



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

1983
IN REPLY REFER TO
AD:ECF:ls1

5700

Ser

17 February 1984

84049

E-0

Jessie

From: Commanding Officer, Fighter Squadron TWO ZERO ONE
To: Chief of Naval Operations OP-05D2, Washington, D. C. 20350

Subj: Command History

Ref: (a) OPNAVINST 5750.12C
(b) COMCARAIRWINGRES TWENTY INST 5725.1A

Encl: (1) Noel Davis Award Submission
(2) CNO Aviation Safety Award Submission

1. Fighter Squadron TWO ZERO ONE is one of four Naval Reserve fighter squadrons commissioned in 1970 as a result of a reorganization of the Naval Air Reserve Force, and operates as part of Carrier Air Wing Reserve TWENTY (CVWR-20). Its mission is to provide air superiority needed for strike warfare and fleet defense as well as to contribute to the air-to-ground weapons delivery phases of conventional warfare when circumstances so dictate. VF-201 is commanded by CDR Edward C. Flynn and is a part of CVWR-20, commanded by CDR J. E. Gill until July 1983 and now commanded by CDR M. Kemple.

2. In order to maintain the readiness required of a ready reserve fighter squadron, VF-201 must make frequent deployments. This year was no exception. Recovering from a serious depot level maintenance problem that severely affected aircraft availability, the Hunters began the year by deploying 9 aircraft for 10 days operational training at NAS Miramar. While deployed VF-201 flew 118% of its scheduled sorties accomplishing DACT training against F-14, F-15 and TA-4 aircraft on the TACTS range near Yuma, AZ, FCLP periods on all pilots, air refueling training, Electronic Warfare Training and low-to-high supersonic intercept training. Upon returning to NAS Dallas, the squadron began preparation for the carrier qualification detachment aboard USS Saratoga (CV-61) in February. VF-201 then deployed to NAS Cecil Field from 17 February to 23 February 1983 requalifying squadron pilots for carrier landings. A total of 16 out of 17 pilots were requalified.

3. While deployed at NAS Cecil Field, FL. VF-201 personnel were notified of plans for a fighter deployment to NAS Sigonella, Sicily, in support of U. S. Naval Forces already in that area. One of the purposes of this deployment was to conclusively demonstrate the U. S. Naval Reserve Fighter Squadrons capability to deploy, on short notice and in strength, to world wide operating areas, in order to support, complement or replace active duty deployment forces either actually engaged with or awaiting contact with a large strike force. In this case, the deployed reserve fighter force operated from a land base and essentially doubled the radius of protection for the task force by maintaining an outer barrier, combat air patrol (CAP), approximately two hundred miles further out than the task force's own forces could provide.

Subj: Command History

The Hunters of VF-201 and their sister squadron, VF-202, intercepted every incoming raid, receiving accolades from all who observed. Undoubtedly, this exercise was the ultimate test for a tactical reserve squadron. The job of getting nine 25 year-old Phantoms to NAS Sigonella and back without incident is quite a feat, but to accomplish 100% of the assigned mission while in place was beyond all expectations. The Hunters of VF-201 take great pride in this accomplishment and point to April 1983 to as a tangible demonstration of the capability of the Tactical Air Reserve program.

4. Six more times in 1983, VF-201 took to the road; NAS Pt Mugu for a missile shoot in June, Nellis AFB and NAS Key West in August, and NAS Key West again in October. In addition, VF-201 augmented USS Coral Sea (CV-43) operations in the Carribean by providing a Reserve aircrew for 2 weeks of cyclic operations, allowing one aircrew from VF-154 to return home early. Finally, a two week detachment to NAS Oceana in November for DACT training and a four plane ACM detachment to Holloman AFB, NM in December concluded the Hunter's aggressive deployment schedule for 1983.

5. During this reporting period, VF-201 received several awards and much recognition. In September 1983, in ceremonies at the Tailhook Reunion in Las Vegas, NV, CDR E. C. Flynn accepted the "F. Trubee Davison" Award for the best tailhook squadron in the Naval Reserve. Later that year, Commander, Carrier Air Wing Twenty awarded VF-201 the "Golden Wrench" Award in recognition of having the best maintenance department in Air Wing TWENTY. To cap off a tremendous year, the Chief of Naval Reserve Air Forces awarded VF-201 the highest allocade for a fighter squadron, the coveted "Noel Davis" Award as the best fighter squadron in the Naval Reserves for 1983 and the priviledge to display the Battle "E" on our aircraft. Fighter Squadron TWO ZERO ONE celebrated the holiday season of 1983 with the knowledge that they had safely performed their duties in a highly professional manner and had been recognized for their accomplishments. The officers and men of VF-201 look to 1984 as a time of challenge - to transition to the F-4S and to carry on the performance of 1983.

6. Specific operational data and deployment dates may be found in enclosures (1) and (2).



E. C. FLYNN

Copy to:
Director of Naval Aviation History (OP-09BH)
Commander, Carrier Air Wing Reserve TWENTY



DEPARTMENT OF THE NAVY
FIGHTER SQUADRON TWO ZERO ONE
NAVAL AIR STATION
DALLAS, TEXAS 75211

IN REPLY REFER TO

AD:ECF:ls

3590

Ser

22 December 1983

83136

From: Commanding Officer, Fighter Squadron TWO ZERO ONE
To: Commander, Carrier Air Wing Reserve TWENTY, Naval Air Station,
Cecil Field, Florida 32215

Subj: Noel Davis Trophy Nomination Input

Ref: (a) COMCARAWINGRES TWENTY ltr ser 413 dtd 08 Dec 83
(b) CNAVRESINST 3590.3D
(c) VF-201 CNO Safety Award Nomination Input

Encl: (1) Noel Davis Nomination Data

1. In accordance with references (a) and (b), the following information is proudly submitted as evidence of VF-201's superior mobilization readiness during the Noel Davis Trophy competitive cycle 01 January 1983 - 31 December 1983.

2. Summary of VF-201 activities in CY-1983 follows:

a. Training Deployments

(1) FCLP and ACM Deployment, NAS Miramar, 17-28 January 1983. Purpose was to complete FCLP for the upcoming Carrier Qualification, while also completing some ACM requirements of our Training Matrix. All objectives were met.

(2) Carrier Qualification Deployment NAS Cecil Field/USS SARATOGA, 17 - 24 February 1983. This deployment demonstrated VF-201's ability to perform the carrier flying mission that is so crucial to a Reserve squadron's overall readiness. Despite minimal support from NAS Cecil Field and the demands of a constantly changing overhead schedule, VF-201 met all sortie requirements and qualified 16 out of 17 squadron pilots. Twenty-four touch and goes and 122 arrested landings were logged over a four-day operating period.

(3) "National Week" Support Deployment, NAS Sigonella, Sicily, 28 March -17 April 1983. Beyond question, the most significant achievement by VF-201 during this competitive cycle was the Sigonella deployment. It is no exaggeration to say that the CVWR-20 deployment was the finest accomplishment in the entire Naval Reserve in recent memory. Not since the two-week shipboard cruise of CVWR-30 in 1976 has there been such an overwhelmingly conclusive demonstration of Reserve capability to mobilize and deploy anywhere in the world. The Hunters were given just five weeks advance notice in which to mobilize 220 officers and men, nine F-4N aircraft and a massive amount of support gear and associated spare parts. It was a supreme test and VF-201 aced it. Specifically, the Hunters:

(a) Flew twelve aircraft to Gander, Newfoundland, the most in CVWR-20, even though only nine would be ultimately flown to Sigonella. This enabled VF-201 to spare all translant launches for the entire Air Wing.

(b) Successfully translated nine aircraft and arrived on time despite

Enclosure (/)

Subj: Noel Davis Trophy nomination input

virtually no prior squadron experience in this type of operation.

(c) Met or exceeded all assigned sorties while in Sigonella. In support of National Week, maintained four aircraft on airborne CAP station from dawn to dusk for three days while simultaneously maintaining Alert 15 postures.

(d) Successfully intercepted every strike launched against the Blue Force.

(e) Launched all nine aircraft in a strike against the Orange Force on the final day of the exercise.

(f) Successfully and safely translated all nine aircraft home, arriving on time without incident.

This magnificent performance was the subject of numerous high-level congratulatory messages.

(4) Missile Shoot Deployment NAS Point Mugu, 26 - 30 June 1983. Four AIM-7s and three AIM-9s were expended as Hunter aircrews COMPEXed in missile firing (see para 2.c.(1)). All AIM-9s were successfully fired using VTAS.

(5) Fleet Fighter ACM Readiness Program (FFARP), NAS Oceana, 21 - 27 August 1983. This was a highly structured ACM program flown against VF-43 adversaries on the Oceana TACTS range. Squadron-wide use of VTAS combined with an exceptional maintenance effort to produce a highly successful detachment. Ten crews also COMPEXed in ACM (see para 2.d.(1)).

(6) USS Coral Sea Detachment 1 - 11 September 1983. In response to a short-notice requirement to augment Carrier Air Wing FOURTEEN, VF-201 deployed a SELRES aircrew (pilot and RIO) to USS Coral Sea for cyclic operations. This detachment was a superb demonstration of Reserve ability to augment the Fleet. In the words of COMCVWR-14: "The Reserve deployment ...has shown that fully prepared aircrew and A/C can be utilized to bolster assets or replace losses in mid-cruise without degradation of readiness or capability." VF-201's aircrew support was the greatest of any Reserve squadron. VF-201 volunteer aircrews could have covered the entire month of September and half of October when the requirement was reduced to ten days. Additionally, VF-201 LSOs prepared both shipboard crews and a VF-201 crew spared the entire exercise.

(7) ACM Deployments: NAS Key West 2 - 8 October, NAS Oceana 7 -19 November, Holloman AFB 18 -21 December. Major portions of the F-4 Training Matrix were successfully completed during these deployments against various high-threat adversaries. The Oceana exercises were flown on the TACTS range and concluded with what one adversary pilot described as "the best four vs. four I've ever seen."

b. Visual Target Acquisition System (VTAS)

(1) During CY-1983, VF-201 continued its squadron-wide use of VTAS in air-to-air tactics and missile shoots. Time and again the efficacy of VTAS was demonstrated in ACM against theoretically superior adversary aircraft. VF-201 remains firmly committed to this system and plans to maintain VTAS capability in its F-4S aircraft.

**NOEL DAVIS TROPHY
NOMINATION DATA**

SQUADRON			
CRITERIA	DATA	X	SCORE
Months C-1 (CROVL)	0.	.067	
Months C-2 (CROVL)	12	.05	
Months C-3 (CROVL)	0	.025	
Months C-1 (CRTNG)	0	.05	
Months C-2 (CRTNG)	12	.04	
Months C-3 (CRTNG)	0	.02	
% PQS/NEC qualified	84	.002	
Safety Program		.15	
% of flt hr program	111	.004	
SELRES retention %	89	.004	
ACDU retention %	89	.002	
SUBTOTAL			
Wing commander eval		.2	
TOTAL			

Note 1

Note 1: Chronic shortage of RIO's makes C-1 in CRTNG statistically impossible.

Enclosure (1)

3

Enclosure 071

Subj: Noel Davis Trophy nomination input

c. CNAVRES Training Matrix

(1) VF-201 continues to support the CNAVRES aircrew training program originally promulgated in October 1982. Since that time, VF-201 has submitted three change proposals to make the system a more realistic measure of combat readiness. The most recent change to the F-4N Training Matrix incorporates nearly all of VF-201's recommendations.

d. Competitive Exercises (COMPEX)

(1) Following is a summary of VF-201 COMPEX results in CY-1983:

	<u>AIM-7</u>	<u>AIM-9</u>	<u>2V1 OFF</u>	<u>2V1 DEF</u>
E	4	4	16	20
Q	2	0	4	0

e. Safety Program

(1) General. No squadron can be truly combat ready without an aggressive, visible, and comprehensive safety program. The VF-201 safety program was the subject of numerous plaudits during the visitation by CVWR-20, with the new Mishap Plan Safety Instruction judged "the best in the Air Wing" by the CAG team. The Hunter's philosophy is that an aggressive flight training program need not be incompatible with safe operations; rather, that safety and combat readiness go hand in hand for the benefit of both. The validity of this philosophy is illustrated by our performance during this competitive cycle: the Hunters accomplished 3354.5 flight hours in nine major deployments (including the translat to Sigonella) and 132 carrier landings with zero class A or B mishaps and zero class A or B injuries.

(2) Highlights. Specific safety achievements include Safety Training, YARFS Program, Hazard Reports, Safety Standowns, NATOPS and ongoing programs, all of which are discussed in detail in reference (c).

f. Golden Wrench Award

(1) The foundation of any squadron's success is its maintenance effort and VF-201 is no exception. For CY-1983, VF-201 received the Golden Wrench award, presented annually to the squadron with the best overall maintenance effort in CVWR-20.

3. Summary - F. Trubee Davison Award

Calendar Year 1983 was a milestone in VF-201's history, marking the squadron's transition from raw potential to superior, concrete accomplishment. Just a partial list of these achievements includes flying 3354 accident-free hours, the unprecedented and spectacularly successful deployment to Sigonella, winning the Golden Wrench Award, and finally, winning the F. Trubee Davison Award as the finest tailhook squadron in the Naval Reserve. The Hunters enter 1984 determined to continue their superb performance, proud of the past and eager for the future.



E. C. FLYNN

Enclosure 7



DEPARTMENT OF THE NAVY

FIGHTER SQUADRON TWO ZERO ONE

NAVAL AIR STATION

DALLAS, TEXAS 75211

**IN REPLY REFER TO
AD:ECF:ls**

3590

Ser

84001

8 January 1984

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

Subj: Chief of Naval Operations Annual Aviation Safety Award

**Ref: (a) OPNAVINST 3590.19E
(b) COMCVWR-20 Safety Officer ltr dtd 30 OCT 82
(Safety Gram October 1982)**

**Encl: (1) Data Submission for Calendar Year 1983
(2) VF-201 030006Z SEP 83
(3) VF-201 291640Z MAR 83
(4) VF-201 042110Z MAY 83
(5) VF-201 191726Z MAY 83
(6) VF-201 221520Z JUN 83
(7) VF-201 252200Z JUN 83
(8) VF-201 011635Z JUL 83
(9) VF-201 ltr OPS:ag dtd 19 MAY 83
(10) VF-201 INST 5100.1
(11) VF-201 INST 3750.1E
(12) CNAVRES F-4 Unit NATOPS Evaluator Memo dtd 13 MAR 83**

1. In accordance with references (a) and (b) Fighter Squadron TWO ZERO ONE places its record in competition for the subject award.
2. Fighter Squadron TWO ZERO ONE achieved zero class "A" flight mishaps, flight related mishaps and aircraft ground mishaps for calendar year 1983. The measure of any endeavor is results. The VF-201 safety program measures up with nearly perfect results.
3. The squadron completed a demanding syllabus, flying 110% of its original flight hours of which 2980 hours were flown during the day and 351 hours were flown at night. Enclosure (1) statistically delineates flight exposure in many environments, from air combat maneuvering to the squadron's highly successful transatlantic crossing to NAS Sigonella for participation in "National Week".
4. The only blemish to an otherwise perfect mishap free record was an engine which was damaged by FOD, resulting in a class "C" flight mishap report. Enclosure (2) is submitted as documentation of the squadron's mishap reporting.
5. Fighter Squadron TWO ZERO ONE operated from USS Saratoga for carrier qualifications and USS Coral Sea for fleet augmentation during 1983. Staging from NAS Cecil Field from 17 to 23 February 1983, squadron pilots accumulated 168.5 flight hours and 121 carrier arrestments aboard Saratoga. The squadron detached one aircrew to USS Coral Sea from 31 August to 11 September 1983 to fly with VF-21 aircrews in fleet aircraft. The VF-201 w completed ten sorties in VF-21 aircraft

Enclosure (2)

Subj: Chief of Naval Operations Annual Safety Award

without incident aboard C-43.

6. Cumulatively VF-201 deployed seventy aircraft over ninety-five days during calendar year 1983. Enclosure (1) delineates an impressive list of deployment sites and dates. The squadron invites comparison with any naval reserve fighter squadron in number of hours and sorties compiled while in a deployed status. The annual active duty for training at NAS Sigonella was particularly impressive with nine squadron F-4N aircraft transiting on short notice from NAS Dallas to the Mediterranean and back without compromising safety.

7. Enclosures (3) through (8) document the squadron's hazard reporting. VF-201 has been a leader in instigating corrective action and documenting mid-air collision hazards at NAS Dallas. Teams from NAS Dallas have visited civilian installations in the immediate vicinity to stress to civilian pilots the very real dangers associated with flight near NAS Dallas. Regional approach control has taken notice and increased close control of Navy flights. As a result, reports of near mid-air collisions have dropped in recent months. The investigation of events in enclosure (4) resulted in a safety standdown initiated by the squadron. The quality of enclosure (4) was the subject of verbal praise by safety school instructors.

8. Enclosure (9) was submitted to the Naval Weapons Center as a modification to personal survival equipment. The Visual Target Acquisition System (VIAS) is used extensively by VF-201 aircrews. The suggested hook ensures that the pilot's neck is not injured by the VIAS helmet cable in the event of an ejection.

9. Calendar year 1983 saw the implementation of a new squadron safety program and premishap plan, enclosures (10) and (11). Both documents reflect the quality of the safety program in Fighter Squadron TWO ZERO ONE. Much time, effort and emphasis is expended to make the program viable, workable and effective. Semiannual squadron standdowns were planned after the new year and the annual ACDUTRA to reverse complacency and inattention to detail. Enclosure (12) reflects the conscientious and professional accomplishment of NATOPS standardization goals by squadron managers and aircrewmembers. The squadron safety program is effective and boasts impressive results.

10. Fighter Squadron TWO ZERO ONE is proud of its 1983 safety record and requests strong consideration as Commander, Carrier Air Wing Reserve TWENTY's Aviation Safety Award nominee and eventual CNAVRES Aviation Safety Award recipient.


E. C. FLYNN

DATA SUBMISSION FOR CALENDAR YEAR 1982

1. Flight Program	<u>DAY</u>	<u>NIGHT</u>
a. Total flight hours:	2980	351
b. Total field landings:	3122	969
c. Total sorties:	1984	234
d. Percentage of original programmed flight hours flown: 110		

2. Training Syllabus	<u>SORTIES</u>
a. Instrument	707
b. NAV/REGCE	98
c. Conventional weapons	19
d. Radar weapons	446
e. Special weapons	---
f. EW/ECM	30
g. Tactics/ACM/DCM	805
h. FCLP	215
i. CQ	85
j. CVW operations	10
k. Photo Recon	---
l. Air refueling	123
m. ACLS	---
n. other (missile)	8

- 3. Embarked Data**
- a. Total sorties/hours (including USS Coral Sea): 95/189
 - b. Carrier landings - day/night: 131/0

- 4. ACDUTRA**
- a. Place - dates: NAS Sigonella 28 March - 15 April
 - b. Total hours - day/night: 544/0
 - c. Total sorties - day/night: 273/0
 - d. ORE score: Not applicable

5. Detachments

<u>PLACE</u>	<u>DATES</u>	<u>HOURS</u>	<u>SORTIES</u>
NAS Miramar	14-28 JAN	358.7	219
USS Saratoga	17-23 FEB	168.5	120
NAS Pt Mugu	26-29 JUN	83.9	46
NAS Key West	06-10 AUG	20.4	19
NAS Oceana	22-26 AUG	167.2	145
USS Coral Sea	31 AUG -11 SEP	24	15
Nellis AFB	08-12 AUG	48.3	37
NAS Key West	03-07 OCT	163	138
NAS Oceana	05-19 NOV	186.0	144
Holloman AFB	19-21 DEC	26.9	22

ENCLOSURE (1)
Enclosure (2)

6. Mishap/Injury

- a. Aircraft mishap: A - 0 B - 0 C - 1
- b. Personnel injury: A - 0 B - 0

7. Safety reporting

- a. Total hazard reports (include copy): 6
- b. Total safety, EIRs, QDRs: 4
- c. Explosive incidents: 1