adequate for the detachment. The airlifts were generally adequate and timely with the exception of request denied to transport nine people for early return and one airlift cancelled which left 4000 pounds of cargo at NAS Oceana for an extra day.
4. The Enterprise worked extremely efficiently in qualifying the aircrews in just two days. The weather and deck crews cooperated to complete the training two days early. Trainers were made available on the weekend from SAU VF-1486 (coincidentally their DWE). While this meant sharing them, it also facilitated opening them up on the weekend.

  
R. A. DUETSCH



OPERATIONAL DATA

1. Site: **NAS OCEANA, VA**
2. Date: **05 - 15 June 1990**
3. Hosting Agency: **FITWING ONE/VF-11/USS ENTERPRISE**
4. Reason: **CQ**
5. Services offered/received: **FCLP (FENTRESS), MISSION TRAINERS (2F112, 15C9, 2F95) CV LANDING (ENTERPRISE)**
6. Name of exercise: **N/A**
7. Sorties - Enroute/Return (D/N): **28/6**  
Hours - Enroute/Return (D/N): **59.0/11.9**  
Sorties - On site (D/N): **36/0**  
Hours - On site (D/N): **66.2/0**
8. CV Touch and Goes (D/N): **28/0**  
CV Landings (D/N): **87/0**
9. Ordnance: **N/A**
10. COMPEX events completed: **None**
11. ORE sorties/hours: **N/A**
12. 3500.5 Syllabus missions/number:  

ACLS	-	19	MISSILE FIRING	1 - 3
CQ	-	14	MISSILE FIRING	2 - 3
FCLP	-	12	INTERCEPT	2 - 2
NATOPS	-	1	INTERCEPT	3 - 3
INSTRUMENT	-	1		



### TAD DATA

1. Total FY 90 TAD authorization: \$123,300.00

Total TAD deployment cost: \$5,825.00

FY-90 TAD Remaining: \$9,268.78

2. Per Diem:

(a) Officer:

(1) Number 08

(2) Days 6 for 6, 2 for 9

(3) Cost \$1,330

(b) Enlisted:

(1) Number 19 for 12

(2) Days 47 for 6

(3) Cost \$4,495.00

3. Transportation:

(a) Commercial Air (Number/Cost) 1/\$400.00

(b) Private Owned Vehicle (POV) (Number/cost) 1/\$382.00

4. Miscellaneous:

(a) Rental Cars (Number/Number of days/Cost) 0

(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

#### I. Total Selected Reserve Onboard

Officer (allowance/onboard/participating): 33/33/23

Enlisted (allowance/onboard/participating): 141/115/8

#### II. Selected Reserve Participation

##### a. Annual Active Duty

1. Officer: 0

2. Enlisted: 3

##### b. Special Active Duty

1. Officer: 16

2. Enlisted: 05

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

1. Officer: 07

2. Enlisted: 00

##### d. Utilized Drills

1. Officer: 07

2. Enlisted: 00



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



IN REPLY REFER TO  
3500

Ser 00/122

SEP 06 1990

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

Subj: END OF ACTION REPORT, NAS POINT MUGU MISSILE FIRING EXERCISE

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 to NAS Point Mugu from 19-24 August 1990 with (5) aircraft for live Air to Air Missile Firing Exercises. Aircrew conducted Missilex and NATOPS Trainers at NAS Miramar enroute to Point Mugu on 18 and 19 August 1990.
3. One AIM-9M warhead, two AIM-9M inert missiles were fired against air launched flares in W-291 Fleta Hot area on Monday afternoon 19 Aug. An AIM-54A warhead and AIM-7F warhead were fired against an air launched AQM 37C in W-289 PMR on Tuesday 20 Aug 90. An AIM-54A TM, AIM-7M TM and AIM-7F inert were fired at a BQM-74 in W-289 PMR on Wednesday 21 August 90. An AIM-9M inert was fired against an air launched flare in W-289 PMR during the same period. Three AIM-7F inert missiles were fired against a BQM-34 in W-289 PMR on Thursday afternoon before the range was closed for a chilled water cooling failure in the main computer complex. This failure also resulted in a cancellation of the final missile shoot period on Friday morning for the remaining (1) AIM-7F inert and (2) AIM-9M inert.

4. Lessons Learned:

a. Operations:

(1) Early interface with the PMTC Range Coordinator is critical. Detailed scenarios should be given to him at least (2) weeks prior to the Missilex. Present coordinator is Mr. Joe Kimbrough (Code 32/13 at AV 351-7750).

(2) Confirm missile and drone availability early. The Air Wing Gunner arranges missiles and the PMTC Range Coordinator arranges drones based on third fleet representative to PMTC's input. The AIM-9 missile shoot Monday morning was lost because Base Weapons failed to build up the Sidewinder Missiles over the weekend.

(3) Fleta Hot area of W-291 is available for Sidewinder Missile shots and works quite well. Scheduling is done through FACSFAC (Joy Kennedy Av 735-1756/7).



Subj: **END OF ACTION REPORT, NAS POINT MUGU MISSILE FIRING EXERCISE**

(4) Reserve squadrons have zero priority for range periods. A written request for range periods should be made to PMTC as early as possible. Daily interface with the range coordinator was still required to obtain the necessary range time to expend all of the squadron's missile allotment.

(5) On most of the missile sorties fuel became a factor. Missile shoots from NAS Miramar would require a dedicated tanker for each event.

(6) TALD carried by Air Wing A7's should be used to spare the drones whenever possible.

**b. Maintenance:**

(1) VF-301, VX-4 and HCS-5 provided spare parts support and logistic runs. AIMD at NAS Pt Mugu provided significant support.

(2) VFA-305 hosted VF-201 at Pt Mugu. Line space and GSE was more than adequate for 5 aircraft. Hangar space was cramped and there was no direct access to a telephone.

(3) The revetments have space for up to 7 aircraft. Normally unloaded spare aircraft should be positioned in the revetments. In two cases aircraft could not be towed to the revetments in time to replace go aircraft that went down after start. Also during drone launch evolutions there is no access to the revetments.

(4) TALD loading does not need to be accomplished in revetments. Confusion over this item caused delays on the second day of the Det.

**c. Administration:**

(1) Billeting at NAS Point Mugu is difficult to obtain and less than desirable in most cases. The Chiefs and SELRES Officers stayed at the Days Inn in Camarillo. Enlisted berthing was split between Port Hueneme and NAS Point Mugu. The rehabilitated rooms at Port Hoeneme were superior to Point Mugu berthing. Rental vans need to be planned accordingly.

(2) The BOQ is sufficient distance from the flight line to require rental cars to shuttle aircrew.

  
R. A. DUETSCH

Enclosure ( 1 )

OPERATIONAL DATA



1. Site of deployment: NAS Miramar/NAS Point Mugu, Ca
2. Date(s) of deployment: 17-19 AUG 90, NAS Miramar S.D. CA,  
19-24 Aug 90 NAS Point Mugu, Ca
3. Hosting Agency: VF-301 NAS Miramar, VFA-305 NAS Point Mugu, Ca
4. Reason for deployment: Missiles
5. Services offered/received: PMTC (Range & Drone Services),  
VA-204 (Flare launchers and Tald launcher)
6. Name of Exercise: N/A
7. Sorties - Enroute (D/N): 10/2                      Return (D/N): 17/1  
Hours - Enroute (D/N): 22.6/3.0                      Return (D/N): 44.8/1.5  
Sorties on site (D/N): 21/0  
Hours on site (D/N): 37.0
8. Carrier Touch & Goes (D/N): None  
Carrier Landings (D/N): None
9. Ordnance -                      Scheduled /                      Expended  
    1 AIM-54A Warhead                      /                      1 AIM-54A WH  
    1 AIM-54A TM                      /                      1 AIM-54A TM  
    5 AIM-7F Inert                      /                      4 AIM 7F Inert  
    1 ATM 7M                      /                      1 ATM 7M  
    1 AIM-7F WH                      /                      1 AIM-7F WH  
    1 AIM-9M WH                      /                      1 AIM-9M WH  
    3 ATM 9M                      /                      3 ATM 9M  
    15 M-363/MK124 CADS /                      12 M-363/MK 124 CADS  
    2 M-943/MK107 with 6 Unexpended
10. COMPEX Events Completed:
  - a. (4) A3F completed                      (8) A6F completed
  - b. Number aircrew participating:  
    A3F (8) Aircrew                      A6F (16) Aircrew
  - c. Number E's = Q's  
    A3F (8) E's                      A6F (16) E's
11. ORE Sorties Scheduled/Flown: None
12. 3500.5 Syllabus Missions completed:

G	ATT/REATT-MED	9
GS	ATT/REATT-MED (SUPER-SONIC)	4
H	ATT/REATT - HIGH	14
HS	ATT/REATT - HIGH (S/S)	6
J	STERN CONV - MED	9
N	BCI - HIGH	22
P	AIM-7/54 LIVE FIRE or 2F112	18
HH	SECTION LOW LEVEL	2
AA	SSC	16
Q	AIM-9 LIVE FIRE	6

**TAD DATA**



1. Total FY TAD authorization: \$131,800.00

Total TAD deployment cost: \$1,8049.00

FT TAD remaining: \$349.17

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

a. Officer

1. Number: 8 on base / 2 off base

2. Days: 1 for 9 days / 2 for 8 days off base  
6 for 8 days  
1 for 7 days

3. Cost: 2,862.00

b. Enlisted

1. Number: 73 on base 4 off base

2. Days: 17 for 9 days (on base) 3 for 9 days, 1 for 7 days off base  
52 for 7 days

3. Cost: \$7,522.00

3. Transportation:

a. Commercial Air (Number/cost): 6/2090.00

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

4. Miscellaneous:

a. Rental cars (number/Number of days/Cost): 1 car for 1 day, 2 for 7 days, 4 for 9 days, 4 for 8 days, \$5,575.00

b. Other expenditures: N/A

Enclosure ( 1 )

**SELECTED RESERVIST DATA**

**1. Total Selected Reserve Onboard:**

**Officer (Allowance/Onboard/Participating): 33/33/20**

**Enlisted (Allowance/Onboard/Participating): 141/141/7**

**2. Selected Reserve Participation**

**a. Annual Active Duty**

**(1) Officer 0**

**(2) Enlisted 4**

**b. Special Active Duty**

**(1) Officer 13**

**(2) Enlisted 3**

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

**(1) Officer 7**

**(2) Enlisted 0**

**d. Utilized Drills**

**(1) Officer 7**

**(2) Enlisted 0**



**Enclosure ( / 7**



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



IN REPLY REFER TO

3500

Ser 20/168

NOV 28 1990

**From:** Commanding Officer, Fighter Squadron Two Zero One  
**To:** Commander, Carrier Air Wing Reserve TWENTY

**Subj:** END OF ACTION REPORT NAS MIRAMAR DACT DETACHMENT

**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 to NAS Miramar with six aircraft, 14 officers and 77 enlisted from 2-9 November 1990, to conduct Division Tactics in MIGSWEEP and TARCAP scenarios. Additionally, aircrew accomplished 4 spin flights, 21 spin trainers and 13 NATOPS checks.
3. Lessons Learned.
  - a. Operations:
    - (1) Variety and amount of training received by aircrew was impressive.
    - (2) The high number of available bogies significantly enhanced training. VFC-13 and VF-126 alternately provided adversaries and adversary lead for all events. NAS Dallas provided a single A4 for each event. VMFT-401 provided 2 radar bogeys for each event in the TACTS range significantly enhancing training. On many occasions VMFT-401 provided the only radar bogies in the event.
    - (3) Advance contact with TACTS range coordinator (presently Mr. Bill Dollard) is essential to coordinate TACTS range periods and pods for all participants. MCAS Yuma and the TACTS range are in a different time zone than Miramar But don't observe daylight savings. During daylight savings, both Miramar and Yuma are on the same time. In the fall Miramar shifts back to one hour earlier than Yuma.
    - (4) A video tape of the Miramar course rules should be requested in advance. Although set up and verified in advance, the course rules briefer failed to show at the appointed time. A quick reaction by NAS Miramar Base Operations salvaged the course rules brief. A video tape would alleviate this problem.
    - (5) Two different scenarios were utilized during the 10 TACTS range periods, 4VX prestrike MIGSWEEP and 4VX TARCAP. This concept provided excellent results with a steep learning curve.

**Subj: END OF ACTION REPORT NAS MIRAMAR DACT DETACHMENT**

A tactics brief was conducted for all aircrew on Saturday afternoon, specifically covering all facets of both scenarios.

(6) The areas of mutual support, look out doctrine, division comm and complex tactics evidenced the greatest improvements.

(7) Briefs should be at least two hours prior to take off and take off should be 30 minutes prior to TACTS range periods. The bogies take off first.

**b. Maintenance:**

(1) Prior coordination with AIMD and Supply for pool access, resulted in 100 percent parts support.

(2) Prior to 0800 fuel truck availability is limited. Refueling should be done the night before when possible.

(3) Use of hot refueling pits takes advance liaison. Fuel pit training is only available on Wednesday and Thursday.

(4) Transportation can result in significant costs because only civilian contractors are allowed to drive 8 or more passenger buses.

**c. Safety:**

(1) Daily sweeping of the Topgun Det Line should be requested in advance. One engine FOD occurred but not as a result of aircraft fastener or malfunction.

(2) Det hangar deck was slippery and covered in various fluids. Prior arrangements should be made for advance personnel to clean hangar deck if necessary.

  
R. A. DUETSCH

**OPERATIONAL DATA**

1. Site of deployment: NAS MIRAMAR, CA
2. Date(s) of deployment: 2 - 9 NOVEMBER 1990
3. Hosting agency: NAS Miramar/COMFITAEWINGPAC
4. Reason for deployment: Division Tactics/DACT
5. Service offered/received: Adversary support offered and received from VFC-13, VF-126, VMFT-401 and NAS Dallas. TACTS range 2 periods daily Sunday through Thursday. OPT/MT Simulators 1200 - 1600 Saturday and 1800 - 2100 Monday through Thursday.
6. Name of exercise: N/A
7. Sorties - Enroute/Return (D/N): 20/3  
Hours - Enroute/Return (D/N): 47.8/8.0  
Sorties in site: (D/N): 49/0  
Hours on site (D/N): 69.3/1.7
8. Carrier touch & goes (D/N): None  
Carrier landings (D/N): None
9. Ordnance - Schedule/Expected: None
10. COMPEX events completed: None
11. ORE Sorties: None  
ORE Hours: None
12. 3500.50 syllabus missions completed - (Mission/Number):

ACM 1 - 15	AI 6 - 6	ACLS - 24
ACM 2 - 12	AI 7 - 9	NATOPS - 13
ACM 3 - 28	AI 8 - 11	
ACM 4 - 24	AI 9 - 6	
ACM 5 - 14	AI 10 - 7	
AI 1 - 9	SSC 1 - 16	
AI 2 - 13	SSC 2 - 10	
AI 3 - 5	STK 1 - 18	
AI 4 - 9	STK 2 - 17	
AI 5 - 9	LLN - 5	



**TAD DATA**

1. **Total FY TAD authorization: 30,000.00**  
**Total TAD deployment cost: 16,741.00**  
**FY TAD remaining: 3616.54**
  
2. **Per Diem (If off base berthing utilized so indicate)**
  - (a) **Officer**
    - (1) **Number: 8**
    - (2) **Days: 2 for 8 days, 2 for 9 days, 4 for 7 days**
    - (3) **Cost: 4,200.00**
  
  - (b) **Enlisted**
    - (1) **Number: 71**
    - (2) **Days: 14 for 10 days, 52 for 7 days, 5 for 11 days**
    - (3) **Cost: 9,328.00**
  
3. **Transportation**
  - (a) **Commercial Air (Number/cost): 1005.00**
  
  - (b) **Privately Owned Vehicle (POV) (Number/cost): 0**
  
4. **Miscellaneous**
  - (a) **Rental cars (Number/Number of days/Cost): 7/40/2,208.00**
  
  - (b) **Other expenditures to include money spent for squadron movement not contained in individual order, i.e. buses, trucks, etc.: N/A**



**SELECTED RESERVIST DATA**

**1 Total Selected Reserve Onboard**

**Officer (Allowance/Onboard/Participating): 33/33/14**

**Enlisted (Allowance/Onboard/Participating): 136/122/06**

**2. Selected Reserve Participation**

**a. Annual Active Duty**

**(1) Officer: 0**

**(2) Enlisted: 0**

**b. Special Active Duty**

**(1) Officer: 14**

**(2) Enlisted: 6**

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

**(1) Officer: 6**

**(2) Enlisted: 0**

**d. Utilized Drills**

**(1) Officer: 6**

**(2) Enlisted: 0**

**Enclosure ( 1 )**



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TX 75211-9511

1991

IN REPLY REFER TO

5750

Ser 00/019

JAN 24 1992

~~OFFICIAL USE~~  
~~ONLY~~

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

Subj: COMMAND HISTORY

Encl: (1) End of Action Reports for CY 1991  
(2) Commanding Officer's Biography  
(3) Social Roster (VF-201NOTE 5400) — [Privately Act OFFUS]  
(4) Squadron Organization and Billet Assignments  
(VF-201NOTE 5420)  
(5) Annual CNO Safety Award recommendation for 1991  
(6) Noel Davis Trophy Award recommendation for 1991

1. Per reference (a), enclosures (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 and air superiority required for strike warfare. Based at Naval Air Station Dallas, Texas, VF-201 is commanded by CDR CDR Robin Macklin. The immediate senior in command is CDR James D. Cannon, 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 'HUNTER' and tail letters 'AF'.

b. Chronology:

(1) Deployed to Naval Air Station, Key West, FL. 1-16 March 1991 with five (5) aircraft to complete division DACT. Flew 1140.0 hours and 99 sorties.

(2) Deployed to Naval Station, Roosevelt Roads, PR. 20 April to 1 May 1991 with five (5) aircraft for live missile firing exercises. Flew 46.7 hours and 23 sorties.

(3) Deployed to Naval Air Station, Oceana, VA. 17-25 May 1991 with five (5) aircraft to complete Carrier Qualifications. Flew 123.4 hours and 61 sorties.

(4) Deployed to Naval Air Station, Miramar, CA. 4-14 August 1991 with seven (7) aircraft to complete Annual Active Duty. Flew 256.0 hours and 123 sorties.

(5) Deployed to Naval Air Station, Fallon, NV. 6-12 October 1991 with three (3) aircraft to support CVW-5 aircrew training. Flew 34.3 hours and 15 sorties.

(6) Deployed to Pecos Thunder, Holloman Air Force Base, NM. 6-11 October 1991 with two (2) aircraft for composite joint service air warfare training. Flew 20.8 hours and 12 sorties.

*Logan*

Subj: COMMAND HISTORY

(7) Deployed to Naval Air Station, Miramar, CA. 15-22 November 1991 with six (6) aircraft for live missile firing exercise. Flew 82.3 hours and 45 sorties.

*R m Macklin*  
R. M. MACKLIN