1992

# DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE
NAVAL AIR STATION
DALLAS, TX 75211-9511

IN REPLY REFER TO
5750
Ser 00/084
7 Mar 93

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 1992
(2) Commanding Officer's Biography
(3) Social Roster (VF-201NOTE 5400) — Privacy Act Info
(4) Squadron Organization and Billet Assignments (VF-201NOTE 5420)
(5) Annual CNO Safety Award Recommendation for 1992
(6) Noel Davis Trophy Award Recommendation for 1992

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 Lawrence M. Muczynski. 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, Oceana, VA., from 25 February to 3 March 1992 with eight (8), 26 aircrew and 100 support personnel for Carrier Qualifications/Refresher Training onboard USS JOHN F. KENNEDY (CV-67). Flew 74.5 hours and 75 sorties.

(2) Deployed to Naval Air Station, Key West, FL., from 26 March to 3 April 1992 with eight (8) aircraft, 30 aircrew and 86 support personnel for Fleet Fighter ACM Readiness Program (FFARP). Flew 125.3 hours and 64 sorties.

(3) Deployed to Naval Air Station, Fallon, NV., from 1 - 15 May 1992 with eight (8) aircraft, 29 aircrew and 109 support personnel for VF-201's Annual Training. Flew 182.5 hours and 120 sorties.

(4) Deployed to CFB Cold Lake, Canada, from 18 - 26 July 1992 with six (6) aircraft, 22 aircrew and 82 support personnel for a ACM detachment. Flew 93.5 hours and 64 sorties.

(5) Deployed to Eglin AFB, FL., from 24 - 28 August 1992 with two (2) aircraft, 4 aircrew and 24 support personnel for a Automatic Radar Target Identification (ARTI). Flew 20.7 hours and 9 sorties.

(6) Deployed to Cannon AFB, New Mexico., 6 - 8 October 1992 with four (4) aircraft, 8 aircrew and 44 support personnel for a CAP/STRIKE tactics, DACT, ECM training. Flew 74.2 hours and 34 sorties.

Logged

Subj: COMMAND HISTORY

(7) Deployed to Coronet Sentry, Tinker AFB, OK, from 14 - 22 October 1992 with 2 (2) aircraft, 13 aircrew for CAP/Strike tactics, DACT, ECM, and aerial refueling. Flew 23.3 hours and 10 sorties.

(8) Deployed to Naval Air Station, Oceana, VA from 12 - 21 November 1992 with eight (8) aircraft, 28 aircrew and 76 support personnel for Carrier Qualifications/Refresher Training onboard USS DWIGHT D EISHENHOWER (CVN-69). Flew 125.0 hours and 66 sorties.

L. M. Muczynski

L. M. MUCZYNSKI

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

IN REPLY REFER TO

1570
Ser 20/061
13 Mar 92

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

Subj: END OF ACTION REPORT FOR CARRIER QUALIFICATIONS ABOARD USS KENNEDY 25 FEBRUARY 1992 - 3 MARCH 1992

Ref: COMCVWRINST 3500.4B

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

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

2. VF-201 deployed to NAS Oceana with eight (8) aircraft on 25 February 1992 for carrier qualifications aboard the USS John F. Kennedy. The advance party to the ship deployed from 24 February 1992 to 3 March 1992 and consisted of 24 enlisted personnel and two officers. Aircrew, consisting of 13 pilots and twelve RIOS, with a additional 77 enlisted personnel arrived at NAS Oceana on 25 February for FCLP and ACLS training. Actual carrier qualifications were conducted in the Jacksonville warning area on 29 February and 1 March in which all fourteen aircrew were qualified. Support from NAS Oceana and the USS Kennedy was nothing less than outstanding. They are true professionals.

3. Lessons Learned:

a. Operations.

(1) This was one of the most successful CQ detachments in recent history for the 'Hunters'. In three one hour blocks spread over two days, we were able to qualify fourteen aircrew. We did it safely, professionally and expeditiously.

(2) The formula for success is simply stated; a sound game plan, stick to your game plan and do as much advance liaison as possible to ensure operational commitments are met. Sending the Operations officer and the boat OINC to the presail conference is still a must. The personal contacts only increased the cooperation between the boat and us. We knew what to expect from the ship and they knew what to expect from us. There were no surprises and it was easy to follow the schedule.

(3) Communication is always important and the introduction of MARSAT has made it easy. Daily ship to shore communication was simple, easy to use and prevented any misunderstandings, thus allowing the "Hunters" to adapt to changes to the air plan.

(4) With the CV working so far from NAS Oceana, there were no cods from the Norfolk area. This made the placement of switch crews on the the CV nearly impossible other than the LSO who walked on and walked off. This made it imperative that we had all eight non-delaminated aircraft available to work our 14 pilots. Due to a one day delay in the ship's departure from Norfolk, and combined with our last place on the Airlant priority list, we were in jeopardy of not being able to get the deck time to finish. The only thing that would make the CQ work, is having <u>every</u> aircraft in the overhead pattern at every opportunity. This is exactly what the maintenance department provided. As a direct result of an outstanding maintenance department, out of eight available aircraft, all eight flew off to NAS Oceana. All eight aircraft remained full systems capable for the entire detachment and the Hunters were able to check in with marshall with all eight aircraft on the first day. This was the key to a successful and painless detachment.

b. Administration.

(1) Berthing at Dam Neck and NAS Oceana worked out very well. Transportation was not a problem and the facilities are excellent.

(2) Advance liaison paid off again by ensuring billeting, transportation and detachment spaces were all arranged and coordinated prior to arrival. Transportation to and from the CV could have been a problem, but it was not. Norfolk provided bus service and a stake bed truck to carry the crew and pack up to the CV. In fact, the C-9 pallet and pack up remained as a unit and was craned on and off the boat which made the evolution painless and quick. In fact, we were the only squadron to palletize our pack up which meant that we were the first to offload even though we had last priority to use the conveyer.

c. Safety.

(1) All aircraft were fully prepared for the evolution as were all hands. Despite the fact of operating in an inherently unsafe environment, there were no FOD's, mishaps or personal injuries. Preparation and training were keystones to this success. Because of the make-up of the CV detachment personnel (only 1/2 had experience on a flight deck), training was intensive before the det. During the det, we familiarized all hands by a combination of watching flight ops from vultures row and assigning a buddy system to observe on deck when FRS

Subj: END OF ACTION REPORT FOR CARRIER QUALIFICATIONS ABOARD USS KENNEDY 25 FEBRUARY 1992 - 3 MARCH 1992

F-14's worked before us. We also had a daily all hands meeting to discuss "lessons learned" from observations made that day. The result was a safe and effective CQ.

C. E. HENRY
By direction

## OPERATIONAL DATA

1. Site of deployment: NAS Oceana/USS JOHN F. KENNEDY

2. Dates of deployment: 25 February - 3 March 1992

3. Hosting agency: FITWING ONE/VF-84/USS JOHN F. KENNEDY

4. Reason for deployment: Carrier Qualification

5. Services offered/received: FITWING Hosting, FCLP periods, simulators/VF-84 hosted the maintenance department, OLF Fentress was scheduled for two days, 2F95 simulators were utilized for carrier training, NATOPS and annual spin training.

6. Name of exercise: N/A

7. Sorties - Enroute/return: (D/N) 16/0, 14/3
   Hours - Enroute/return: (D/N) 30.0/, 27.5/6.5
   Sorties on site: (D/N) 40/2
   Hours on site: (D/N) 7.5/3.0

8. Carrier Touch and Go's (D/N): 28/0
   Carrier Landings (D/N): 44/0

9. Ordnance Scheduled/expended: N/A

10. Compex events completed: N/A

11. 3500.5 syllabus missions completed - (Mission/Number)

| | | |
|---|---|---|
| F-28 | SSC | 28 |
| F-39 | NATOPS | 6 |
| F-40 | INST | 2 |
| F-41 | ACLS | 28 |
| F-42 | FCLP | 28 |
| F-43 | CQ | 28 |

## TAD DATA

1. Total FY TAD authorization: $136,000
   Total TAD deployment cost: $14,897
   FY TAD remaining: $92,681.62

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

   a. Officer

      (1) Number: 6
      (2) Days: 48
      (3) Cost: 2160

   b. Enlisted

      (1) Number: 77
      (2) Days: 616
      (3) Cost: 11,217

3. Transportation

   a. Commercial Air (Number/Cost) 0

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

4. Miscellaneous

   a. Rental Cars (Number/Number of days/Cost) 5/40/$1520

   b. Other expenditures to include money spent for squadron movement not contained in individual orders, i.e., buses, truck, etc. N/A

## SELECTED RESERVE DATA

1. Total Selected Reserve Onboard

Officer (Allowance/Onboard/Participating) 33/32/18
Enlisted (Allowance/Onboard/Participating) 135/114/3

2. **Selected Reserve Participation**

a. **Annual Training (AT)**

(1) Officer: 0
(2) Enlisted: 1

b. **Special Active Duty**

(1) Officer: 18
(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 SUMMARY

1. Advance liaison:

a. Deployment support message sent to VF-84 and FITWING ONE detailing anticipated maintenance support items. Telephone contact with supporting squadron prior to movement. LOI prepared and forwarded to supporting squadron.

2. AIMD capability:

a. AIMD fully capable of supporting F-14A aircraft and all related equipment.

3. Support equipment availability:

a. All required IMRL support equipment were included in pack-up. Yellow gear was readily available from the base. Fuel farm was very uncooperative, defuel trucks not available or slow to respond.

4. Pack up shortfalls:

a. Limited home base pack up required. Ready access to Oceana "W" purpose limited the need for extensive pack up.

5. Pack up usage summary:

a. Summary will be submitted on 16 March 1992.

6. ADP facilities:

a. All maintenance data was returned to NAS Dallas for normal processing.

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

IN REPLY REFER TO

1570
Ser 20/087
9 Apr 92

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

Subj: END OF ACTION REPORT FOR FFARP KEY WEST 26 MARCH 1992 - 3 APRIL 1992

Ref: 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 with eight (8) aircraft on 26 March 1992 for FFARP with VF-43. In 10 days, the "Hunters" flew 93 sorties (95% completion rate), 125.3 hours, compexed 64 separate events and received six hours of VF-43 lecture support. Aircrew, consisting of 14 pilots and 16 RIO's, completed a one week FFARP. Aircraft arrived at NAS Key West on 26 March 1992 with the remaining officers and 86 enlisted personnel arriving by airlift on 27 March 1992. All flights were conducted in the W-174 area. Aircrew flew every day with every mission recorded on the TACTS range.

3. Lessons Learned:

a. Operations

(1) The "Hunters" proved once again that they can put aircraft in the air, safely and efficiently, even after a short turn around cycle at NAS Dallas and produce professional results without breaking stride. Having just completed a successful CQ detachment, the squadron switched gears and focused our attention on tactics and preparation for Annual Training (AT). In three short weeks, the squadron prepared for a FFARP which would allow each aircrew to Compex in ACM and receive some classroom training on advanced tactics. This in turn would better prepare the aircrew for AT and allow us to hit the deck running at Fallon.

(2) Maintenance came through with all eight (8) aircraft which supported a daily schedule of 6 turn 6 turn 4. The "Hunters" accomplished more in one week than most squadrons do in two. With the support of CVWR-20 and COMNAVAIRESFOR, VF-43 provided us with F-16 and F-5 adversary. The change in plan from VF-45 to act as adversary came about when VF-101 tasked VF-45 to

support them in an "add on" week of training at Key West. Even though scheduled by the Key West and adversary authority months in advance, our "Reserve" priority forced us to cancel a week of training and to seek our own adversary. Fortunately, VF-43 came through at the relatively modest price of paying per diem for 8 of their aircrew. The total cost to VF-201 for their officer per diem came to $2,880, well worth the money spent, considering the training we received.

(3) The NAS Key West TACTS range was kept open over the weekend with the help of CVWR-20 and this enabled the squadron to fly an additional 24 sorties. Hops were structured to provide one 2V2 and one 2VX compex practices and two compex flights against category 2, 3 and 4 aircraft threats. Aircrew overlapped briefs to cover contingencies.

(4) Advance liaison with VF-43 and NAS Key West proved to be the key to a successful detachment.

(5) Enough can not be said of the professionalism VF-43 exhibited and the tremendous support we received from them. Not only did they fly a 5 turn 5 turn 5 each day and RTO each event, but they also provided lectures in the evenings after flight ops dealing with "The Threat", "Section Tactics" and "Strike Tactics". Lessons learned and the lectures will undoubtedly help in our preparation for Annual Training.

b. Administration

(1) Berthing at Boca Chica worked out well. Transportation was provided to and from town and the facilities were adequate. The BEQ was particularly helpful and went so far as to provide advance check in and room assignments by meeting the airlift at base operations. This was the case for both the advance party and the main body.

(2) Advance liaison paid off again by ensuring all billeting and transportation was arranged prior to the squadron's arrival. Two vehicles were pre-positioned at base ops waiting for the arrival of the advance det.

c. Safety

(1) Preparation and training once again proved to be an essential ingredient for a safe and mishap free detachment. VF-201 flew an intensive ACM training program and did so without mishap. In addition, there were no FOD's or injuries.

(2) The command's professional attitude and awareness

that safe operations are a cornerstone of combat readiness has enabled this squadron to build on its impressive safety record.

J. V. MARTONE
By direction

## OPERATIONAL DATA

1. Site of deployment: NAS Key West

2. Dates of deployment: 26 March - 3 April 1992

3. Hosting agency: NAS Key West

4. Reason for deployment: FFARP

5. Services offered/received: W-174 OP area, TACTS, VF-45 spaces, Hot Pad, VF-43 Adversary Support.

6. Name of exercise: N/A

7. Sorties - Enroute/return: (D/N) 6,2/14.4
   Hours - Enroute/return: (D/N) 14.9,4.9/32.3,4.0
   Sorties on site: (D/N) 67/0
   Hours on site: (D/N) 69.7/0

8. Carrier Touch and Go's (D/N): N/A
   Carrier Landings (D/N): N/A

9. Ordnance Scheduled/expended: 1200 Flares, 1200 Chaff/1143 Flares, 893 Chaff

10. Compex events completed: 64 Compex completed and will be submitted by Sepcor

11. 3500.5 syllabus missions completed - (Mission/Number)

| | | |
|---|---|---|
| F-01 | 1V1 | 32 |
| F-02 | 2V2 | 64 |
| F-03 | 2VX | 64 |
| F-05 | 2VX | 64 |
| F-11 | FFARP | 32 |
| F-21 | MAS 1 | 32 |
| F-22 | MAS 2 | 32 |
| F-23 | MAS 3 | 32 |
| F-24 | MAS 4 | 32 |
| F-28 | SSC 1 | 32 |
| F-40 | INST | 2 |
| F-41 | ACLS | 2 |

## TAD DATA

1. Total FY TAD authorization: $136,000
   Total TAD deployment cost: $28,470
   FY TAD remaining: $69,600.07

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

   a. Officer

      (1) Number: 15*
      (2) Days: 120
      (3) Cost: 5,040

   b. Enlisted

      (1) Number: 81
      (2) Days: 682
      (3) Cost: 20,440

3. Transportation

   a. Commercial Air (Number/Cost) 5/1470

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

4. Miscellaneous

   a. Rental Cars (Number/Number of days/Cost) 5/40/$1520

   b. Other expenditures to include money spent for squadron movement not contained in individual orders, i.e., buses, truck, etc. N/A

* Includes 8 VF-43 officers

## SELECTED RESERVE DATA

1. Total Selected Reserve Onboard

Officer (Allowance/Onboard/Participating) 33/32/23
Enlisted (Allowance/Onboard/Participating) 135/11/4

2. Selected Reserve Participation

a. Annual Training (AT)

(1) Officer: 1
(2) Enlisted: 2

b. Special Active Duty

(1) Officer: 21
(2) Enlisted: 2

c. Inactive Duty Training Travel (IDTT)

(1) Officer: 2
(2) Enlisted: 0

d. Drills Utilized

(1) Officer: 18
(2) Enlisted: 0

## MAINTENANCE SUMMARY

1. Advance liaison:

   a. Deployment support message sent to NAS Key West.

   b. Pre-det visit to all key players prior to det.

2. AIMD not capable of supporting F-14A aircraft.

3. Support equipment availability:

   a. All required IMRL support equipment were included in pack-up. Yellow gear was readily available from the base. Fuel farm was cooperative.

4. Pack-up shortfalls:

   a. Full home base pack up required. No "W" purpose parts available for F-14A at NAS Key West Supply Department. Had to get parts from Oceana, Dallas and VF-101. It required days to obtain parts by "Quick Trans", overnight express, and other special logistics flights.

5. Pack up usage summary:

   a. See attached memo.

6. ADP facilities:

   a. All maintenance data was returned to NAS Dallas for normal processing.

7. Station Weapons was particularly helpful in issuing chaff and flares and CAD's as required.

8. Sent AK2 supply expediter to NAS Oceana. This provided fast turn around on repairables sent by quicktrans or F-14 logistics run.

Pink File

1571
Ser 10/114
14 May 92

From: Commanding Officer, Fighter Squadron TWO ZERO ONE
To: Commander, Carrier Air Wing Reserve 20

Subj: END OF ACTION REPORT FOR ANNUAL TRAINING 01 - 16 MAY 92

Ref: COMCVWR-20INST 3500.4B

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

1. The fighting 'HUNTERS' are most proud of their record of achievement during Annual Training 92 and accordingly, enclosures (1) through (4) are submitted, in accordance with reference (a).

2. VF-201 deployed to NAS Fallon with eight (8) aircraft on 01 May 1992 for Annual Training. In nine (9) days the 'HUNTERS' flew 120 sorties (96% sortie completion rate), 182.5 hours and compexed 27 events scoring a Battle 'E' in air to ground guns and on the EW Range. The aircrew consisted of 14 pilots and 15 RIO's. Seven aircrew and one Intelligence Officer arrived on 28 April for a three day SLATS course at NSWC. All flights were conducted in the NAS Fallon operating area.

3. Lessons Learned:

a. Operations

(1) The 'HUNTERS' have once again, proven that they can come back from a det, turn around quickly and efficiently, and still produce professional results. After completing a successful FFARP detachment, the squadron prepared it's aircraft for two weeks of Annual Training at NAS Fallon. In three weeks, the 'HUNTERS' concentrated on grooming aircraft and ensuring all phase inspections were completed so as not to interfere with the daily operation schedule.

(2) Maintenance came through with eight (8) aircraft which enabled Ops to maintain an aggressive tempo, including 7 plane launches. In order to meet the heavy operational tasking, it was imperative that seven aircraft remained up at all times and that the limited number of aircrew be as flexible as possible in order to meet all commitments. This was done in a most impressive manner and the entire squadron rallied together and produced the most successful Annual Training this squadron has ever seen since transiting to the F-14. The operations schedule was met, but only because of the hussle and determination of every individual in the command starting with maintenance which took pride of ownership just one step further.

(3) NAS Fallon and NSWC were both accommodating and professional at all times. Close coordination with CVWR-20 Staff prevented any problems from arising. The overall air plan was well thought out and did not over task the squadron. Although, the emphasis was placed on the ITP and ATP events, more attention could have been given to the 3500 training matrix in order to compete more of the training required. A lack of EW tankers and range times prevented some training quals.

(4) One problem area was that aircraft were not configured to maximize training. We continued to loose valuable training due to a short supply of HUD cameras, LAU-7's to carry both TACTS pods and AIM-9's, TCS's, and ASW 27c's.

(5) Each squadron should bring all the materials necessary to organize and plan a strike event including any and all materials necessary to present a proper brief. NSWC ran out of supplies rather quickly. It would be nice if the airwing would stipulate the number and type of brief cards and overlays so as to standardize the entire airwing. Each brief had a different set of kneeboard cards and this led to some of the confusion.

(6) The A and B teams for the ITP events should work more closely together. This would get more people into the mechanics of strike planning and allow the possibility of flying on a planning day.

(7) We are all aware of PID consideration but it needs to be addressed positively by instructions rather than asking rhetorical questions in the debrief. NSWC and NFWS need to make a list of PID requirements that are standardized and reduced to a matrix that could be put on a kneeboard card.

b. Administration

(1) Berthing at NAS Fallon worked out well. The advance liaison and work that CAG staff provided helped the entire detachment run efficiently with very few difficulties. Transportation was not a problem since most of the facilities were within walking distance.

c. Safety

(1) Preparation, training and aggressive supervision once again proved to be an essential ingredient for a safe and mishap free detachment. VF-201 flew an intensive flight schedule and did so without a FOD, injury to personnel or any mishaps. The command's attitude and the overall awareness of safety as the cornerstone of combat readiness has enabled this squadron to maintain an impeccable safety record.

Subj: END OF ACTION REPORT FOR ANNUAL TRAINING 01 - 16 MAY 08

d. Maintenance

(1) Only two of our three pack-up pallets arrived on schedule. Fortunately our pallets were "prioritized" but we lost the use of one A/C for a day and a half due to the late arrival.

(2) Ordnance arm and dearm procedures were a little confusing initiaially. We also lost some sorties due to weather because of the inability to arm during Thunder Condition I.

R. M. MACKLIN

OPERATIONAL DATA

1. Site of deployment: NAS Fallon, NV

2. Date (s) of deployment: 1-15 May 1992

3. Hosting agency: NSWC/NAS Fallon

4. Reason for deployment: Annual Training

5. Services offered/received: NAS Fallon training area, TACTS, VFA-127 support and NSWC.

6. Name of exercise: N/A

7. Sorties -Enroute/return: (D/N): 12,(4)/ (16(0)
Hours -Enroute/return: (D/N): 29.2,3.4/ (48(0)
Sorties on site: (D/N) 96/24
Hours on site: (D/N) 141.3/41.2

8. Carrier Touch and Go's (D/N): N/A
Carrier Landings (D/N): N/A

9. Ordnance Scheduled/Expended: 20 MM - 5,000/2491
CHAFF - 3,900/1961

10. Compex events completed:

| AIRCREW | EVENT | E/O/NO | DATE | UMPIRE |
|---|---|---|---|---|
| LT SUMMERS | AAW-1-A | E | 13 MAY | CVWR-20 |
| LT JOHNSON | AAW-1-A | E | 13 MAY | CVWR-20 |
| CDR MUCZYNSKI | AAW-1-A | E | 11 MAY | CVWR-20 |
| LT CARROLL | AAW-1-A | E | 11 MAY | CVWR-20 |
| LCDR BRADY | AAW-1-A | E | 11 MAY | CVWR-20 |
| LT JANTZEN | AAW-1-A | E | 11 MAY | CVWR-20 |
| LCDR SIMPSON | AAW-1-A | E | 11 MAY | CVWR-20 |
| LCDR FOSTER | AAW-1-A | E | 11 MAY | CVWR-20 |
| LT LYLE | AAW-1-A | E | 12 MAY | CVWR-20 |
| LCDR DODSON | AAW-1-A | E | 13 MAY | CVWR-20 |
| LCDR SEGARS | AAW-1-A | E | 13 MAY | CVWR-20 |
| CDR MUCZYNSKI | ELW-8-A | E | 12 MAY | CVWR-20 |
| LT LYLE | ELW-8-A | E | 12 MAY | CVWR-20 |
| LCDR BRADY | ELW-8-A | E | 12 MAY | CVWR-20 |
| LT JANTZEN | ELW-8-A | E | 12 MAY | CVWR-20 |
| LT SUMMERS | ELW-8-A | E | 13 MAY | CVWR-20 |
| LT JOHNSON | ELW-8-A | E | 13 MAY | CVWR-20 |
| LCDR BROWN | ELW-8-A | E | 13 MAY | CVWR-20 |
| LCDR SHEELY | ELW-8-A | E | 13 MAY | CVWR-20 |
| CDR MACKLIN | ELW-8-A | E | 11 MAY | CVWR-20 |
| LCDR KAIN | ELW-8-A | E | 11 MAY | CVWR-20 |
| LCDR SEGARS | ELW-8-A | E | 11 MAY | CVWR-20 |
| LCDR HENRY | ELW-8-A | E | 11 MAY | CVWR-20 |
| CDR MARTONE | ELW-8-A | E | 11 MAY | CVWR-20 |
| LCDR TUOHY | ELW-8-A | E | 11 MAY | CVWR-20 |
| LT BOYD | ELW-8-A | E | 11 MAY | CVWR-20 |
| LCDR HOENNIGER | ELW-8-A | E | 11 MAY | CVWR-20 |

11. 3500.5 syllabus missions completed - (Mission/Number)

| | | | | | |
|---|---|---|---|---|---|
| F-01 | ACM1 | - 58 | F-10 | CAPS | - 68 |
| F-02 | ACM2 | - 50 | F-12 | L/L | - 68 |
| F-03 | CAP1 | - 62 | F-13 | STRK | - 128 |
| F-04 | CAP2 | - 62 | F-19 | AGG1 | - 18 |
| F-05 | CAP3 | - 64 | F-20 | SAR/CAS | - 16 |
| F-06 | CAP4 | - 68 | F-26 | FAST | - 86 |
| F-07 | CAP5 | - 62 | F-27 | OPSEC | - 122 |
| F-08 | CAP6 | - 62 | F-37 | AR1 | - 48 |
| F-09 | CAP7 | - 68 | F-38 | AR2 | - 24 |

TAD DATA

TAD DATA

1. Total FY TAD authorization: 136,000

   Total TAD deployment cost: 39,880

   FY TAD remaining: 22,000

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

   a. Officer

      (1) Number: 7

      (2) Days: 105

      (3) Cost: $4200

   b. Enlisted

      (1) Number: 109

      (2) Days: 1635

      (3) Cost: $32,700

3. Transportation

   a. Commercial Air (Number/Cost): 1/$305.00 (Emergency Leave)

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

4. Miscellaneous

   a. Rental Cars (Number/Number of days/Cost): 5/14/$2980.00

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

## SELECTED RESERVE DATA

1. **Total Selected Reserve Onboard**

   Officer (Allowance/Onboard/Participating): 33/32/28

   Enlisted (Allowance/Onboard/Participating): 135/116/66

2. **Selected Reserve Participation**

   a. Annual Training (AT)

      (1) Officer: 28

      (2) Enlisted: 66

   b. Special Active Duty

      (1) Officer: 0

      (2) Enlisted: 0

   c. Inactive Duty Training Travel (IDTT)

      (1) Officer: 7

      (2) Enlisted: 0

   d. Drills Utilized

      (1) Officer: 32

      (2) Enlisted: 0

## MAINTENANCE/ORDNANCE SUMMARY

1. All advance liaison performed through CVWR-20 representative. All aspects of maintenance support were well planned and coordinated.

2. No on site AIMD capability to support F-14A type aircraft. Tire and wheel buildup capability provided by squadron TAD personnel. Minimal miscellaneous support in the form of special tools, sheet metal stock and fittings/hardware. AIMD detachment at NAS Miramar provided adequate support for repair and returnable. Authorized delay turn ins, quick induction of repairables and access to "W" purpose stock was all very helpful. Eighteen oil samples were submitted to NAS Lemoore and no results were returned as of 13 May.

3. No on site IMRL support for F-14A type aircraft. Required IMRL items brought from home base. Excellent ground support equipment capability, both in quantity and quality. CAG SE personnel very helpful and cooperative. Good support from fuel farm in the form of fuel trucks.

4. None noted.

5. Parts used from main pack up include:

| | | |
|---|---|---|
| ACUATOR | 6615-01-110-0735 | A51A9001-25 |
| SIGNAL CONV. | 6680-00-161-8570 | A51A9009-7 |
| ENG. STARTER | 2995-01-003-7291 | ATA100-394 |
| CSDC | 1650-01-124-9243 | A51A9146-1 |
| ANT. CONT. | 1430-01-017-5299 | 481081-160 |
| CSDC | 1650-01-124-9243 | A51A9146-1 |
| POWER SUPPLY | 7430-00-121-7359 | 481462-155 |
| RUDDER PACK | 1650-01-089-6812 | A51N9004-9 |
| RADAR REC. | 5841-00-142-5512 | 481022-156 |
| ANTI-SKID CONT. | 1630-00-253-1822 | A51B9104-23 |
| REC/TRANS | 5821-01-020-8384 | 622-1366-001 |
| IFU | 1430-00-121-7299 | 481461-160 |
| CONV/SIG | 1430-01-013-8638 | 481083-155 |
| GRYO | 6615-00-159-2298 | MILC384-18 |
| POWER SUPPLY | 1430-01-086-7689 | 481610-151 |
| SIGNAL PROC. | 1430-00-123-6781 | 481039-156 |
| TACTICAL DISPLAY | 1430-01-157-4937 | 481580-170 |
| POWER SUPPLY | 1430-01-013-8638 | 481083-155 |
| POWER SUPPLY | 1430-01-013-8638 | 481083-155 |
| TACAN | 1430-00-168-8769 | 8010000183-1 |
| ANTI-COLL. LT | 6220-01-010-6906 | 30-1072-1 |
| POWER SUPPLY | 6130-01-250-9284 | 481730-168 |
| RMO | 1430-00-122-8112 | 481001-155 |
| DDD | 1430-01-128-2654 | 481541-168 |
| CONVERTER | 5895-01-031-3664 | 20002149 |
| ANT. CONTROLLER | 1430-01-017-5299 | 481081-160 |

6. All maintenance data source documents were express mailed daily to NAS Dallas for normal processing.

ORDNANCE SUMMARY

1. Good support with requested support items. Good coordination liaison through CVWR-20.

2. Good support from station and AIMD. AIMD provided ammo conveyor when squadron conveyor became inoperative.

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

IN REPLY REFER TO

1570
Ser 20/170
31 Jul 92

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

Subj: END OF ACTION REPORT FOR CFB COLD LAKE 18 - JULY 1992

Ref: 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, Canada on 18-26 July with (6) F-14's, 22 aircrew and 82 support personnel. This out-of-country detachment, a mobilization effort for VF-201, was a resounding success from the perspective of training and joint forces operations. The HUNTERS flew 83.7 total hours during the detachment with an impressive 96.5% sortie completion rate.

3. Lessons Learned.

a. Operations and Safety

(1) The ACM Ranges at Cold Lake are extensive in size, measuring roughly 120 NM East/West by 90NM North/South. Their position over sparsely populated Northern Canada makes supersonic flight from the surface to infinity, a reality. Portions of the Range are TACTS monitored. The Range's proximity, nearly adjacent to the airfield, greatly facilitates the launch and recovery of multiple training exercises. As an additional safety benefit, CFB Cold Lake offers three runways, all equipped with arresting gear.

(2) The HUNTERS were hosted by Canada's 410 Squadron whose missions included initial qualification of aircrew in the F-18A and conducting the Fighter Weapons Instructor Course (FWIC) for squadrons throughout Canada. The FWIC syllabus depends on outside assets to provide adversary support, during its final two weeks of tactical training. These final graduation events consist of strike scenarios requiring numerous aircraft performing almost every tactical mission., VF-201 aircrew performed exclusively as air-to-air tactical adversaries during the week-long detachment. Other participating squadron were the 310th, LANTIRN A-G Squadron from Luke AFB flying F-16's, the 325th Bomb Squadron from Fairchild AFB flying B-52's, VFA-127 from NAS Fallon flying F-5E's, VFA-22 from NAS Lemoore flying F-18C's, 410 Squadron students and instructors flying F-18's and finally, one of Canada's own 707 tankers.

(3) One of the best results of VF-201 providing FWIC support was that it called for division raids by the adversaries. This dynamic training, against extremely capable opponents along with the benefit of TACTS playback, was especially valuable. Tactical control provided by Canadian GCI controllers using land-based radar added significantly to the realism of each event. These

FWIC events made up the bulk of our flights at Cold Lake and provided a rich environment for VF-201 aircrew to practice division management, comm discipline, lookout doctrine, and full utilization of the F-14's mission capabilities. The only training expected which was not realized by VF-201 was aerial refueling. This mission was promised during the planning stage by 410 Squadron, but for unexplained reasons, the 707 aircrew were unwilling to conduct aerial refueling with F-14 aircraft.

(4) There were also opportunities to work on other aircrew training, when FWIC events were not scheduled. During two such events, division sweeps were made against VFA-127 F-5E's equipped with jamming pods. Also, one of our newly assigned pilots was able to complete the in-house tactics syllabus by flying against similar and dissimilar bogies on the TACTS range. Other valuable training for eight VF-201 aircrew were F-18 backseat rides obtained from 410 Squadron Instructor pilots. These flights were very thoroughly briefed, professionally conducted, and debriefed in detail. They provided HUNTER aircrew a rare opportunity to learn firsthand about Canadian tactics and the capabilities of the F-18A.

(5) After flight hours, Cold Lake became a relatively quiet place. Because of the absence of outside distractors, the Officer's Mess and Club became a gathering point for the evening. This made for an especially captive audience during evening ACM's where the day's lessons learned could be discussed and shared. Cold Lake was especially good for allowing aircrew to concentrate on flying tactical aircraft and for promoting good wardroom camaraderie.

(6) The Canadian Air Force continues to offer a unique and worthwhile opportunity for United States forces to participate, train and share aviation experiences. The ACM Ranges and the airfield at Cold Lake are second to none. The hospitality of our Canadian hosts cannot be overstated. This may have been our best tactical training detachment to date. VF-201 looks forward to working with our Canadian allies again in the near future.

b. Maintenance.

(1) CFB Cold Lake is an outstanding work environment and the Canadians were excellent hosts during the detachment. Supply and logistics for needed parts, however, is a difficult problem. All overnight shipments to Cold Lake are delivered to Edmonton, Canada for pick-up. A round trip can take as long as seven hours for a delivery van to make. We found it important to deal directly with Customs during delivery of parts since the Cold Lake supply system can slow the process down by as much as two days. Canada would not accept funding codes as payment for next day delivery of MAFS, therefore all MAFS were processed upon return to Dallas.

(2) Although the living quarters are somewhat below standard, the messing facilities and quality of food were top notch. Box lunches can be ordered daily for the maintenance personnel and these provided more than adequate rations. All billeting and messing facilities are within walking distance of the squadron spaces and transportation was therefore not a significant problem.

Additionally, the Canadians generously provided the Maintenance Department with three vans for the entire detachment.

(3) Fuel servicing and support equipment availability were outstanding. Squadrons considering deployments to Cold Lake should make sure to bring sufficient oil and hydraulic fluid to support their entire detachment. Canadian aircraft use a different type of oil and hydraulic fluid suited for cold weather.

P. F. PAINE
By direction

## OPERATIONAL DATA

1. Site of Deployment: CFB Cold Lake, Canada.

2. Dates of Deployment: 18 - 26 July 1992.

3. Hosting Agency: 410 Squadron.

4. Reason for deployment: DACT and support for Canadian Fighter Weapons Instructor Course (FWIC).

5. Services offered: Dissimilar, real world adversary for FWIC syllabus

   Services received: DACT, Strike warfare training, ECM training.

6. Name of excersise: Fighter Weapons Instructor Course

7. Sorties: 61 (day)/3 (night)
   Hours: 90.5 (day)/3.2 (night)

8. Carrier landings/touch & goes: N/A

9. Ordnance - Scheduled: 1200 Flares & 1020 Chaff
   Expended: 1300 Flares & 240 Chaff

10. COMPEX events completed: No compex conducted due to out of the country detachment and no compex observers available.

11. 3500.5 syllabus missions completed:

| | |
|---|---|
| F01 ACM 1V1: | 18 |
| F02 ACM 2V2: | 00 |
| F03 ACM 2VX: | 20 |
| F04 CAP/ECM2 2VX (ECM): | 14 |
| F05 CAP 3 2VX: | 10 |
| F06 CAP 4 4VX: | 20 |
| F07 CAP 5 4VX (ECM): | 13 |
| F08 CAP 6 4VX (CH/FL): | 06 |
| F09 CAP/EW 7 2VX (EW): | 07 |
| F10 CAP/EW 8 4VX (EW): | 07 |
| F13 STK/EW: | 07 |
| F21 MAS/ECM 1: | 10 |
| F22 MAS/ECM 2: | 10 |
| F23 MAS/ECM 3: | 10 |
| F24 MAS/ECM 4: | 10 |
| F37 AR 1: | 04 |

## TAD DATA

1. Total FY TAD authorization: $140,000.

   Total TAD deployment cost: ~~$10,365.~~ 6,882

2. Per Diem

   a. Officer

      (1) Number: 7

      (2) Days: 8

      (3) Cost: $525.00

   b. Enlisted

      (1) Number: 80

      (2) Days: 9

      (3) Cost: $5,877.00

3. Transportation.

   a. Commercial Air: 3

   b. Private Owned Vehicles: None

4. Miscellaneous.

   a. Rental Cars: 3 cars/~~5~~ 8 days/$780.00.

   b. Other expenditures to include money spent for squadron movement not contained in individual orders.

* Three vans provided for by Cold Lake for maintenance.

## SELECTED RESERVE DATA

1. Total Selected Reserve Onboard.

Officer (Allowance/Onboard/Participating): 33/32/18.

Enlisted (Allowance/Onboard/Participating): 135/116/2.

2. Selected Reserve Participation.

a. Annual Training (AT)

(1) Officer: 0

(2) Enlisted: 1

b. Special Active Duty

(1) Officer: 18

(2) Enlisted: 1

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. Due to the difficulty of traveling outside CONUS, advance liaison with CFB Cold Lake was not performed. Some difficulties were encountered with berthing and transportation that could have been prevented if some advance liaison had been coordinated. In the future, recommend that a representative from the Command meet with the supporting activity in person prior to arrival.

2. No on site AIMD capability to support F-14A aircraft exists at Cold Lake. There is limited support in the form of special tools, sheet metal stock and fittings/hardware. All oil samples were taken and brought home for analysis.

3. No on site IMRL support for F-14A aircraft. All required IMRL items were brought from NAS Dallas. Ground support equipment and fuel farm support was excellent.

4. No shortfalls were noted even though the pack-up was limited due to funding.

5. Parts used from main pack-up include:

| Nomenclature | FSC | Time Used |
|---|---|---|
| INU | 010794218 | 1 |
| POWER SUPPLY | 001480008 | 1 |
| TACAN | 001608700 | 1 |
| IND | 004451288 | 1 |
| MAIN WHEEL | 011064000 | 1 |
| NOSE WHEEL | 001645057 | 2 |

TOTAL FUEL USED THIS DET.....$48,620.70

ORDNANCE SUMMARY

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

2. Ordnance support from CFB Cold Lake was limited to chaff and flares only. Personnel from the base went out of their way to be helpful. Spaces and facilities were small and limited to a few personnel at a time during the build-up of chaff and flare units.

1570
Ser 20/087
13 Sep 92

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

Subj: END OF ACTION REPORT FOR EGLIN AFB (ARTI) 24-28 AUGUST 1992

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 Eglin AFB on 24-28 August 1992 in support of the Automatic Radar Target Identification (ARTI) flight test program administered by 3246 Test Wing. The detachment coincided with Hurricane Andrew's movement through the gulf coast region which delayed flight operations for two days. The detachment consisted of (2) F-14's, (4) aircrew and (26) support personnel. VF-201 flew 20.7 total hours in support of ARTI during the detachment and completed all scheduled sorties.

3. Lessons Learned.

a. Operations and Safety.

(1) Participation in the ARTI test program was primarily an effort to boost the squadron's highly curtailed flight hour program and to lend support to the U. S. Air Force. The detachment was simple in concept and greatly facilitated by partial funding of flight hour costs and TAD per diem expenses. The airborne events consisted of flying specific profiles with TACTS implemented aircraft for the target identification process.

(2) No training in furtherance of the COMNAVAIRLANTINST 3500.63A training matrix was realized from the ARTI exercise itself. The positive operational and safety aspect of the exercise came simply in terms of maintaining levels of aircrew proficiency. This minimal level would not have been possible any other way given the OPTAR budget projections at the time.

R. M. MACKLIN

## OPERATIONAL DATA

1. Site of Deployment: Eglin AFB, Florida.

2. Dates of Deployment: 24 - 28 August 1992.

3. Hosting Agency: 3426 Test Wing.

4. Reason for deployment: Support for Automatic Radar Target Identification (ARTI) flight test program.

5. Services offered: Live F-14A targets for ARTI program development.
   Services received: N/A.

6. Name of exercise: Automatic Radar Target Identification (ARTI) flight test program.

7. Sorties: 9 day/0 night.
   Hours: 20.7 day/0 night.

8. Carrier landings/touch & goes: N/A

9. [illegible] N/A

10. Complex events completed: N/A

11. 3500.5 syllabus missions completed: N/A

Encl (1)

## TAD DATA

1. Total FY TAD authorization: $132,000

   Total TAD deployment cost: $0.00

   FY TAD remaining: $[illegible]0

2. Per Diem

   a. Officer

      (1) Number: [illegible]

      (2) [illegible]

      (3) [illegible]

   b. Enlisted

      (1) Number: [illegible]

      (2) Days: 0

      (3) Cost: None

   c. Transportation

      a. Commercial Airline: [illegible]

      b. Private Owned Vehicles: None

   d. Miscellaneous.

      a. Rental Cars: None

      b. Other expenditures to include money spent for [illegible] meals, orders: None

Encl (2)

## SELECTED RESERVE DATA

1. Total Selected Reserve Onboard.

   Officer (Allowance/Onboard/Participating): 33/32/4

   Enlisted (Allowance/Onboard/Participating): 135/113/0

2. Selected Reserve Participation.

   a. Annual Training (AT)

      (1) Officer: 0

      (2) Enlisted: 0

   b. Special Active Duty

      (1) Officer: 4

      (2) Enlisted: 4

   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. The detachment to Eglin AFB was completed with few difficulties and all berthing and transportation requirements were coordinated well in advance.

2. No on site AIMD capability to support F-14A aircraft exists at Eglin AFB. There is some support in the form of special tools, sheet metal stock and fittings/hardware. All oil samples were transported to NAS Dallas for analysis.

3. No on site IMRL support for F-14's exists at EGLIN AFB. All required IMRL items were brought on the detachment from NAS Dallas. Ground support equipment availability and fuel farm support were excellent.

4. The Squadron decided not to include a supply pack-up due to the close proximity of Eglin AFB to NAS Dallas. Both aircraft remained fully mission capable the entire week with no requirement for parts.

### ORDNANCE SUMMARY

1. Squadron support through station ordnance was not required. Ordnance was not used except for the loading of two TACTS Pods on each aircraft.

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

IN REPLY REFER TO

1570
Ser 20/214
20 Oct 92

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

Subj: END OF ACTION REPORT FOR PECOS THUNDER 6-8 OCTOBER 1992

Ref: (a) COMCVWR-20INST 3500.4B

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

| C | CODES | INT |
|---|---|---|
| | 30 | |
| | 301 | |
| | 302 | |
| | 303 | |
| | 304 | |
| | 3041 | |
| | 305 | |
| | 306 | |
| | 307 | |
| | 3071 | |
| | 3072 | |
| | 308 | |
| | 309 | |
| | 31 | |
| | 311 | |

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

2. VF-201 deployed to Cannon AFB 6-8 October, 1992 in support of USAF exercise Pecos Thunder administered by the 27th Fighter Wing. The detachment consisted of 4 F-14 aircraft, 8 aircrew and 44 enlisted support personnel. VF-201 acted as the Red Air Coordinator for all Pecos Thunder events providing plans for all participating F-14's, F-4's and AT-38's. The operational schedule consisted of two strikes per day and incorporated two sections of VF-201 Tomcats in each mission.

3. Lessons Learned.

a. Operations.

Pecos Thunder provided a timely requalification for VF-201 aircrew in the areas of strike planning and execution, CAP/STRIKE tactics, DACT, ECM training, and aerial refueling. Weather for the exercise was consistently VFR which enhanced the training by allowing full implementation of strike plans. The training received and interaction with U.S. Air Forces was absolutely top-rate. Blue Forces were represented by F-15's, F-16's, F-111's, EF-111's, and an EC-130 for jamming. The Hunters completed 22 of 24 scheduled sorties during Pecos Thunder with the two lost sorties a result of minor damage incurred during an aerial refueling incident.

b. Administration.

The exercise went as expected with all participating personnel residing in on-base accommodations. The U.S. Air Force was helpful in providing several vehicles for the squadron's use which lessened our requirement for rental vehicles.

c. Safety.

The only safety-related incident, air or ground, occurred during aerial refueling with the USAF KC-135. A description of this incident follows:

KC-135 tanking was thoroughly briefed and the USAF video tape was viewed by all aircrew before the exercise. The refueling probe doors on the aircraft were removed in anticipation of tanking from the KC-135 hard basket. The refueling track was oriented east-west, a factor in this incident.

After the F-14's joined on the KC-135, tanking was commenced. Due to the orientation of the refueling track, the pilot was blinded by the sun and was unable to retain good visual reference with the tanker and basket. He inadvertently disengaged from the drogue with a significant downward motion. This action combined with the relative inflexibility of the KC-135 drogue developed sufficient force to bend the F-14 probe upward slightly. The aircrew elected to leave the probe extended and returned to Cannon AFB without further damage to the aircraft. As an after-action item with the U. S. Air Force, it was suggested that refueling tracks not be oriented into the sun when tanking aircraft if possible.

L. M. Muczynski

L. M. MUCZYNSKI

## OPERATIONAL DATA

1. Site of Deployment: Cannon AFB, New Mexico.

2. Dates of Deployment: 6-8 October 1992.

3. Hosting Agency: 27th Fighter Wing.

4. Reason for deployment: Aircrew DACT and participation in a large joint exercise involving overland strikes.

5. Services offered: Red Air support for Pecos Thunder exercise.
   Services received: DACT, composite force training, CAP/STRIKE missions in an ECM environment, and aerial refueling with USAF assets.

6. Name of exercise: Pecos Thunder 93-1.

7. Sorties enroute/return: 12
   Hours enroute/return: 19.1
   Sorties on site: 22 day/Ø night
   Hours on site: 55.1 day/Ø night

8. Carrier landings/touch & goes: N/A

9. Ordnance - Scheduled: 8ØØ rounds chaff
   Expended: 798 rounds chaff

1Ø. COMPEX events completed: N/A

11. 35ØØ.5 syllabus missions completed:

| AIRCREW | TRNG CODE | REQUIREMENT TO QUAL |
|---|---|---|
| (8) | FO1 | 2 X (ONE VS ONE ACM) |
| (9) | FO2 | 1 X (TWO VS TWO ACM) |
| (8) | FØ3 | 2 X (TWO VS UNKNOWN) |
| (8) | FØ4 | 2 X (TWO VS UNKNOWN WITH ECM) |
| (8) | FO5 | 2 X (TWO VS UNKNOWN FWD QTR THREAT) |
| (8) | FO6 | 2 X (FOUR VS UNKNOWN) |
| (8) | FO7 | 2 X (FOUR VS UNKNOWN WITH ECM) |
| (8) | FO8 | 2 X (FOUR VS UNKNOWN FWD QUARTER) |
| (9) | F13 | 1 X (OPPOSED OVERLAND STRIKE) |
| (9) | F21 | 1 X (RADAR VS SUBSONIC DECEPTION) |
| (9) | F37 | 1 X (SIX DAY PLUGS) |

**TAD DATA**

1. Total FY TAD authorization: $120,000

   Total TAD deployment cost: $3,920

   FY TAD remaining: $116,080

2. Per Diem.

   a. Officer

      (1) Number: 2

      (2) Days: 8

      (3) Cost: $320

   b. Enlisted

      (1) Number: 40

      (2) Days: 4

      (3) Cost: $3200

3. Transportation.

   a. Commercial Air: None

   b. Private Owned Vehicles: None

4. Miscellaneous.

   a. Rental Cars: 2/4/$400

   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): 32/30/6

   Enlisted (Allowance/Onboard/Participating): 135/117/Ø

2. Selected Reserve Participation.

   a. Annual Training (AT)

      (1) Officer: Ø

      (2) Enlisted: Ø

   b. Special Active Duty

      (1) Officer: 6

      (2) Enlisted: Ø

   c. Inactive Duty Training Travel (IDTT)

      (1) Officer: Ø

      (2) Enlisted: Ø

   d. Drills Utilized

      (1) Officer: Ø

      (2) Enlisted: Ø

## MAINTENANCE/ORDNANCE SUMMARY

### MAINTENANCE SUMMARY

1. The 524TH TFS provided outstanding maintenance support to VF-201. Additionally, they provided the Squadron with 2 fourteen passenger vans, 1 step van, and 2 pick-ups.

2. Support Equipment except for one tripod jack was readily available and other necessary maintenance requirements were provided immediately upon request. All equipment was in excellent working condition.

3. Working spaces were adjacent to the aircraft and allowed easy access to all necessary equipment.

4. The following list contains repairables requisitioned during the detachment:

| NOMENCLATURE | NIIN | TIMES USED |
|---|---|---|
| CADC | 01-019-9233 | 1 |
| CSDC | 01-124-9243 | 1 |

### ORDNANCE SUMMARY

1. Squadron support through station ordnance was not required. Chaff was the only ordnance expended during the exercise with CATM-9 missiles carried for all events.

DEPARTMENT OF THE NAVY

FIGHTER SQUADRON [illegible] ONE

NAVAL AIR STATION

DALLAS, TX 75211-9511

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

Subj: END OF ACTION REPORT FOR CORONET SENTRY 14-22 OCTOBER 1992

Ref: (a) COMCVWR-20INST 3500.4B

Encl: (1) Operational Data

1. Per reference (a), enclosure (1) is submitted. No other enclosures from reference (a) were used since this exercise did not involve detachment from NAS Dallas.

2. The Coronet Sentry 93-1 Exercise was organized by the USAF 552d Air Control Wing based at Tinker AFB. The Hunters participated in the exercise by flying all sorties from NAS Dallas to the Coronet Sentry MOA located in Oklahoma and Arkansas. A Squadron representative was present at Tinker AFB during the exercise to attend briefings and pass information to VF-201 and VF-202 aircrew. The liaison effort required 9 days of ADT and a rental car for 3 days.

VF-201 flew a section of F-14's in one Coronet Sentry event each day. A total of 10 sorties and 23.3 hours were flown in the exercise. It provided requalification of thirteen VF-201 aircrew in the areas of CAP/Strike tactics, DACT, ECM, and aerial refueling. One advantage gained by flying all events from NAS Dallas was that it offered the training to aircrew who were available to drill only one day.

Coronet Sentry offered VF-201 aircrew an outstanding opportunity for joint forces training. The scenarios had the Hunters primarily flying migsweeps. The threat usually consisted of composite force strikers flying F-15E's, F-16's, and EA-6B's. Additionally, separate USAF AWACS provided control for both Red and Blue forces. Each event involved at least one rendezvous between VF-201 Tomcats and a USAF KC-10 with unlimited fuel made available. The Coronet Sentry exercise, in general, provided the Squadron with cost-effective and extremely high quality training

[illegible]
[illegible]

[illegible]

2. Dates of deployment: [illegible]

3. Hosting agency: USAF 552d Air Control Wing.

4. Reason for deployment: Assess DACT and participation in a large joint exercise involving overland strikes.

5. Services offered: Red Air support for Coronet Sentry exercise.
Services received: DACT, composite force training, CAP/STRIKE missions in an ECM environment, and aerial refueling with USAF assets.

6. Name of exercise: Coronet Sentry 93-1.

7. Sorties enroute/return: 0
Hours enroute/return: 0
Sorties on site: 10 day/0 night
Hours on site: 23.3 day/0 night

8. Carrier landings/touch & goes: N/A

9. Ordnance: N/A

10. COMPEX events completed: N/A

11. 3500.5 syllabus missions completed:

| AIRCREW | TRNG CODE | REQUIREMENT TO QUAL |
|---|---|---|
| (11) | F01 | 2 X (ONE VS ONE ACM) |
| (11) | F02 | 1 X (TWO VS TWO ACM) |
| (11) | F03 | 2 X (TWO VS UNKNOWN) |
| (11) | F04 | 2 X (TWO VS UNKNOWN WITH ECM) |
| (11) | F05 | 2 X (TWO VS UNKNOWN FWD QTR THREAT) |
| (2) | F12 | 2 X (SECTION LOWAT TRAINING FLIGHTS) |
| (10) | F13 | 1 X (OPPOSED OVERLAND STRIKE) |
| (11) | F21 | 1 X (RADAR VS SUBSONIC DECEPTION) |
| (2) | F22 | 1 X (RADAR VS SUBSONIC SCREENED TGTS) |
| (9) | F27 | 1 X (SIX DAY PLUS) |

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

IN REPLY REFER TO

1570
Ser 20/240
06 Dec 92

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

Subj: END OF ACTION REPORT FOR CARRIER QUALIFICATIONS 12-21 NOVEMBER, 1992.

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 Oceana on 12 November, 1992 for refresher carrier qualification of 14 aircrew on board USS Eisenhower, CVN-69. This carrier detachment was extremely successful in terms of proper planning, safe execution, and the accomplishment of set goals and objectives. The Hunters consistently made their overhead times and demonstrated the utmost in professionalism and expert airmanship around the ship. Thirty VF-201 personnel walked aboard the USS Eisenhower on 03 November and remained aboard for the entire at-sea period. The Squadron deployed with (7) F-14A aircraft to NAS Oceana along with 28 officers and 76 additional support personnel. All aircrew arrived on 12 and 13 November to receive the NAS Oceana course rules briefing, emergency CQ trainers and additional FCLP work at Fentress NALF. Additionally, 14 NATOPS trainers and 15 Out-of-Control trainers were administered to VF-201 aircrew coming due for requalification. All 14 VF-201 pilots on the detachment were qualified for a total of 56 traps with an impressive 3.62 overall landing grade average and a boarding rate of 98.24%.

3. Lessons Learned.

a. Operations.

The pre-sail conference was a key meeting for coordinating details on the Ship's plans, priorities, and intentions for the CQ period. The information our LSO, LT Boyd and our Boat Det OINC, LCDR Johnson gained from this meeting served us extremely well throughout the detachment.

The AIRLANT LSO, LCDR Hills, was extremely helpful in providing advance information about possible overheads and suggesting the best gameplan for meeting our CQ requirements.

The USS Eisenhower was extremely accommodating of our scheduling needs. They were willing to work their CQ schedule around our already-existing airlift, lodging reservations, trainers, briefs, etc.

Liaison was conducted with FITWING ONE and COMNAVAIRESFOR to ensure weekend availability and funding for trainers at NAS Oceana. This allowed aircrew to be ready for potential overheads on Monday morning, the 16th of November.

The scheduling of Fentress NALF for FCLP was not a problem. However, VF-101 requests inputs before Wednesday of the previous week on all Fentress requirements.

The operational spaces provided by VF-142, though being rehabilitated, were completely functional and adequate. The Ghostriders were outstanding hosts during our entire stay at NAS Oceana.

As with all carrier-related operations, flexibility proved critical for success since our final overheads came on the Eisenhower's last day before pulling in. By remaining on site at NAS Oceana until the IKE's last day, the Hunters were ready and able to respond to the ship's changing schedule until all qualifications were complete.

KUDOS to our sister squadron, VF-202, for their assistance in waving our pilots at the ship. Due to the exceptionally high fecundity rates of our own LSO's, only one VF-201 LSO was able to make the entire detachment. We could not have done it without VF-202's help.

b. Administration.

Upon arrival, NAS Oceana provided transportation for all personnel and their gear to the BOQ/BEQ. The Base duty vehicle was made available to make a trip to the rental car agency. BOQ/BEQ accommodations were pre-arranged and were satisfactory.

The administrative space provided was adequate and the VF-142 Admin Department supported us in every way possible.

c. Safety.

The detachment was well planned with the goals and objectives clearly explained to all hands at the start. This ensured a smooth operation ashore with zero mishaps and no injuries.

There was one personnel injury aboard the Eisenhower. Airman Campbell received a back injury while lifting weights in the gymnasium. He was airlifted to the shore.

L. M. Muczynski

L. M. MUCZYNSKI

OPERATIONAL DATA

1. Site of Deployment: NAS Oceana, Virginia.

2. Dates of Deployment: 12-21 November 1992.

3. Hosting Agency: VF-142.

4. Reason for deployment: VF-201 Carrier Qualifications.

5. Services offered: Flight deck training for USS Eisenhower.

   Services received: VF-142 hosting
   Fentress FCLP training periods
   2F95/15C9 NATOPS trainers
   2F95 CQ trainers
   2F95 out-of-control/spin trainers
   Flight deck training for 30 personnel

6. Name of exercise: N/A

7. Sorties enroute/return: 7/7
   Hours enroute/return: 17.3/24.9
   Sorties on site: 45 day/7 night
   Hours on site: 79.7 day/3.1 night

8. Carrier landings/touch & goes: 56/28

9. Ordnance - Scheduled: Zero
   Expended: Zero

10. COMPEX events completed: N/A

11. 3500.5 syllabus missions completed:

| AIRCREW | TRNG CODE | REQUIREMENT TO QUAL |
|---|---|---|
| (12) | F21 | 2 X (Radar vs. subsonic clear targets) |
| (12) | F22 | 2 X (Radar vs. subsonic clear screened targets) |
| (28) | F28 | 1 X (SSC mission) |
| (28) | F41 | 1 X (ACLS IAW LSO NATOPS) |
| (28) | F42 | 1 X (FCLP IAW LSO NATOPS) |
| (28) | F43 | 1 X (CQ IAW LSO NATOPS) |

TAD DATA

1. Total FY93 TAD authorization: $120,000

   Total TAD deployment cost: $22,254
   (Note: included is BEQ estimated charge of $4200.)

   FY TAD remaining: $87,003

2. **Per Diem.** (estimated)

   a. Officer

      (1) Number: 8

      (2) Days: 80

      (3) Cost: $2,720

   b. Enlisted

      (1) Number: 95

      (2) Days: 950

      (3) Cost: $14,200

3. Transportation.

   a. Commercial Air: $200

   b. Private Owned Vehicles: None

4. Miscellaneous.

   a. Rental Cars: 3/10/$1134

   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): 33/31/25

Enlisted (Allowance/Onboard/Participating): 134/120/0

2. Selected Reserve Participation.

a. Annual Training (AT)

(1) Officer: 0

(2) Enlisted: 0

b. Special Active Duty

(1) Officer: 25

(2) Enlisted: 0

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. Advance Liaison. Support message sent to NAS Oceana detailing anticipated maintenance support items. Extensive telephone contact with VF-142 (hosting squadron) was made prior to arrival.

2. AIMD support at NAS Oceana was outstanding for F-14's.

3. Ground Support Equipment "P" coded items such as huffers (GTC85'S & GTC105'S) were a steady problem. It sometimes required 3 to 4 huffers to launch 4 to 6 aircraft. Oceana's GSE pool response was, "the huffers should be ready for use when issued, however we always have problems with them." It appeared that minimum standards were used to achieve RFI condition instead of emphasizing reliable, top quality machines.

3. Working spaces were fairly close to Squadron aircraft and allowed easy access to all necessary equipment.

4. The following list contains repairables requisitioned during the detachment:

| NOMENCLATURE | NSN | TIMES USED |
|---|---|---|
| ALTIMETER | 6610-00-086-3840 | 1 |
| INDICATOR | 6620-00-149-8426 | 1 |
| SIG. COMPT. | 6605-01-124-9243 | 1 |
| E-PACK | 1430-00-143-8941 | 1 |

### ORDNANCE SUMMARY

1. Squadron support through station ordnance was not required.