



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

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~~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



DEPARTMENT OF DEFENSE  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20301  
DATE: 13 APR 1991



3500  
Ser 20/121  
**APR 16 1991**

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

Subj: END OF ACTION REPORT NAS KEY WEST 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 Key West with five (5) aircraft, 35 officers and 80 enlisted, from 1 through 16 March 1991. The squadron conducted section and division DACT versus A-4, F-5 and F-16 adversaries from VF-45. Additionally aircrew accomplished 20 spin flights.

3. Lessons Learned:

a. Operations:

(1) VF-45 provided excellent disciplined adversaries, combined with TACTS Range availability the training accomplished was impressive.

(2) The optimum schedule was 4 turn 2 turn 4. The TACTS Range was only open from 0800 - 1600 on weekdays.

(3) The first day of operations was 2V2 basic tactics. The second day was devoted to 2V2 offensive and defensive complex flights.

(4) VF-101 operations and maintenance spaces were utilized for the detachment and worked very well. The Commanding Officer of VF-101 was contacted by VF-201 CO for use of the spaces.

(5) The TACTS Range and TARPON area control must be contacted well in advance to set up TACTS periods.

(6) Some TACTS pods may be available from NAS Key West through the TACTS Range Officer.

(7) An in-depth brief covering fighter tactics verses multi bogie complex tactics is needed at the beginning of the detachment.

Encl (1)



SUBJECT: END OF ACTION REPORT NAS KEY WEST DETACHMENT

(8) Briefs should be two hours prior to take-off and take off should be 10 minutes prior to range periods.

b. Maintenance:

(1) A detachment in NAS Oceana to supply VF-201 in NAS Key West worked well, processing 32 repair and return assets with 100% RFI rate. The detachment also coordinated 8 AKO bearer pick-ups from NAS Oceana and NSC Norfolk. Having personnel dedicated to supply support proved extremely valuable. Items were received, processed, inducted, repaired and packed for overnight delivery in a 24 hours or less. Personal hands on involvement and continuous follow-up actions ensured expeditious processing of each component. Key elements in this successful supply support detachment were: dedicated personnel, overnight express services and a vehicle for the sole purpose of det support.

(2) CVWR-20 Supply coordinated all requisitions at NAS Key West. This system worked well, with little expeditious handling needed by squadron personnel. Having CVWR-20 work with the squadron fostered a positive working relationship.

(3) Very positive morale boost to have port/starboard shifts and have crew berthed at Truman Annex due to its proximity to "downtown". Offsetting this was increased TAD costs (messing was not available) and the logistics of getting people to NAS Key West at Boca Chica. A 52 passenger bus helped the 24 hour shift change. Having two 15 passenger busses and rental mini-vans made day shift and aircrew logistics easier.

(4) VF-101 Det spaces were excellent to support mission requirements.

(5) TACTS pods were hard to come by. All of Key West's pods were downed by fatigue cracks. Borrowed 12 from Yuma and Homestead but 4 were late.

(6) There is no engine change capability at Key West.

(7) Used inventory for all IMRL, tools and pack up to avoid leaving behind equipment. Need to hold all workcenters accountable to minimize mistakes.

  
R. A. DUETSCH



OPERATIONAL DATA

- 1. Site of deployment: NAS Key West, FL
- 2. Date(s) of deployment: 1 - 16 March 1991
- 3. Hosting agency: NAS Key West
- 4. Reason for deployment: Dissimilar Air Combat Training (DACT)
- 5. Service offered/received: Adversary support offered and received from VF-45, intercept control VAW-78 (first week) TACTS range: 3 periods daily Monday through Friday. VF-43 provided daily spin flights.

6. Name of exercise: N/A

7. Sorties - Enroute (D/N): 8/2                      Return (D/N): 8/2  
 Hours - Enroute (D/N): 17.7/3.0                      Return (D/N): 13.1/5.0  
 Sorties on site (D/N): 99/0  
 Hours on site (D/N): 114.4/0

8. Carrier touch & goes (D/N): None  
 Carrier landings (D/N): None

9. Ordnance - Schedule/expected: None

10. COMPEX events completed: AAW-12:15 E's, AAW-13: 10E's

11. ORE Sorties: None  
 ORE Hours: None

12. 3500.50 syllabus missions completed - (Mission/number):

ACM 1 - 28	AI 6 - 17	Spin Flights - 20
ACM 2 - 17	AI 7 - 15	
ACM 3 - 35	AI 8 - 11	
ACM 4 - 32	AI 9 - 15	
AI 1 - 16	AI 10 - 11	
AI 2 - 11	SSC 1 - 08	
AI 3 - 08		
AI 4 - 12		
AI 5 - 15		



TAD DATA

1. Total FY TAD authorization: 130,000

Total TAD deployment cost: 37,327 (Including 8,000 for  
messing non availability)

FY TAD remaining: 56,972.49

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

(a) Officer

(1) Number: 8

(2) Days: 3 for 17 days, 5 for 9 days, 1 for 14 days

(3) Cost: 3,840

(b) Enlisted

(1) Number: 66

(2) Days: 11 for 19 days, 55 for 17 days

(3) Cost: 15,775 + 3,672.00 (BEQ) + 8,000 for messing  
non-available = 27,337.00

3. Transportation

(a) Commercial Air (number/cost): 4/1,800.00

(b) Privately Owned Vehicle (POV) (number/cost): 0

4. Miscellaneous

(a) Rental cars (number/number of days/cost): 6/17/4,350.00

(b) Other expenditures: N/A



SELECTED RESERVIST DATA

1. Total Selected Reserve Onboard: 170  
Officer (Allowance/Onboard/Participating): 33/33/22  
Enlisted (Allowance/Onboard/Participating): 137/131/7
2. Selected Reserve Participation
  - a. Annual Active Duty
    - (1) Officer: 0
    - (2) Enlisted: 0
  - b. Special Active Duty
    - (1) Officer: 22
    - (2) Enlisted: 7
  - c. Inactive Duty Training Travel (IDTT)
    - (1) Officer: 1
    - (2) Enlisted: 0
  - d. Utilized Drills
    - (1) Officer: 1
    - (2) Enlisted: 0



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



3500  
Ser 00/ 176  
11 May 91

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

**Subj:** END OF ACTION REPORT NS ROOSEVELT ROADS MISSILEX  
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 NS Roosevelt Roads with five (5) aircraft 20 officers and 81 enlisted from 20 April to 1 May 1991. The squadron conducted live missile firing exercises, expending one (1) AIM-54A, two (2) AIM-7F, three (3) AIM-7M and three (3) AIM-9M. All nine (9) missiles were successfully fired, (1 AIM-7 failed to eject when selected for launch due to missile malfunction and was replaced). One (1) AIM-54 was not loaded due to excessive corrosion and was not replaced. The detachment was supported by 24 SELRES enlisted who performed Annual and Special Active Duty. They were fully integrated into each work center while at Roosevelt Roads. Two of the detachment work centers were led by SELRES supervisors. In addition, 5 enlisted joined the remainder TAR enlisted at the home detachment to support flight operations there.

3. **Lessons Learned:**

a. **Operations:**

(1) NS Roosevelt Roads continues to be an adequate operational site for a missile shoot. The ranges are accessible and operational support is excellent.

(2) Airwing and squadrons needed to review ramp area and produce a better taxi, marshall and parking plan to avoid congestion which made some aircraft inaccessible.

(3) All missiles should be captive carried prior to the scheduled missile shoot, including sidewinders. Spare missiles and drones should be identified in advance in case of pre launch failures of these items.

(4) External fuel tanks contributed significantly to our operational flexibility.



Subj: END OF ACTION REPORT NS ROOSEVELT ROADS MISSILEX  
DETACHMENT



(5) There were an insufficient number of flares to properly support the AIM-9 shots. Recommend a two or three to one ratio of flares to missiles.

(6) Airlift cancellations on the return trip significantly added to the expense of the detachment and adversely impacted operations in preparation for upcoming Carrier Qualifications the following month.

**b. ADMIN**

**(1) Quarters:**

(a) The BOQ has been greatly improved in the last three years. Problems generally were limited to the furnishings in the buildings. Many of the dresser drawers were broken and many light fixtures were inoperative. Two of four clothes dryers were inoperative in building 1688. The air conditioning was initially inoperative in at least one of the rooms, but later fixed by the station support personnel. Hot water seemed in short supply.

(b) The base planned to house the enlisted personnel on the second deck of the Bundy BEQ, building 1732. The second deck was not equipped with air conditioning or window screens. Checking in was delayed because of the coordination required in locating acceptable quarters. Enlisted personnel were finally housed in the non-air conditioned first deck of building 1732. Personnel checked in on 20 April yet bath towels were not received until the 23rd. Two of the four showers in one wing were inoperative. The net result was forty personnel shared two showers. On a positive note, excepting the above mentioned problems, the enlisted quarters were considered adequate and in above average repair. The motivation and enthusiasm of Public Works transportation and the enlisted galley was outstanding. Public Works provided more vehicles than requested. The Galley provided bag lunches for night check personnel. Rental cars were expensive at Hertz and too small (5 passenger sedans). The use of government contract carrier, World Leasing on base (a form 1149 was required) provided 2 vans at a fraction of the commercial costs.

**c. Maintenance**

**(1) Ground Support Equipment (GSE):**

(a) Substantial difficulties were incurred utilizing the base GSE. One of two GTC-85's was delivered with several holes in the hose. Not only did this delay an aircraft launch, the potential hazard cannot be overstated. The other GTC-85 had an output pressure of only thirty five PSI, forty is considered minimum with forty five optimum. Both units required external electrical power, not only to start, but to continue running. There were only three tow bars that were shared between three squadrons. Several



Subj: END OF ACTION REPORT NS ROOSEVELT ROADS MISSILEX  
DETACHMENT

aircraft movements were delayed as a result. One of the TA-75 tractors had the muffler detach while it was being driven. Not only did this create a hazardous situation, the muffler is located on the front of the tractor and thus was run over, but it also stranded the tractor. During the same event another TA-75 experienced a flat tire. Overall the GSE provided was considered sub-standard. The problem appeared to be a lack of replacement parts and sufficient staff support to maintain GSE.

(2) Missiles:

(a) Upon opening two AIM-54A missile storage containers, it was discovered that water intrusion had caused corrosion, sufficient to render the missiles useless. One AIM-7M received a launch signal, yet did not come off the rail. Post flight inspection revealed the missile failed after it received the launch signal. Generally, the overall support received was adequate to support the mission assigned. The problems incurred, with the exception of the failed AIM-7M, could have been prevented with a pre-detachment inspection of the missiles site survey. The overall attitude from all base personnel was excellent.

(3) General. An advance detachment party could have eased some of the problems of getting vehicles, GSE, keys, and BEQ/BOQ rooms and inspecting missiles.

d. Safety

(1) An Ambulance took 20 minutes to arrive at BEQ in response to an emergency call.

(2) FOD control around squadron parking area 'tent city' was poor. Vehicles entering parking area did not pass FOD shaker. Vehicles traveled anywhere on ramp creating a dangerous situation (near collisions and potential FOD).

*R. M. Macklin*  
R. M. MACKLIN

OPERATIONAL DATA

1. Site of deployment: NAVSTA Roosevelt Roads, Puerto Rico
2. Date(s) of deployment: 20 April - 1 May 1991
3. Hosting agency: NAVSTA Roosevelt Roads, Puerto Rico
4. Reason for deployment: Missilex
5. Service offered/received: AFWTF provided drone coordination, range scheduling and missile control 24 and 25 April 1991.
6. Name of exercise: N/A.
7. Sorties - Enroute (D/N): 12/0 Return (D/N): 14/0  
Hours - Enroute (D/N): 37.8/0 Return (D/N): 41.5/0  
Sorties on site: (D/N): 23/0  
Hours on site: (D/N): 46.7/0
8. Carrier touch & goes (D/N): None  
Carrier landings (D/N): None
9. Ordnance Scheduled: 1 AIM-54A, 1 AEM-54A, 3 AIM-7M, 2 AIM-7F, 3 AIM-9M,  
Ordnance Expended: 1 AEM-54A, 3 AIM-7M, 2 AIM-7F, 3 AIM-9M.
10. COMPEX events completed: 6/AAW-6A-3, 12/AA-6A5 E's
11. ORE Sorties: None  
ORE Hours: None
12. 3500.50 syllabus missions completed - (Mission/number):  
10-E-06                    06-E-12                    12-E-27  
08-E-07                    12-E-13                    14-E-28  
10-E-08                    12-E-14                    05-E-36  
12-E-09                    12-E-16                    04-E-38  
12-E-10                    06-E-17  
14-E-11



TAD DATA

1. Total FY 91 TAD authorization: \$130,000.00  
Total TAD deployment cost: \$17,521.00  
FY TAD remaining: \$29,046.09
2. Per diem (If off base berthing utilized so indicate):
  - (a) Officer
    - (1) Number: 6
    - (2) Days: 2 for 7 days, 3 for 8 days, 1 for 12 days
    - (3) Cost: \$1,750.00
  - (b) Enlisted
    - (1) Number: 57
    - (2) Days: 57 for 12 days
    - (3) Cost: \$13,851.00
3. Transportation
  - (a) Commercial Air (number/cost): 0
  - (b) Privately Owned Vehicle (POV) (number/cost) 0
4. Miscellaneous
  - (a) Rental cars (number/number of days/cost): 4 for 9 days/  
\$1,920.00
  - (b) Other expenditures: N/A



SELECTED RESERVIST DATA

1. Total Selected Reserve Onboard: 159  
Officer (Allowance/Onboard/Participating): 33/32/32  
Enlisted (Allowance/Onboard/Participating): 137/127/127
2. Selected Reserve Participation
  - a. Annual Active Duty
    - (1) Officer: 2
    - (2) Enlisted: 22
  - b. Special Active Duty
    - (1) Officer: 12
    - (2) Enlisted: 2
  - c. Inactive Duty Training Travel (IDTT)
    - (1) Officer: 1
    - (2) Enlisted: 0
  - d. Utilized Drills
    - (1) Officer: 1
    - (2) Enlisted: 0



Y 1011

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



3500  
Ser 00/204  
1 Jun 91

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

**Subj:** END OF ACTION REPORT FOR CARRIER QUALIFICATIONS/REFRESHER  
TRAINING ABOARD USS BOAT 17 - 25 MAY 1991

**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/USS Eisenhower with Five (5) aircraft on 17 - 24 May 1991 for carrier qualification. 20 enlisted maintenance personnel and three officers were deployed to the ship from 13 - 23 May. Aircrew consisting of fourteen pilots and nine RIO's and an additional 68 enlisted personnel arrived on 17 May for FCLP and ACLS quals. Carrier qualifications were conducted on 21 and 22 May. Each period consisted of three hours with hot switch crews positioned on the ship.

3. Lessons Learned:

a. Operations

(1) Short fuse tasking coupled with close proximity to a detachment to Roosevelt Roads, P. R., resulted in a concerted effort by all aircrew to complete a minimum of ten (10) FCLP periods per pilots. Obviously this was done at the expense of flight hours and the 3500.5 training matrix. Don't wait until the last minute to complete required sorties, get them out early!

(2) The Hunters staged six hot switch crews on the ship prior to flight ops and this proved to be a major operational dividend. The ability to hot switch aircrew with a minimum number of aircraft enabled the Hunters to qualify fourteen (14) pilots in less than six hours.

(3) Once again, VAW-78 was a big help in transporting our gear and aircrew to and from the ship. Well Done 'Escargots'!

Subj: END OF ACTION REPORT FOR CARRIER QUALIFICATIONS/REFRESHER .  
TRAINING ABOARD USS BOAT 17 - 24 MAY 1991



(4) Although air ops on the 'IKE' assured us CODS would be available for transporting hot switch crews, that was not the case. Ensure ATO requests are in early and have the OINC on the ship coordinate the COD requests with the ATO.

(5) We sent OPS and the boat OINC to the pre-sail conference and that seems to be the best formula. Have your plan ready prior to pre-sail and stick to it.

(6) Finally, be fluid, have a game plan and pursue it. The ship is never predictable, be ready at the pre-sail conference and let the ship know that you are willing and able to adapt to their schedule.

(7) VFC-12 and VF-43 were kind enough to allow us in their ready room and operation spaces. Without this, we would have been out in the cold. Coordination for spaces should be done in person, maintenance and operation spaces provided by FITWING were inadequate.

**b. Administration**

(1) Berthing at Dam Deck worked out very well. The facilities are excellent and transportation (one 25 passenger bus from NAS Oceana) was more than adequate.

(2) Admin must ensure that all officers have message pick up authority to enable the SDO to pick up overhead messages.

**c. Maintenance**

(1) Maintenance and Ops worked and communicated well together and this resulted in a flawless operational detachment. Operational tasking was at a minimum and this enabled maintenance to maintain FMC aircraft when needed.

(2) TCS recorders were removed from the LOX bay prior to going aboard the ship. Although not used, this enabled the beach det to pass notes and parts to the boat if needed. The aircraft with a part could be sidelined in the six pack after a trap and the note or part could be removed during the hot pump without disturbing flight ops.

(3) From a maintenance standpoint this was a very successful detachment. Living spaces were more than adequate and the aircraft were maintained in excellent condition. A concerted effort by all provided a 100% sortie completion rate.



Subj: END OF ACTION REPORT FOR CARRIER QUALIFICATIONS/REFRESHER  
TRAINING ABOARD USS BOAT 17 - 24 MAY 1991

(4) Odds and ends:

a. Lack of support equipment (nitrogen cart, tugs, NC-B's, huffers etc.). Tenant commands were very helpful but they had a schedule to run also.

b. We should bring our own gear for detachment and not depend on our sister squadron to split requirements.

c. Excellent supply support.

(5) Maintenance did it right, did it smart and did it safe. Well done!

*R M Macklin*  
R. M. MACKLIN



OPERATIONAL DATA

1. Site of deployment: NAS Oceana/USS Eisenhower
2. Date(s) of deployment: 17 - 24 May 1991
3. Hosting agency: FITWING ONE
4. Reason for deployment: Carrier Qualification for aircrew
5. Service offered/received: Carrier Qualification
6. Name of exercise: N/A
7. Sorties - Enroute/Return (D/N): 7/0, 15/0  
Hours - Enroute/Return (D/N): 21.0/0, 44.1/0  
Sorties on site (D/N): 38/0  
Hours on site (D/N): 58.3/0
8. Carrier touch and goes (D/N): 29/0  
Carrier Landings (D/N): 60/0
9. Ordnance scheduled: N/A
10. COMPEX events completed: N/A
11. ORE Sorties: N/A  
ORE Hours: N/A
12. 3500.50 syllabus missions completed - (Mission/number):  
CQ - 14  
SSIC - 24  
FCLP - 15  
ACLS - 14  
NATOPS - 4  
INSTR - 4



TAD DATA

1. Total FY TAD authorization: \$ 145,000  
Total TAD deployment cost: \$ 11,721  
FY TAD remaining: \$ 19,053
  
2. Per Diem (if off base berthing utilized so indicate).
  - a. Officer
    - (1) Number: 4
    - (2) Days: 8
    - (3) Cost: \$ 765.00
  
  - b. Enlisted
    - (1) Number: 64
    - (2) Days: 8
    - (3) Cost: \$ 7584.00
  
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): 5/8/\$1836.00
  - b. Other expenditures (berthing): 1536.00



SELECTED RESERVIST DATA

1. Total Selected Reserve Onboard
  - a. Officer (allowance/onboard/participating): 33/33/20
  - b. Enlisted (allowance/onboard/participating): 137/133/8
2. Selected Reserve Participation
  - a. Annual Active Duty
    - (1) Officer: 0
    - (2) Enlisted: 0
  - b. Special Active Duty
    - (1) Officer: 17
    - (2) Enlisted: 8
  - c. Inactive Duty Training Travel (IDTT)
    - (1) Officer: 3
    - (2) Enlisted: 0
  - d. Drills Utilized
    - (1) Officer: 31
    - (2) Enlisted: 0



1570  
Ser 20/294  
20 Aug 91

From: Commanding Officer, Fighter Squadron TWO ZERO ONE  
To: Commander, Carrier Air Wing Reserve TWENTY  
Subj: END OF ACTION REPORT FOR ANNUAL ACTIVE DUTY TRAINING AT  
NAS MIRAMAR 4 - 14 AUG 1991  
Ref: (a) COMCVWR-20INST 3500.4B  
Encl: (1) Operational Data  
(2) TAD Data  
(3) Selected Reserve Data  
(4) Maintenance/Ordnance Data

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

2. VF-201 deployed to NAS Miramar with seven (7) aircraft on 4 - 14 August 1991 for annual active duty. Two (2) additional aircraft were provided by VF-202 in a reciprocal loan agreement. The primary focus of the detachment was mobilization readiness (COMNAVAIRESFOR 3500 training and enlisted NEC/R Track training). Adversary Support was provided by Navy, Fighter Weapons School and the Rangers from NAS Dallas. Good use was made of the 2F95 and 2F112 trainers. Twelve (12) EW training sorties were flown on the China Lake complex (R-2308) along with five (5) 2F112 EW trainers. ACT Sorties were flown in the W-291 PAPA areas and on the Yuma TACTS Range (R-2301). The detachment consisted of sixteen (16) aircrew, five (5) additional officers and one hundred seventy five (175) enlisted personnel. Enlisted training included seventeen (17) personnel completing firefighting and six (6) personnel completing Corrosion Control School.

3. Lessons Learned:

a. Operations

(1) Miramar is an outstanding location for air and ground training. As a result of this detachment VF-201 is C-1 for aircrew training.

(2) Adversary support from TOPGUN and NAS Dallas was, as expected, the best available. Aircrew completed the entire ACT syllabus in most professional environment possible, and responded in kind.

(3) 2F95 and 2F112 trainer support also facilitated aircrew training.

(4) The EW facility at China Lake was excellent, and that type of training is not available to us locally.

Subj: END OF ACTION REPORT FOR ANNUAL ACTIVE DUTY TRAINING AT NAS  
MIRAMAR 4 - 14 AUG 91



(5) In short, the facilities available at Miramar in combination with the support received and some good planning done by VF-201 made this an absolutely outstanding detachment by every measure.

(6) The reciprocal loan agreement of two (2) aircraft with VF-201 worked very well in a time of reduced airframe availability. Providing two aircraft before the detachment did not impact operations significantly, and the addition of two aircraft during the detachment enabled the "Hunters" to complete scheduled sorties.

(7) The TOPGUN det spaces, which we were able to secure for our detachment, were convenient and centrally located for TACTS and TOPGUN.

(8) From an operational point of view the detachment could not have been better. All significant lessons learned were positive.

b. Maintenance

(1) Chief and officer supervision of the Line and launches in conjunction with safety observers helped to smooth ground operations and keep all hands safe. The squadron held FOD walkdowns before every launch to counter the FOD coming from the FLEDS lines. The overall result was a FOD free and mishap free detachment.

c. Administration

(1) Because personnel were in several different categories regarding pay (i.e. SELRES on AT vs. SPECAT, TARS on TAD etc), prior coordination with the galley and BEQ was a must. A list of personnel to both the galley and BEQ specifying who was to pay what amount alleviated several problems we had in the past in this area.

(2) Reservations as far in advance as possible is also imperative, as NAS Miramar billeting fills up quickly. Rental cars were not ready as promised despite a great deal of prior coordination. Cars should be reserved at the Budget office on Claremont Mesa Blvd vs. the office at NAS Miramar.

d. Safety

(1) NAS Miramar is an ideal location in terms of providing a clean, well-organized, comfortable, and FOD-free environment. The support from the base and several tenant squadrons was extremely beneficial and helped make the detachment a safe evolution. Since annual active duty is a training environment for all, it is important that extra care be taken during all facets of operation. Personal involvement by the safety department ensured a FOD free and mishap free annual active duty. Well Done, "Hunters"!

J. V. MARTONE  
By direction



OPERATIONAL DATA

1. Site of deployment: NAS Miramar
2. Dates of deployment: 4 - 14 August 1991
3. Hosting agency: COMFITAEWINGPAC
4. Reason for deployment: Annual Active Duty
5. Service offered/received: ACT, EW, and Simulator training
6. Name of exercise: N/A
7. Sorties - Enroute/return (D/N): 12/0, 28/1  
Hours - Enroute/return (D/N): 22.3/0, 62.6/2.0  
Sorties on site (D/N): 77/12  
Hours on site (D/N): 147.5/21.6
8. Carrier touch and goes (D/N): N/A  
Carrier Landings (D/N): DN/A
9. Ordnance Scheduled/expended: Chaff/734 Rounds
10. Complex events completed: None
11. 3500.5 syllabus missions completed - (Mission/Number):

1V1 - 32	STERN HIGH - 30	SSC 1 - 40
1V2 - 30	BCI LOW - 28	SAM DEF 1 - 28
2V1 - 28	BCI MED - 25	SAM DEF 2 - 28
2VU - 28	BCI HIGH - 26	SAM DEF 3 - 28
2V2 - 26	LOW - HIGH - 26	STRIKE 1 - 40
A/R LOW - 35	AIM 7/54	STRIKE 2 - 42
A/R MED - 36	AIM-9 - 20	LOW LEVEL - 32
A/R HIGH - 36	ECM TRNR - 22	NATOPS - 6
STERN LOW - 34	MAS/EW/IFT - 38	INSTR - 5



TAD DATA

1. Total FY TAD authorization:       \$ 160,000.00  
Total TAD deployment cost:       \$ 28,913.00  
FY TAD remaining:               \$ 8,801.73
2. Per Diem (if base berthing utilized so indicate).
  - a. Officer
    - (1) Number: 6
    - (2) Days: 2 for 14 days, 5 for 12 days, 1 for 7 days
    - (3) Cost: \$ 6,480.00
  - b. Enlisted
    - (1) Number: 79
    - (2) Days: 18 for 14 days, 61 for 12 days
    - (3) Cost: \$ 15,744.00
3. Transportation
  - a. Commercial Air (number/cost): 1/\$ 165.00
  - b. Private Owned Vehicle (POV) (number/cost): N/A
4. Miscellaneous
  - a. Rental Cars (number/number of days/cost): Total 5, 2 for 14 days, 3 for 12 days/  
\$3,200
  - b. Other expenditures (berthing): \$ 3,324.00



SELECTED RESERVE DATA

- 1. Total Selected Reserve Onboard
  - a. Officer (allowance/onboard/participating): 33/32/30
  - b. Enlisted (allowance/onboard/participating): 137/122/49

2. Selected Reserve Participation

- a. Annual Active Duty
  - (1) Officer: 27
  - (2) Enlisted: 46
- b. Special Active Duty
  - (1) Officer: 3
  - (2) Enlisted: 3
- c. Inactive Duty Training Travel (IDTT)
  - (1) Officer: 2
  - (2) Enlisted: 1
- d. Drills Utilized
  - (1) Officer: 16
  - (2) Enlisted: 4





## MAINTENANCE/ORDNANCE DATA

1. Most maintenance advanced liaison was conducted via phonecon and message with satisfactory results. Advanced det arrived three days prior to main body which was sufficient time to accept hangar spaces and preposition det parts.
2. AIMD support was outstanding in every way. NAS Dallas AIMD personnel were used at AIMD Miramar which allowed VF-201 to get into the AIMD pool. AIMD's response was positive to every work order request or EXREP.
3. Being an F-14 base, adequacy of support equipment including preposition coded P, E and L items was outstanding. GSE gear provided to VF-201 worked perfectly. Replacement gear was provided immediately upon request.
4. There were no homebase pack-up short falls.
5. A summary of pack-up usage will be submitted to CVWR-20 and NAS Dallas Supply for future deployments.
6. Automated Data Processing facilities at NAS Miramar were not used.

## ORDNANCE SUMMARY

1. There were no ordnance problem areas. Cross-over cables and TACTS pods were readily available upon request.
2. Seven hundred thirty four (734) rounds of chaff were expended. The VF-301 ready service locker was used to store it overnight.
3. Station weapons support was outstanding. Normally, station weapons issues chaff on Wednesday and Friday. However, they opened their doors to us on Monday at the start of the det. NAS Miramar is truly a service oriented organization.



1570  
Ser 20/351  
13 Oct 91

From: Commanding Officer, Fighter Squadron TWO ZERO ONE  
To: Commander, Carrier Air Wing Reserve TWENTY  
Subj: END OF ACTION REPORT FOR NAS FALLON, NV 6 - 12 OCTOBER 1991  
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, NV with (3) aircraft to support CVW-5 aircrew training in conjunction with CVW-17 from 6 - 12 October 1991. Fourteen (14) maintenance personnel along with one (1) maintenance officer and four (4) aircrew comprised the total complement of people. The plan was to integrate the CVW-5 aircrew who were qualified to fly the F-14A with CVW-17 F-14B aircraft. This would enable the four (4) aircrew the opportunity to train in F-14A aircraft along with CVW-17 sorties. CVW-17 was tasked by COMNAVAIRPAC (CNAP) to provide maintenance and supply support for VF-201.

a. Operations

(1) Short fused tasking provided little time to coordinate scheduling with CVW-17 operations or coordination with CVW-17 maintenance. COMNAVAIRPAC tasking a COMNAVAIRLANT (CNAL) CVW to help support a COMNAVAIRESFOR (CNARF) squadron who is supporting COMNAVAIRPAC is at best, a confusing concept. Although CVW-17 was willing to help, there was no written agreement as to the limits of this aid. In the end, we received some supply and maintenance support from CVW-17 and its two squadrons VF-74 and VF-103.

(2) CVW-17 operations scheduled one CVW-5 aircrew to fly with VF-74 and one with VF-103 since neither pilot was flight leader qualified. VF-201 coordinated with VF-74 and VF-103 to fly the CVW-5 aircrew at similar times. This created a two plane event for maintenance and avoided overly long maintenance days. All operational scheduling of CVW-5 aircrew was handled by VF-201 coordinating with the two fighter squadrons. CVW-17 operations did not play a major role in scheduling, in fact had not really thought how the CVW-5 crews should be employed.

(3) VF-201 aircrew had to coordinate their own training with any available squadron. This was difficult at best due to range



period restraints. Hunter aircrew did dip six sorties overall, three (3) of which were part of a strike escort and another involving CVI TACT. Other sorties included low levels and area jam hops. Due to the difficulties in scheduling, CVW-5 aircrew were given the priority to integrate with CVW-17 sorties. Imaginative operational scheduling enabled the Hunters to complete some of the 7500 Training Matrix.

(4) It would have simplified the maintenance effort and would have increased training opportunities if CVW-5 aircrew were crewed together as a section.

(5) VF-201 successfully completed its mission as CVW-5 aircrew flew 100% of their scheduled sorties. The CVW-5 aircrew completed training not otherwise available due to their permanent forward deployed status. The CVW-5 aircrew were highly professional and cooperative in all respects.

b. Maintenance

(1) CNAP agreed to pay the flight hour costs for CVW-5 flights. CNAL was directed to provide supply and manpower support. However, little coordination between CNAL and CNAP was established prior to the detachment. It was left to CVWR-20 and VF-201 to coordinate directly with CVW-17. It was eventually agreed (by the end of day 1) that CVW-17 would provide supply support and maintenance support on a not to interfere basis.

(2) NAS Fallon was helpful and courteous in providing ATM-9M's, crossover cables, TACTS pods and SE gear. NAS Fallon AIMD also provided needed support in rebuilding mainmounts.

(3) A letter of agreement between the hosting CAG and the supporting CAG needs to be written in advance. This would allow host personnel to work on VF-201 aircraft while we provide a QAR.

(4) To provide better support and coordination, maintenance personnel from CNAL, CNAP and CHARF need to be included in the planning process.

(5) The support problem could have been overcome by VF-201 going 'self-contained' and providing a full pack up and personnel support. However, the limited TAD funding agreed to and berthing space limits at NAS Fallon prevented this (see next section).

c. Administrative

(1) Most of the maintenance personnel had to stay in town due to a lack of berthing at NAS Fallon. Long range planning would have prevented this and in turn would have saved TAD funds. The late tasking resulted in detachment personnel being billeted both on and off base. Naval Strike Warfare Center paid for TAD but only for ten (10) enlisted and two (2) officers.



Subject: END OF ASSIGN REPORT FOR NAS FALLON, NV 8 - 10 OCTOBER 1991

We employed five (5) other officers and four (4) other enlisted to further support the det. Two officers shuttled a spare aircraft, two other SELRES officers remained for training and one maintenance officer deployed in support. Space limits prevented bringing more than fourteen (14) enlisted to support the det.

(2) The resolution of who would be picking up the tab for this detachment could have been delineated more clearly. Tango numbers and accounting data in advance would have helped in writing the orders. All things considered, administrative problems were minimal.

c. Safety

(1) NAS Fallon is a clean, well organized FOD-free environment. The support from the base was extremely beneficial and helped make the detachment a safe evolution. Personal involvement by all hands ensured a FOD free detachment.

(2) One aircraft enroute to NAS Fallon suffered a flight hydraulic emergency. The aircrew landed safely at Kirtland AFB, Albuquerque, NM. It returned to NAS Dallas 15 October 1991. Another aircraft replaced that aircraft in Fallon on 7 October 1991. One aircraft blew a tire on initial landing at Fallon on 6 October 1991. After an AUX flap and mainmount replacement the aircraft was returned to flight 8 October 1991.

D. L. ROY  
By direction



OPERATIONAL DATA

1. Site of deployment: NAS Fallon
2. Dates of deployment: 7 - 12 October 1991
3. Hosting agency: CVW-5 Aircrew
4. Reason for deployment: Support CVW-5 Aircrew
5. Service offered/received: ACT, EW, Strike Planning, Tanking
6. Name of exercise: CVW-17 Aircrew Training, NAS Fallon
7. Sorties: CVW-5 - Enroute/return (D/N): 0/0, 0/0

Hours - Enroute/return (D/N): 0/0, 0/0

Sorties on site (D/N): 10/0

Hours on site (D/N): 18.3/0

VF-301 - Enroute/return (D/N): 5/0, 3/0

Hours - Enroute/return (D/N): 11.9/0, 9.6/0

Sorties on site (D/N): 5/2

Hours on site (D/N): 9.8/3.0

8. Carrier touch and goes (D/N): N/A
- Carrier Landings (D/N): N/A
9. Ordnance Scheduled/expended: Chaff/150 Rounds
10. Complex events completed: None
11. 3500.5 syllabus missions completed - (Mission/Number):

ACM1 - 4                      LOW LEVEL - 2

ACM2 - 4                      MAS/ECM1 - 4

ACM3 - 4                      MAS/ECM2 - 4

CAP/EW - 2                    MAS/ECM3 - 4

TAD DATA



1. Total FY TAD authorization: Unknown  
Total TAD deployment cost: \$740.00  
FY TAD remaining: Unknown
2. Per Diem (if base berthing utilized so indicate).
  - a. Officer.
    - (1) Number: 0
    - (2) Days: 0
    - (3) Cost: 0
  - b. Enlisted.
    - (1) Number: 5
    - (2) Days: 8
    - (3) Cost: \$740.00
4. Miscellaneous
  - a. Rental Cars (number/number of days/cost): 0
  - b. Other expenditures (berthing): 0



SELECTED RESERVE DATA

1. Total Selected Reserve Onboard
  - a. Officer (allowance/onboard/): 34/32
  - b. Enlisted (allowance/onboard/): 135/121
2. Selected Reserve Participation
  - a. Annual Active Duty
    - (1) Officer: 0
    - (2) Enlisted: 0
  - b. Special Active Duty
    - (1) Officer: 2
    - (2) Enlisted: 0
  - c. Inactive Duty Training Travel (IDTT)
    - (1) Officer: 0
    - (2) Enlisted: 0
  - d. Drills Utilized
    - (1) Officer: 0
    - (2) Enlisted: 0



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



IN REPLY REFER TO  
1571  
Ser 20/356  
24 Oct 91

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

**Subj:** END OF ACTION REPORT, PECOS THUNDER 92-1

**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 Holloman AFB with (2) aircraft, (5) aircrew, and (15) enlisted personnel from 6 - 11 October 1991. The detachment participated in exercise Pecos Thunder 92-1 which consisted of composite joint service Air Warfare Training.

3. Lessons Learned:

a. Operations

(1) This joint exercise was an outstanding training opportunity. VF-201 flew migsweeps for the composite strike force which included B-1B's, F-11's, EF-111'S, F-16's, EA-6's, A-7's, RF-4's, KC-135's, KC-10's and AWACS. Strikes were opposed by F-15's and Patriot missile batteries recently returned from Saudi Arabia. VF-201 had the fighter lead for all sorties flown so the training accomplished in operational and planning aspects was excellent. VF-201's participation in the sorties flown were extensive and well received. The Strike force flew primarily out of Cannon AFB and the F-15 bogeys out of Holloman AFB. Being co-located with the bogeys was stipulated prior to the DET. This afforded the best opportunity for briefing and debriefing all aspects of the strike.

(2) A spare aircraft was planned to support the det but due to a short fused concurrent deployment to NAS Fallon, the squadron was not able to provide one. Lack of a spare aircraft reduced our participation in the exercise after we lost the use of one aircraft due to a tanking mishap on the first morning.

(3) After the tanking mishap, the remaining F-14A continued with the exercise and was highly effective in distracting/destroying bogey aircraft in a BVR migsweep scenario.

(4) VF-201 participation in the exercise was terminated on the second day. This decision was based on the limited aircraft assets at Holloman AFB and to avoid distraction with the Fallon det and efforts to repair and investigate the damaged aircraft.





Subj: END OF ACTION REPORT, PECOS THUNDER 92-1

(5) Air Force host support during the exercise and in respect to the mishap aircraft was outstanding. In addition to the vehicles for officers/enlisted, they also provided the necessary equipment to assist in the repair of the mishap aircraft which had landed at Roswell Air Industrial Center.

**b. Administration**

(1) Berthing at Holloman worked out very well. Prior coordination with the 9th TFS resulted in rooms available upon check-in. Enlisted rooms were fairly expensive (\$8.00), however the Air Force picked up the tab.

(2) 5 People remained behind to repair the mishap aircraft. They were berthed off-base at Roswell, New Mexico and returned 19 October 1991.

(3) Holloman AFB Personnel Support Detachment (PSD) greatly assisted our maintenance stay-back crew by providing advances on TAD orders.

**c. Maintenance**

(1) The 9th TFS provided the squadron with outstanding maintenance support. Four officers received trucks and the maintenance team received two large vans. In addition, the Air Force provided a Semi-truck to transport maintenance equipment to and from Roswell, NM.

(2) Support Equipment was readily available and other necessary maintenance requirements were provided immediately upon request. It was in excellent working order.

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

**d. Safety**

(1) FOD walkdowns were conducted by all maintenance personnel prior to each launch. The ramp and hangar areas at Holloman AFB were clean and FOD free.

(2) All personnel conducted themselves with the highest possible degree of safety awareness. Considering the 2 1/2 hour drives from Holloman AFB to Roswell, and the complexity of coordinating the maintenance reclamation of the mishap aircraft, the entire evolution was accomplished without compromising safety.

J. V. MARTONE  
By direction



OPERATIONAL DATA

1. Site of Deployment: Holloman AFB, NM
2. Date of Deployment: 6 - 11 October 1991
3. Hosting agency: 9th TFS, Holloman AFB
4. Reason for deployment: Composite Force Employment/Dissimilar Air Combat Training
5. Service offered: Adversary DACT, Strike Escort, Tanking
6. Name of exercise: Pecos Thunder 92-1
7. Sorties - Enroute/Return (D/N): 7/2  
Hours - Enroute/Return (D/N): 13.1/2.5  
Sorties on Site (D/N): 3/0  
Hours on Site (D/N): 5.2/0
8. Carrier touch and goes (D/N): N/A  
Carrier landings (D/N): N/A
9. Ordnance - Scheduled/Expected: None
10. COMPEX events completed: None
11. 3500.50 syllabus missions completed - (Mission/Number):  
ACM 1 - 3  
CAP 1 - 3  
CAP/ECM2 - 3  
CAP/EW7 - 3  
LAT - 4  
STK/EW - 3  
MAS/ECM1 - 3  
MAS/ECM2 - 3  
MAS/ECM3 - 3  
MAS/ECM4-3



TAD DATA

- .. Total FY TAD authorization: Unknown
- Total TAD deployment cost: \$2895.00
- Total TAD remaining: Unknown
- 2. Per Diem (if base berthing utilized so indicate)
  - a. Officer
    - (1) Number: 0
    - (2) Days: 0
    - (3) Cost: 0
  - b. Enlisted - Base berthing utilized
    - (1) Number: 14
    - (2) Days: 5
    - (3) Cost: \$1295.00
- 4. Miscellaneous
  - a. Rental Cars (number/number of days/cost): 2/5/\$400.00
  - b. Other expenditures: Roswell - \$1200.00 (Per-Diem, Tr's Lodging)

SELECTED RESERVE DATA



1. **Total Selected Reserve Onboard**
  - a. **Officer (allowance/onboard/participating): 34/32/0**
  - b. **Enlisted (allowance/onboard/participating): 135/121/0**
2. **Selected Reserve Participation**
  - a. **Annual Active Duty**
    - (1) **Officer: 0**
    - (2) **Enlisted: 0**
  - b. **Special Active Duty**
    - (1) **Officer: 4**
    - (2) **Enlisted: 0**
  - c. **Inactive Duty Training Travel (IDTT)**
    - (1) **Officer: 1**
    - (2) **Enlisted: 0**
  - d. **Drills Utilized**
    - (1) **Officer: 10**
    - (2) **Enlisted: 0**



1570  
Ser 20/399  
4 Dec 91

From: Commanding Officer, Fighter Squadron TWO ZERO ONE  
To: Commander, Carrier Air Wing Reserve TWENTY  
Subj: END OF ACTION REPORT FOR NAS MIRAMAR MISSILEX 15 - 22 NOVEMBER 1991

Ref: (a) COMCVWR-20INST 3500.4B

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

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

2. VF-201 deployed to NAS Miramar with six (6) aircraft, twenty-six (26) aircrew and eighty-three (83) enlisted personnel from 15 - 22 November 1991. All six aircraft and aircrew arrived on 14 November 1991 with the remaining personnel arriving on 15 November 1991. The detachment expended two (2) ATM-7M, four (4) ATM-9M and one (1) ATM-9H over a three day period from 19 - 21 November 1991.

3. Lessons Learned:

a. Operations

(1) NAS Miramar continues to be an outstanding operational site for a detachment. The close proximity of the PMTC ranges and TOMCAT support make San Diego the ideal site for a detachment. Local support was, as usual, outstanding. The fighting Infernos (VF-301) were kind enough to turn over their spaces to us and that provided the squadron with ample briefing areas and maintenance was able to integrate into most of the shops.

(2) Our goal was to expend ten missiles and we were able to successfully fire seven to lethal hits. Of the three that we did not expend, two were ATM-9M that we did not fire due to lack of range times and the third was an ATM-54 that failed MOAT twice. An EMR has been sent and we are now awaiting the disposition as to why the missile continued to fail MOAT.

(3) This detachment was an absolute success in all respects. The Hunters qualified fourteen (14) aircrew on missile firings, performed fourteen (14) NATOPS evaluations, completed two (2) maintenance high power turn qualifications, and flew more than one hundred hours in a one week period. On top of this, we did it safely with no mishaps, no FODS and no DUI's.

Subject: END OF ACTION REPORT FOR NAS MIRAMAR MISSILEX 15 - 22 NOVEMBER  
1991



(4) CAG staff proved to be a big help in coordinating range times with PMTC and VF-202. In retrospect, additional back up range periods for MISRO and PAPA 2/3 in W-291 would have been beneficial. Our range times in W-289 were not hard scheduled times for CVWR-20 only. Being a backup on a NIB basis was definitely a hindrance for planning purposes. Last minute changes became a problem. Drawing missiles from NAS Miramar ordnance must be coordinated early. Fortunately, our ordnance shop worked closely with NAS Miramar and were able to draw missiles at the last minute to fulfill operational requirements. The close coordination with CAG staff both at Pt. Mugu and NAS Miramar enabled us to complete nearly all of our operational requirements in spite of lack of range times and last minute scheduling. Twice, the Hunters were on range with missiles loaded and were unable to shoot because time ran out. Coordinating two squadrons on the same range with separate types of missiles and targets is nearly impossible within the short time constraints. But all in all, well done to all who participated.

b. Administration

(1) Use of GSA vehicles proved to be very worthwhile, saving a great deal of TAD money. However, ensure fuel tanks on GSA vehicles are topped off prior to turn in to avoid exorbitant fuel cost at the rental center.

(2) As usual, rooms need to be reserved as early as possible.

R. M. MACKLIN



OPERATIONAL DATA

1. Site of deployment: NAS Miramar, CA
2. Dates of deployment: 15 - 22 November 1991
3. Hosting agency: COMFITAEEWING PAC/VF-301
4. Reason for deployment: MISSILEX
5. Services offered/received: PMTC (Range and drone services), VF-203 (Flare launch and TALD Launch)/W-289 support, BQM, TDU-34, BQM/Flare POD, Flare (VF-203), and TALD backup (VF-203)
6. Name of exercise: N/A
7. Sorties - Enroute/return: (D/N) 4/2, 13/4  
Hours - Enroute/return: (D/N) 18.2/6.0, 30.3/9.0  
Sorties on Site (D/N): 24/0  
Hours on Site (D/N): 43.0/0
8. Carrier Touch and Go's: N/A  
Carrier Landings (D/N): N/A

9. Ordnance Scheduled/expended:

1 ATM-54A, 2 ATM-7M, 6 ATM-9M, 1 ATM-9H / 2 ATM-7M, 4 ATM-9M, 1 ATM-9H

10. Complex events completed:

AIRCREW	EVENT	E/Q/NQ	DATE	UMPIRE
CDR [REDACTED] /LT [REDACTED]	AAW-7-A-2 (F)	E	19 Nov 91	LCDR [REDACTED]
LT [REDACTED] /LCDR [REDACTED]	AAW-7-A-2 (F)	E	19 Nov 91	LCDR [REDACTED]
LCDR [REDACTED] /LCDR [REDACTED]	AAW-7-A-2 (F)	E	20 Nov 91	LCDR [REDACTED]
LT [REDACTED] /LT [REDACTED]	AAW-7-A-3 (F)	E	20 Nov 91	LCDR [REDACTED]
LCDR [REDACTED] /LT [REDACTED]	AAW-7-A-3 (F)	E	21 Nov 91	LCDR [REDACTED]
LT [REDACTED] /LT [REDACTED]	AAW-7-A-3 (F)	E	21 Nov 91	LCDR [REDACTED]
LT [REDACTED] /LT [REDACTED]	AAW-7-A-3 (F)	E	21 Nov 91	LCDR [REDACTED]

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

F-01 ACM1-6	F-16 MF2-10
F-02 ACM2-5	F-21 MAS1-12
F-03 CAP1-5	F-22 MAS2-12
F-12 LOWLEVEL-2	F-23 MAS3-14
F-15 MF1-4	F-39 NATOPS-14
	F-41 ACLS/ILS-9

TAD DATA



1. Total FY TAD authorization: \$45,000  
Total TAD deployment cost: \$11,971  
FY TAD remaining: \$23,480
2. Per Diem (if base berthing utilized so indicate).
  - a. Officer
    - (1) Number: 4
    - (2) Days: 28
    - (3) Cost: 1,155
  - b. Enlisted
    - (1) Number: 79
    - (2) Days: 472
    - (3) Cost: \$10,816
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): 1/7/\$450
  - b. None





SELECTED RESERVE DATA

1. Total Selected Reserve Onboard
  - a. Officer (allowance/onboard/participating): 33/32/21
  - b. Enlisted (allowance/onboard/participating): 135/121/3
2. Selected Reserve Participation
  - a. Annual Active Duty
    - (1) Officer: 0
    - (2) Enlisted: 0
  - b. Special Active Duty
    - (1) Officer: 21
    - (2) Enlisted: 3
  - c. Inactive Duty Training Travel (IDTT)
    - (1) Officer: 1
    - (2) Enlisted: 0
  - d. Drills Utilized
    - (1) Officer: 4
    - (2) Enlisted: 0

## MAINTENANCE SUMMARY

1. Advanced liaison was performed via PHONECON with hosting activities. (VF-301 and COMFIT) maintenance and operations also made a site visit 10 days prior to the detachment.
2. AIMD Miramar is OUTSTANDING. Customer service is their trademark.
3. All support equipment including preposition coded F, E and L IMRL items were adequate.
4. Home base pack-up shortfalls were one brake, (1630-01-222-0088), RMO (1430-00-122-8112), Cooling effects sensor (1660-00-431-8163), Transmitter (1430-01-013-8638), Altimeter (6610-00-086-3840) and Power brake mod (1650-00-431-7649).
5. A summary of pack-up usage has been submitted to NAS Supply and CVWR-20.
6. ADP facilities were available.

## ORDNANCE SUMMARY

1. The issued ATM-54A had only 30.5 hours of documented captive carry over its 10 year life. Missile failed MOAT (Missile on aircraft test) on two separate sorties but unfortunately was the only ATM-54A available on station. EMR submitted documenting problem areas.