



DEPARTMENT OF THE NAVY
FIGHTER SQUADRON COMPOSITE TWELVE
NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VIRGINIA 23460-5190

1995 ✓

5030
Ser AD5/048
09 APR 1996

From: Commanding Officer, Fighter Squadron Composite Twelve
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, D.C.

Subj: COMMAND HISTORY REPORT FOR 1995

Ref: (a) OPNAVINST 5750.12E

Encl: (1) VFC-12 Command History Report
(2) F/A-18 Hornet Description
(3) F/A-18 Hornet Photograph
(4) Biography of CDR R. S. Dadiomoff (Commanding Officer,
VFC-12)
(5) CDR R. S. Dadiomoff photograph
(6) After Action Reports during 1995 (SFARP, FRS)

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


R. S. DADIOMOFF

**FIGHTER SQUADRON COMPOSITE TWELVE
FIGHTING OMARS
COMMAND HISTORY AND MISSION**

**COMMANDING OFFICER
CDR ROGER S. DADIOMOFF
OCT 95 - OCT 96**

**EXECUTIVE OFFICER
CDR CHARLES E. OVERCASH
OCT 95 - FEB 97**

**COMMAND MASTER CHIEF
AFCM L. L. PATTERSON
JUN 93 - JUN 96**

1. **MISSION:** The mission of the "Fighting OMAR's" as prescribed by the Commander, Naval Air Reserve Force (COMNAVAIRESFOR) is to provide support services and training to Regular and Reserve Aviation and Surface units in order to maintain combat readiness. Specific services include:

Air Combat Maneuvering	Air Intercept and Radar Tracking
Air to Air Tactics	Strike Fighter Advanced Readiness Program (SFARP)
	Fleet Replacement Squadron Fighter Training

2. **HISTORY:** Fighter Squadron Composite Twelve was originally commissioned VC-12 on 6 October 1943, at NAS Sand Point, Seattle, Washington. The squadron operated the F-4F "Wildcat" and TBM-1 "Avenger" aboard USS CARD (CVE-11) in WESTPAC until 1944 when the ship was reassigned to Naval Station Norfolk, Virginia. VC-12 saw action against German U-Boats in 24 engagements in 1944, and was decommissioned 7 June 1945.

On 6 July 1948, Carrier Air Early Warning Squadron TWO was commissioned at NAS Norfolk, Virginia. The squadron was redesignated Fleet Composite Squadron Twelve on 1 September 1948. VC-12 operated TBN's "Avengers" from most of the Atlantic Fleet carriers active at the time. The squadron saw action in Korea aboard the USS BON HOMME RICHARD. VC-12 was again decommissioned on 29 September 1953.

On 1 September 1973, at NAF Detroit, Michigan, VC-12 was recommissioned as the first reserve Fleet Composite Squadron in Naval history. In 1975, VC-12 moved to its current location at NAS Oceana, Virginia. In June 1988, VC-12 was redesignated Fighter Squadron Composite Twelve to more accurately describe the squadron's mission of Dissimilar Air Combat Training.

During Fiscal Year 1994 the squadron was reassigned 11 F/A-18A and 2 F/A-18B aircraft, 33 officers and 180 enlisted members. The command is recognized as a highly professional unit and has earned the respect of Reserve and Fleet units alike throughout the Navy. VFC-12 is an outstanding example of the integration of Reserve Forces to develop and maintain the combat capabilities of regular Navy units.

VFC-12 was awarded the Chief of Naval Operations Aviation Safety Award in 1978, 1980, 1981 and 1992. VFC-12 was awarded the Noel Davis Trophy for squadron readiness for 1980, 1984, 1985 and 1988. In January 1989, the OMARS received a Meritorious Unit Commendation for sustained superior performance from 1 April 1987 to 31 March 1988.

In 1995 VFC-12 added the Strike Fighter Advance Readiness Program (SFARP) mission to its lengthy list of responsibilities. During 1996, due to force reduction requirements, VFC-12 will become the only Adversary Squadron in the United States flying 4th generation aircraft.

SIGNIFICANT EVENTS IN 1995/1996

VFC-12 was awarded the "Battle E", Noel Davis award, being recognized as the best squadron in category for Airwing 20.

Flying F/A-18 "Hornets", VFC-12 took over the Strike Fighter Advanced Readiness Program (SFARP).

April 30, 1995 marked 20,000 hours accident-free flying for the "Omars".

October 1995 CDR Roger S. Dadiomoff relieved CDR Michael J. McGraw as Commanding Officer.

VFC-12 conducted 6 SFARP's, including the first F/A-18 SFARP and coordinated 5 air combat detachments.

At the end of 1995, ADM S.T. Keith, Commander Naval Air Reserve Force recognized VFC-12 with an Aviation Safety Citation for achieving another year of Class "A" mishap-free flying. ADM Keith stated, "Professionalism, hard work, and attention to detail by all hands have increased combat readiness through safe flight operations."

As always, the "Fighting Omars" spent a considerable amount of time away from home in support of fleet training. VFC-12 coordinated five air combat detachments: NAS Key West, NAS Fallon, and NAS New Orleans.

3. **NARRATIVE:** Nineteen ninety-five was an eventful year for the "Fighting Omars," assuming responsibility of the SFARP mission was a monumental event. This intensive four week program encompasses academic as well as flight training, and is structured to tax the full potential of each participating crew member. During 1995, VFC-12 conducted six SFARP's enhancing the combat effectiveness of the Atlantic Fleet.

The McDonnell Douglas Corporation honored the "Omars" for surpassing 20,000 hours accident-free flight. This landmark achievement is the product of quality maintenance practices, professional aviation skills and is a testament to the "Omar's" highly safety standards.

In October 1995, during the traditional change of command, CDR R.S. Dadiomoff relieved CDR M.J. McGraw. The ceremony was held at VFC-12's home station, NAS Oceana, Virginia. The guest speaker was CAPT R.L. McLane, Commander, Carrier Air Wing Reserve Twenty.

The "Fighting Omars" of Fighter Squadron Composite Twelve (VFC-12) represent NAS Oceana's only Naval Reserve squadron. It is composed of selected reservists, full time reservists (TARS) and active duty personnel. It is made up of 35 officers, 20 Chief Petty Officers, and 179 Petty Officers and future Petty Officers.



DEPARTMENT OF THE NAVY
FIGHTER SQUADRON COMPOSITE TWELVE
NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VIRGINIA 23460-5190



3000
Ser:ops/ 073

63 m... --

From: Commanding Officer, Fighter Squadron Composite Twelve
To: Commander, Carrier Air Wing Reserve Twenty
Via: Operations Officer, Carrier Air Wing Reserve Twenty

Subj: VF-102 SFARP AFTER ACTION REPORT

1. From 23 Jan-17 Feb 1995 VFC-12, with support from VFA-203, conducted the air to air portion of the SFARP syllabus with VF-102. Enclosed is the SFARP debrief that was given to VF-102 at the conclusion of the exercise.
2. From the end of course critiques it was evident that VF-102 felt the program was professionally flown and managed. There were some administrative changes that VF-102 recommended that have already been incorporated into the syllabus for VF-143's upcoming SFARP in Apr-May.
3. Specific administrative changes are:
 - a) Change SF-8 mission to Air Superiority Migsweep vice strike support sweep.
 - b) Combine simulator briefing guides with fighter briefing guide.
 - c) Continue to stress to fighters that SFARP is not a graded exercise.


M. J. MCGRAW



ENCL 6)



DECLASSIFIED

3710
Ser 30/ 0 F-3
01 MAR 1995

~~CONFIDENTIAL~~ [Unclassified upon removal of enclosures (4&5)]

From: Commanding Officer, Fighter Squadron Composite TWELVE
To: Commanding Officer, Fighter Squadron ONE HUNDRED TWO
Subj STRIKE FIGHTER ADVANCED READINESS PROGRAM (SFARP)

Ref: (a) COMFITWINGLANTINST 3710.9C

- Encl: (1) VF-102 Missile Performance Results
- (2) VF-102 SFARP Strengths and Weaknesses
- (3) VF-102 COMPEX Results
- (4) VF-102 SFARP Grade Sheets
- (5) VF-102 Analysis Summary (Blue Book)

1. Fighter Squadron Composite TWELVE conducted a SFARP for Fighter Squadron ONE HUNDRED TWO from 23 JAN-17 FEB 1995. The following report of operations during this period is submitted per reference (a).

2. A flight statistics summary:

23 JAN-17 FEB 1995

TYPE	EVENTS SCHEDULED	EVENTS FLOWN
1V1	22	15
2V2	42	32
2VX	32	28
4VX	24	24
<u>8VX</u>	<u>24</u>	<u>14</u>
TOTAL	144	109

CANCELED WX	-	18
AIR ABORT WX	-	2
CANCELED MAINT	-	7
ABORT WINGMAN	-	2
ABORT NO BOGEY	-	1
ABORT MAINT	-	5

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3. Observations.

The following are general observations on the performance of VF-102 in SFARP '95:

a. The SFARP with VF-102 was a valuable training experience for the aircrew who participated. The results of the first and second engagement of each sortie flown on TACTS were recorded, and the data contained in enclosures (1) through (5) is a compilation of these results.

b. The "Diamondbacks" showed up to SFARP eager and aggressive. The aircrews were prepared to get the most out of the training evolution and the maintenance department was well prepared to provide the assets required to accomplish the training. The remainder of this document will focus on the goods and others of VF-102's performance providing the tools for the in-house training team to improve the overall war fighting capability. The only grading or objective comparisons will be covered in the compex result section.

c. The "Diamondbacks" performance during the 1v1 sorties was solid, with sound gameplans, initial moves, and good threat assessment in regard to bogey nose position. Significant "others" were arcing off on vertical maneuvers, countering bogey OOP maneuvers, keeping sight, and denying lateral separation. Part of these problems were generated by the 5 g limitation and the limited time VF-102 aircrew have in F-14B's. Remember in a slick B the aircraft has a pure vertical move at 250 kts. Also, with the Hornets superior pirouette capability, vertical overshoots should be avoided. These are common errors exhibited during 1v1 sorties and can be corrected with continued emphasis in BFM training as evidenced by the steep learning curve exhibited by the VF-102 aircrew.

d. The section work by the "Diamondbacks" included both 2v2 and 2vX missions. The "goods" in the 2v2 missions proved to be gameplans, commit/reset criteria, mutual support during the intercept phase, engaged criteria, and engaged comm. The 2v2 "others" were pretty much tied together and included valid shot and weapons employment in both the intercept and engaged portion of the mission. TCS usage was excellent on the 2v2 compex runs. The 2vX scenarios were significantly more complex than the 2v2 runs. VF-102 did a nice job with gameplans, commit criteria, weapons employment, and valid shot. Areas that can be improved are radar search discipline (don't auto-meld), intercept geometry, targeting, and comm. Lack of post-FOX cranks hurt A-pole ranges in some sections and too heavy a reliance on RWR indications hurt others. Labeling the picture too soon and jumping into your "playbook" also hurt the fighters in some situations. GCI was consistently above average in the section scenarios.

e. The division work by VF-102 once again was highlighted by solid gameplans and thorough understanding of the mission objectives. while adding improved radar work and better engaged decisions to the "goods" category. VF-102 also did an effective job using coordinated sections to handle targeting problems. The most significant "other" in the many V many runs was lack of a good picture from GCI. This was especially true on the SF-9 runs where none of the fighters had a good idea of what was happening. Thus poor decisions were made based on that jumbled picture. Also, timeline awareness and abort decisions were "others" for the division work.





f. Enclosure (1) contains missile performance results. The objective of providing this data is to indicate training areas in valid shot and weapons employment that may need increased emphasis. One particular miss reason that needs explanation is the "TARGET DEAD" category. This results when multiple missiles are employed on a single target prior to any single missile timing out and killing the target. VF-102's weapon employment and valid shot performance did not pinpoint one specific weakness but rather indicated the need for continued training in the valid shot and weapons employment training program.

g. Enclosure (2) is a summary of VF-102 strengths and weaknesses on each generic SFARP scenario (1v1, 2v2, 2vX, 4vX). It is designed to pinpoint areas that may need more emphasis in training and tactics development. Enclosure (3) contains COMPEX results. This is the only graded and comparative portion of the SFARP '95 syllabus. The SFARP syllabus is new and very challenging with a heavy emphasis on the fourth generation threat. Being the first squadron to go through the new syllabus there are no subjective measurements based on other squadrons' past performances. Overall, though, VF-102 seemed well prepared for the section runs and handled the problems quite well. The division work and multi-plane scenarios did not go quite as well. This is not unusual for fighter aircrews who get limited division work in the early stages of the turn-around cycle. VFC-12 recommends continued emphasis on division tactical training as your turn-around cycle continues. Enclosure (4) contains the individual grade sheets which illustrate the above points.

h. It is evident that lots of time and preparation were put into the SFARP program. VF-102 distinguished themselves as being highly aggressive and flexible. It was truly a pleasure working with FIGHTER SQUADRON ONE HUNDRED TWO. We eagerly wait a return engagement, and as always.....

"CHECK SIX!!!!!"


M. J. MCGRAW





DEPARTMENT OF THE NAVY
FIGHTER SQUADRON COMPOSITE TWELVE
NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VIRGINIA 23460-5190



3500
Ser:ops/ 1 3
02 MAY 1995

From: Commanding Officer, Fighter Squadron Composite Twelve
To: Commander, Carrier Air Wing Reserve Twenty

Subj: AFTER ACTION REPORT

Ref: (a) COMCARAIRWINGRESINST 3500.4C

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

1. VFC-12 recently completed an F/A-18 Hornet detachment involving eight aircraft from 03 April - 15 April 1995. Training consisted of adversary support for VF-101.
2. Enclosures (1) thru (4) detail the key data for the detachment.
3. Commanding Officer's comments: This was a solely supported detachment by VFC-12 for VF-101. The major accomplishments of the detachment include total completion of all VF-101 tactics students while influencing VF-101 to become less dependent on large numbers of assets. With the future tasking of our Adversary assets becoming critical, it is necessary to accomplish the required training with minimum sorties.

R. S. DADIOMOFF
By direction





DEPARTMENT OF THE NAVY
FIGHTER SQUADRON COMPOSITE TWELVE
NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VIRGINIA 23460-5190



3000
Ser:ops/147
20 MAY 1995

From: Commanding Officer, Fighter Squadron Composite Twelve
To: Commander, Carrier Air Wing Reserve Twenty
Via: Operations Officer, Carrier Air Wing Reserve Twenty

Subj: VF-143 SFARP AFTER ACTION REPORT

Encl: (1) VF-143 SFARP Debrief

1. From 18 Apr-09 May 1995 VFC-12, with support from VFC-13, conducted the air to air portion of the SFARP syllabus with VF-143. During this period VFC-12 and VFC-13 flew a combined 125 sorties and 187.5 hours in SFARP support. The syllabus was completed in its entirety except for the 1v1's which were deleted due to scheduling limitations. Enclosed is the SFARP debrief that was given to VF-143 at the conclusion of the exercise.

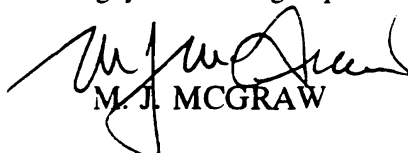
2. From the end of course critiques it was evident that VF-143 felt the program was professionally flown and managed. There were some problems that VF-143 indicated in their critiques which will be corrected prior to commencing the upcoming SFARP with VFA-81 in July.

3. Specific problems noted:

a) TACTS tracking rate was poor during the SFARP. This was particularly true of successful TACTS missile launches. The SFARP syllabus relies heavily on TACTS scored kill removal and there were some initial problems with RTO standardization and phoenix kill evaluation. This was corrected with in-house training. The TACTS problem is a tougher fix. The contract has just switched hands and Loral is experiencing some growing pains with their new personnel. Also, Oceana TACTS has had to downgrade software in order to be compatible with Cherry Point TACTS. There is no easy fix to these problems.

b) There were two occasions where Bandit GCI was a bit too aggressive with the calls. This was addressed with in-house training. Standard GCI calls were reviewed as well as eliminating "laser GCI".

4. VF-143 was extremely happy with the standardization between VFC-12 and VFC-13 as well as the integration between SWATSLANT and VFC-12. All of their critiques were extremely positive with regard to bogey briefs, flight presentations, and debriefs.


M. J. MCGRAW





3. Observations.

The following are general observations on the performance of VF-143 in SFARP '95:

a. The SFARP with VF-143 was a valuable training experience for the aircrew who participated. The results of the first and second engagement of each sortie flown on TACTS were recorded, and the data contained in enclosures (1) through (5) is a compilation of these results.

b. The "DOGS" showed up to SFARP eager and aggressive. The aircrews were prepared to get the most out of the training evolution and the maintenance department was well prepared to provide the assets required to accomplish the training. The remainder of this document will focus on the goods and others of VF-143's performance providing the tools for the in-house training team to improve the overall war fighting capability. The only grading or objective comparisons will be covered in the complex result section.

c. Due to time constraints as a result of VF-143's operational schedule as well as the 5 G limitation, 1V1 sorties were not included in the syllabus.

d. The section work by the "DOGS" included both 2v2 and 2vX missions. The "goods" in the 2v2 missions proved to be gameplans, mutual support during the intercept phase, engaged criteria, and intercept comm. The 2v2 "others" during the intercept phase were primarily DEZ management. The engaged "others" included valid shot and weapons employment as well as engaged mutual support and keeping sight. Engaged maneuvering varied from aircrew to aircrew. The more junior pilots need to utilize the vertical maneuver more often especially against the MIG-21. This disparity in BFM is most likely a result of no dedicated 1v1's. TCS usage was excellent on the 2v2 complex runs. The 2vX scenarios were significantly more complex than the 2v2 runs. VF-143 did a nice job with gameplans, commit criteria, weapons employment, and valid shot. Areas that can be improved are radar search discipline (don't auto-meld), intercept geometry, targeting, and comm. Throughout the SFARP VF-143 used aggressive cranks and had excellent A-pole awareness. RWR indications were spurious at best and VF-143 was well-disciplined with their notches. A heavy reliance on TWS allowed for aggressive AIM-54 employment but sacrificed SA on maneuvering bandits. GCI was consistently above average in the section scenarios.

e. The division work by VF-143 once again was highlighted by solid gameplans and thorough understanding of the mission objectives, while adding improved radar work, more disciplined comm, and better engaged decisions to the "goods" category. VF-143 also did an excellent job with time line awareness. The most significant "other" in the 4 V X runs was lack of directive targeting from the Mission Commander and AWG-9 mode agility (very few PDSTT's looking for those maneuvering bandits). The SF-9 defense in depth runs were well planned and executed. There was excellent directive targeting and disciplined comm. The only major other was TARCAP positioning on one run. It is obvious that VF-143 applied all its lessons learned and executed effectively on the two SF-9 runs.




f. VF-143 was very successful in the SFARP Derby. Grinder tactics were utilized extremely well. The "Dogs" killed all 15 possible bogeys over the three event war while only losing one fighter. In Addition, the "Dogs" also completely destroyed the primary target. As the first squadron to complete the war, VF-143 has set a lofty score for others to try to beat. The only "other" that VFC-12 observed during the war events was little to no PDSTT's were taken to keep track of the maneuvering bandits. When tied to a strike route where notching out is not an option, losing track of maneuvering bandits inside 25 nm can prove fatal.

g. Enclosure (1) contains missile performance results. The objective of providing this data is to indicate training areas in valid shot and weapons employment that may need increased emphasis. One particular miss reason that needs explanation is the "TARGET DEAD" category. This results when multiple missiles are employed on a single target prior to any single missile timing out and killing the target. VF-143's weapon employment and valid shot performance were well above Fleet average. Even so. continue to emphasize training in the valid shot and weapons employment program.

h. Enclosure (2) is a summary of VF-143 strengths and weaknesses on each generic SFARP scenario (1v1, 2v2, 2vX, 4vX). It is designed to pinpoint areas that may need more emphasis in training and tactics development. Enclosure (3) contains COMPEX results. This is the only graded and comparative portion of the SFARP '95 syllabus. The SFARP syllabus is new and very challenging with a heavy emphasis on the fourth generation threat. Overall, though, VF-143 had an extremely steep learning curve, especially from the 2vX to the 4vX arena. The most notable improvements were very disciplined radar work, disciplined comm, and directive targeting. Enclosure (4) contains the breakdown of scoring for the SFARP derby. Enclosure (5) contains the individual grade sheets which illustrate the above points. Enclosure (6) is the "blue book" which contains a more detailed analysis as well as individual aircrew numbers for the SFARP exercise.

i. It is evident that lots of time and preparation were put into the SFARP program. VF-143 distinguished themselves as being highly aggressive and flexible. It was truly a pleasure working with FIGHTER SQUADRON ONE HUNDRED FORTY-THREE. We eagerly wait a return engagement, and as always.....

"CHECK SIX!!!!"


M. J. MCGRAW



DEPARTMENT OF THE NAVY
FIGHTER SQUADRON COMPOSITE TWELVE
NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VIRGINIA 23460-5190



3500
Series 183
23 JUN 1995

From: Commanding Officer, Fighter Squadron Composite Twelve
To: Commander, Carrier Air Wing Reserve Twenty

Subj: AFTER ACTION REPORT

Ref: (a) COMCARAIRWINGRESINST 3500.4C

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

1. VFC-12 recently completed an F/A-18 Hornet detachment involving four aircraft from 27 May-10 June 1995. Training consisted of adversary support for VF-101.
2. Enclosures (1) thru (4) detail the key data for the detachment.
3. Commanding Officer's comments: This was a joint VFC-12/VFC-13 detachment in support of VF-101. While VFC-12 took the "lead" bogie role, VFC-13 provided 50% of the sorties and again showed themselves to be professionals in all regards.

The major accomplishments of this detachment include total completion of VF-101 tactic student requirements as well as the effective coordination of VFC-12 and VFC-13 operations and maintenance efforts.

An altercation in the barracks between the Seabee Battalion and VFC-12/13 has been covered in other correspondence. Suffice it to say, both of our squadrons have been cleared of any wrong doing. An investigation and charges are pending with the Seabees.


R. S. DADIOMOFF
By direction





DEPARTMENT OF THE NAVY

FIGHTER SQUADRON COMPOSITE TWELVE
NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VIRGINIA 23460-5190



3710
Ser 30/204

13 JUL 1995

DECLASSIFIED

[REDACTED] L [Unclassified upon removal of enclosures (5&6)]

From: Commanding Officer, Fighter Squadron Composite TWELVE
To: Commanding Officer, Fighter Squadron EIGHTY-FOUR
Subj: STRIKE FIGHTER ADVANCED READINESS PROGRAM (SFARP)

Ref: (a) COMFITWINGLANTINST 3710.9C

- Encl: (1) VF-84 Missile Performance Results
- (2) VF-84 SFARP Strengths and Weaknesses
- (3) SFARP Derby Results
- (4) VF-84 SFARP Grade Sheets
- (5) VF-84 Analysis Summary (Blue Book)

1. Fighter Squadron Composite TWELVE with support from Fighter Squadron Composite THIRTEEN conducted an SFARP for Fighter Squadron EIGHTY-FOUR from 12 JUN-30 JUN 1995. The following report of operations during this period is submitted per reference (a).

2. A flight statistics summary:

12 JUN-30 JUN 1995

TYPE	EVENTS SCHEDULED	EVENTS FLOWN
1V1	14	8
2V2	20	16
2VX	16	16
4VX	28	24
8VX	18	17
TOTAL	96	81

CANCELED WX	-	7
AIR ABORT WX	-	0
CANCELED MAINT	-	2
ABORT WINGMAN	-	3
ABORT NO BOGEY	-	0
ABORT MAINT	-	3

DECLASSIFIED



3. Observations.

The following are general observations on the performance of VF-84 in SFARP '95:

a. The SFARP with VF-84 was a valuable training experience for the aircrew who participated. The results of the first and second engagement of each sortie flown on TACTS were recorded, and the data contained in enclosures (1) through (5) is a compilation of these results.

b. The "JOLLY ROGERS" showed up to SFARP eager and aggressive. **The aircrews were the most prepared fighter pilots and RIOs to come through SFARP/FFARP in some time.** Although working with limited assets due to the squadron's decommission this October, the maintenance department was well prepared to provide the aircraft required to accomplish the training. The remainder of this document will focus on the goods and others of VF-84's performance providing the tools for the in-house training team to improve the overall war fighting capability of the aircrew. VF-84 elected not to complex on their SFARP missions.

c. As stated above, VF-84 was very well prepared for SFARP. Their tactical and technical knowledge was extremely impressive and well above that which is normally encountered by aircrew entering the turnaround cycle. For VF-84 the lecture syllabus was review instead of an introduction to the latest intelligence and tactical employment considerations.

d. The "Jolly Rogers" performance during 1v1's was solid with sound game plans, initial moves, and good threat assessment of nose position. BFM skills varied from driver to driver but for the most part VF-84 performed well in the 1v1 arena. Keeping sight was not a common problem and the only recurrent error was late countering bogey OOP maneuvers and trying to bug from a defensive, low energy state position. VF-84 aircrews have good understanding of BFM fundamentals and flew their F-14s smartly and aggressively.

e. The section work by the "Jolly Rogers" included both 2v2 and 2vX missions. The "goods" in the 2v2 missions were gameplans, mutual support during the intercept phase, engaged criteria, and intercept comm. The 2v2 "others" during the intercept phase were primarily DEZ management. The engaged "others" included valid shot and weapons employment plus engaged mutual support and keeping sight. These are common BFM errors in the SFARP syllabus. Engaged maneuvering varied from aircrew to aircrew. The 2vX scenarios were much more complex than the 2v2 runs, but VF-84 handled the scenarios nicely. VF-84 did a nice job with gameplans, commit criteria, weapons employment, and



valid shot. Directive targeting was emphasized throughout SFARP as well as smart implementation of TDP, TDR, and FBR concepts. There were some isolated radar work and geometry problems during the section runs but there were no consistent problems that need to be addressed. Comm was above average throughout. During the SFARP VF-84 used aggressive cranks and had excellent A-pole and E-pole awareness. The aircrews understand the "winning / losing" concept and were well-disciplined with their notches.

e. The division work by VF-84 again was highlighted by solid game plans and thorough understanding of the mission objectives. Within the division, directive targeting was extensively used and decision making was tactically smart. VF-84's disciplined use of Comm priority was consistently above average. VF-84 also did an excellent job with radar work and just as with the section runs, their time line awareness was well above average. VF-84 has obviously had lots of practice employing in divisions. While there were some minor errors in geometry control and targeting, good short range radar work and weapons employment got the fighters out of trouble. There were no consistent problems that occurred during the division hops. The SF-9 defense in depth runs were supplemented by a/c from VF-14. These missions were well planned and executed. Directive targeting and disciplined comm continued to stand out as impressive.

f. VF-84 was also supplemented by VF-14 for the SFARP Derby. The missions were well planned and extremely aggressive. The "Jolly Rogers" killed all 15 possible bogeys over the three event war while only losing two fighters. In Addition, the VF-84/VF-14 combination also destroyed the primary target. Because of VF-84's superior performance during SFARP, VF-84 was shown much more complex scenarios than the standard war presentations. They did an excellent job solving the problems and dead fighters resulted from multi-plane VID merges. The only "other" that VFC-12 observed during the war events was one fighter got too aggressive with multi group targeting and drove into a bandit LAR.

g. Enclosure (1) contains missile performance results. The objective of providing this data is to suggest training areas in valid shot and weapons employment that may need increased emphasis. A particular miss reason that needs explanation is the "TARGET DEAD" category. This results when multiple missiles are employed on a single target before any single missile timing out and killing the target. VF-84's weapon employment and valid shot performance were well above Fleet average. Even so, continue to emphasize training in the valid shot and weapons employment program.



h. Enclosure (2) is a summary of VF-84 strengths and weaknesses on each generic SFARP scenario (1v1, 2v2, 2vX, 4vX). It is designed to pinpoint areas that may need more emphasis in training and tactics development. **Overall, VF-84 did a tremendous job throughout the SFARP.** The most notable "goods" were very disciplined radar work, disciplined comm, and directive targeting. Enclosure (3) contains the breakdown of scoring for the SFARP derby. Enclosure (4) contains the individual grade sheets that illustrate the above points. Enclosure (5) is the "blue book" which contains a more detailed analysis as well as individual aircrew numbers for the SFARP exercise.

I. It is evident that VF-84 put lots of time and preparation into the SFARP program. VF-84 distinguished themselves as highly aggressive and flexible. It was truly a pleasure working with FIGHTER SQUADRON EIGHTY-FOUR. We eagerly wait a return engagement, and as always.....

"CHECK SIX!!!!"


M. J. MCGRAW





DEPARTMENT OF THE NAVY
FIGHTER SQUADRON COMPOSITE TWELVE
NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VIRGINIA 23460-5190

3500
Ser Ops/

21 AUG 1995

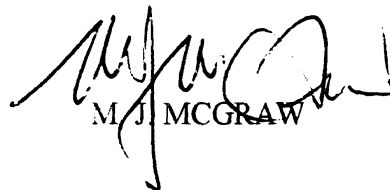
From: Commanding Officer, Fighter Squadron Composite Twelve
To: Commander, Carrier Air Wing Reserve Twenty

Subj: AFTER ACTION REPORT

Ref: (a) COMCARAIRWINGRESINST 3500.4C

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

1. VFC-12 recently completed an adversary support detachment at NAS Key West, Florida from 22 Jul 95 to 09 Aug 95. Training consisted of adversary support for VF-101, provided by F/A-18 Hornet aircraft from VFC-12 and VFA-203.
2. Enclosures (1) thru (4) detail the key data for the detachment.
3. Commanding Officer's comments: Due to hurricane Erin, the planning and execution of this detachment required extraordinary flexibility and extended operational commitments. CVWR-20 assets accomplished 100% of the VF-101 required missions, demonstrating the ability and commitment to meet the most demanding fleet support requirements.


M. J. MCGRAW





DEPARTMENT OF THE NAVY

FIGHTER SQUADRON COMPOSITE TWELVE

NAVAL AIR STATION OCEANA

VIRGINIA BEACH, VIRGINIA 23460-5190



3000
Ser Ops/ 268

06 SEP 1995

From: Commanding Officer, Fighter Squadron Composite Twelve
To: Commander, Carrier Air Wing Reserve Twenty
Via: Operations Officer, Carrier Air Wing Reserve Twenty

Subj: VFA-81 SFARP AFTER ACTION REPORT

Encl: (1) VFA-81 SFARP Debrief

1. From 5 Jul-19 Jul 1995 VFC-12, with support from VF-45 and VF-201, conducted the air to air portion of the SFARP syllabus with VFA-81. During this period VFC-12 flew 114 sorties and 148 hours in SFARP support. Four VFA-81 divisions completed the syllabus except the final event of the war. VFA-81's det was cut short two days due to limited TEMAD funding. Enclosed is the SFARP debrief that was given to VFA-81 at the conclusion of the exercise.

2. From the end of course critiques, VFA-81 was extremely impressed with the program and felt it was professionally flown and managed. Since this was VFC-12's first F/A-18 SFARP, there were some administrative and tactical lessons learned that have been incorporated for future Hornet SFARP's.

3. Specific problems noted:

a. TACTS does not provide AMRAAM fly outs. While SFARP is now strictly SCKR, missile flyouts are invaluable for debriefing forward quarter missile wars. TACTS personnel say that AMRAAM flyouts were not funded and most likely will not be incorporated in the near future. Several afternoon events were lost when TACTS dumped due to power fluctuations caused by the high heat. This should not be a problem again until next summer.

Solution: TACTS government employees tracking TACTS degrades.

b. VFA-81's det coincided with a JTF sponsored FLEETEX. As a result, there was limited room at the BOQ and limited maintenance det spaces. The limited BOQ spaces forced VFA-81 personnel out into town and the resulting temadd funding shortage caused them to cut short their detachment. Also, the JTF exercise preempted the use of the ranges required for the war. As a result the war had to be modified to take place in TACTS only.

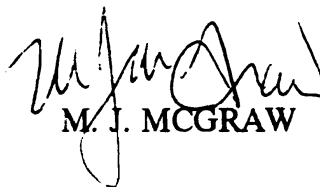




Subj: VFA-81 SFARP AFTER ACTION REPORT

Solution: SFARP planning should take into account other exercises which will impact housing, work space and range use. TEMADD contingency spending plans can increase flexibility, thus enabling squadrons to complete scheduled programs. Weather, maintenance and range delays should be accounted for in detachment planning.

4. VFA-81 was extremely impressed with the SFARP presentations, standardization, and professionalism of the adversary aircrews. All of their critiques were extremely positive regarding the bogey briefs, flight presentations, F/A-18 91C knowledge, AIM-120 capabilities and debriefs.


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3710
Ser 30/237
15 AUG 1995

~~CONFIDENTIAL~~ [Unclassified upon removal of enclosures (5&6)]

From: Commanding Officer, Fighter Squadron Composite TWELVE
To: Commanding Officer, Fighter-Attack Squadron EIGHTY-ONE

Subj: STRIKE FIGHTER ADVANCED READINESS PROGRAM (SFARP) DEBRIEF

Ref: (a) COMFITWINGLANTINST 3710.9C

- Encl: (1) VFA-81 Missile Performance Results
- (2) VFA-81 SFARP Strengths and Weaknesses
- (3) VFA-81 Compex Results
- (4) VFA-81 SFARP Grade Sheets
- (5) VFA-81 Analysis Summary (Blue Book)

1. Fighter Squadron Composite TWELVE with support from Fighter Squadron FORTY-FIVE and Fighter Squadron TWO HUNDRED ONE conducted an SFARP for Fighter-Attack Squadron EIGHTY-ONE from 5 JUL-19 JUL 1995. The following report of operations during this period is submitted per reference (a).

2. A flight statistics summary:

5 JUL-19 JUL 1995

TYPE	EVENTS SCHEDULED	EVENTS FLOWN
1V1	1	1
2V2	38	32
2VX	40	34
4VX	48	45
<u>8VX</u>	<u>39</u>	<u>39</u>
TOTAL	166	151

CANCELED WX	-	10
AIR ABORT WX	-	8
CANCELED MAINT	-	2
ABORT WINGMAN	-	1
ABORT NO BOGEY	-	0
ABORT MAINT	-	2

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3. Observations.

The following are general observations on the performance of VFA-81 in SFARP '95:

a. The SFARP with VFA-81 was a valuable training experience for the aircrew who participated. The results of the first and second engagement of each sortie flown on TACTS were recorded, and the data contained in enclosures (1) through (5) is a compilation of these results.

b. The "SUNLINERS" showed up to SFARP eager and aggressive. The aircrews received SFARP lectures and 1v1's from VF-45 prior to arriving at NAS Oceana due to limited TEMAD availability. This TEMAD restriction forced a very compressed schedule in which to finish the SFARP syllabus. In 10 flying days the "SUNLINERS" flew 4 divisions through the 12 event SFARP with the only lost sortie being the final war event. VFA-81's maintenance department did an outstanding job providing FMC aircraft throughout the syllabus and had 8 of 8 jets ready for the final war event. The remainder of this document will focus on the goods and others of VFA-81's performance providing the tools for the in-house training team to improve the overall war fighting capability of the aircrew.

c. As stated above, VFA-81 was very well prepared for SFARP. Their tactical and technical knowledge were extremely impressive and they were up to speed with the latest intelligence and tactical employment considerations. VFA-81 was also extremely receptive to bogey inputs in the debrief which facilitated aircrew training.

d. Although there was only one scheduled 1v1, the "SUNLINERS" performance during 1v1's in the engaged arena was solid with sound game plans, initial moves, and good threat assessment of nose position. BFM skills varied from driver to driver but the Hornet maneuverability and AMRAAM min-range capability proved lethal in ACM. Keeping sight was not a common problem. VFA-81 aircrews have good understanding of BFM fundamentals and flew their FA-18's smartly and aggressively.

e. The section work by the "SUNLINERS" included both 2v2 and 2vX missions. The "goods" in the 2v2 missions were gameplans, mutual support during the intercept phase, engaged criteria, and intercept comm. The 2v2 "others" during the intercept phase were primarily geometry control. The engaged "others" included valid shot plus engaged mutual support and defining roles. Several times AIM-120 shots were taken with friendlies in the HUD FOV. While the missile should guide on the locked target, firing an active missile in this environment is not recommended. Engaged maneuvering varied from aircrew to aircrew. The 2vX scenarios were much more complex than the 2v2 runs, but VFA-81 handled the scenarios well. VFA-81 did a nice job with gameplans, commit criteria, weapons employment, and valid shot. Directive targeting





was emphasized throughout SFARP as well as smart implementation of TDP and FBR concepts. There were some instances of late drops of maneuvering bandits which put the fighters behind their timeline's on factor groups. Comm was above average throughout. During the SFARP VFA-81 used aggressive cranks and had excellent A-pole awareness although on some occasions fighters pushed inside E-pole. Short range radar work was above average throughout. The aircrews understood the "winning / losing" concept and were well-disciplined with their notches.

e. The division work by VFA-81 again was highlighted by solid game plans and a thorough understanding of the mission objectives. Within the division, directive targeting was extensively used and decision making was tactically smart. VFA-81's disciplined use of Comm priority was consistently above average. VFA-81 also did an excellent job with radar work. Their timeline awareness was above average on the MIG-29 runs and slightly below average on the Flanker run. While there were some minor errors in geometry control and targeting, good short range radar work and weapons employment got the fighters out of trouble. PID confirmation was an "other" in the 4vX scenarios. Several bogeys were killed without "bandit" or "hostile" confirmation. The SF-9 defense in depth runs were well planned and executed. Directive targeting and disciplined comm continued to stand out as impressive. TARCAP and MIGSWEEP integration especially in regard to geometry could be improved.

f. VFA-81 was not able to finish all three events of the war due to TACTS problems and poor weather. In addition, the war had to be modified due to JTF range priorities. On the two runs which were executed VFA-81 killed 12 bandits while only losing 1 fighter. The missions were well planned and extremely aggressive. The "SUNLINERS" executed grinder tactics on the first event to establish air superiority. On the second event VFA-81 was able to get a single a/c into the target area successfully but one fighter was lost. This was the result of poor GCI, undisciplined radar search and poor MIGSWEEP/ TARCAP integration. Because of VFA-81's superior performance during SFARP, VFA-81 was shown much more complex scenarios than the standard war presentations.

g. Enclosure (1) contains missile performance results. The objective of providing this data is to suggest training areas in valid shot and weapons employment that may need increased emphasis. A particular miss reason that needs explanation is the "TARGET DEAD" category. This results when multiple missiles are employed on a single target before any single missile timing out and killing the target. VFA-81's weapon employment and valid shot performance were well above average for Fleet squadrons. Even so, continue to emphasize training in the valid shot and weapons employment program especially concerning friendlies in the HUD FOV.





h. Enclosure (2) is a summary of VFA-81 strengths and weaknesses on each generic SFARP scenario (1v1, 2v2, 2vX, 4vX). It is designed to pinpoint areas that may need more emphasis in training and tactics development. Overall, VFA-81 did a tremendous job throughout the SFARP. The most notable "goods" were very disciplined radar work, disciplined comm, and directive targeting. Enclosure (3) contains the results of the 2v2 complexes. These complexes were superb and all aircrew recieved "E"s. Enclosure (4) contains the individual grade sheets that illustrate the above points. Enclosure (5) is the "blue book" which contains a more detailed analysis as well as individual aircrew numbers for the SFARP exercise.

I. It is evident that VFA-81 put lots of time and preparation into the SFARP program. VFA-81 distinguished themselves as highly aggressive and flexible. It was truly a pleasure working with FIGHTER ATTACK SQUADRON EIGHTY-ONE. We eagerly wait a return engagement, and as always.....

"CHECK SIX!!!!"

M. J. McGraw
M. J. MCGRAW

met,
A superb maintenance and tactical effort! Looking forward to the next one!
Ed.





DEPARTMENT OF THE NAVY
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3500
Ser Ops/
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From: Commanding Officer, Fighter Squadron Composite Twelve
To: Commander, Carrier Air Wing Reserve Twenty

Subj: AFTER ACTION REPORT

Ref: (a) COMCARAIRWINGRESINST 3500.4C

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

1. VFC-12 recently completed an adversary support detachment at NAS Key West, Florida from 23 Sep 95 to 07 Oct 95. Training consisted of adversary support for VF-101, provided by F/A-18 Hornet aircraft from VFC-12 and VFC-13.
2. Enclosures (1) thru (4) detail the key data for the detachment.
3. Commanding Officer's comments: This was another highly successful FRS tactics detachment. We supported VF-101 with eight total airframes (VFC-12 and VFC-13 combined) to support a twenty four sortie VF-101 daily flight schedule. With use of double cycles and flexible bogeys, the twenty-four fighter sorties were serviced by eighteen total adversary sorties (6x6x6). On this detachment there were two hard down aircraft for over five days (fodded engine/P&E airframe problem). Trying to make a 6x6x6 flight schedule with six available airframes was not possible. We understand 100% support may no longer be an option due to increased requirements however, we will continue to strive for that goal.


R. S. DADIOMOFF





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3500

Ser Ops/ 382

21 DEC 1995

From: Commanding Officer, Fighter Squadron Composite Twelve
To: Commander, Carrier Air Wing Reserve Twenty

Subj: AFTER ACTION REPORT

Ref: (a) COMCARAIRWINGRESINST 3500.4C

Encl: (1) Operational Data
(2) Operational Statistics/Problems
(3) Maintenance/Ordnance Summary

1. VFC-12 recently completed an adversary support program at NAS Oceana, Virginia from 27 Nov 95 to 09 Dec 95. Training consisted of adversary support for VF-101, provided by F/A-18 Hornet aircraft from VFC-12 and VFC-13.

2. Enclosures (1) thru (3) detail the key data for the detachment.

3. Commanding Officer's comments: The winter 1995 VF-101 FRS support detachment was an arduous evolution from start to finish. All standard pre-detachment arrangements for bogey support were made well in advance between the Saints and the Omars and in place on the 26th of November for an F-14 FRS Air to Air weapons evolution. The two week detachment resulted in only a 62% sortie completion rate due to factors that were predicted prior to the event and other factors that have previously been recognized as lessons learned. Due to weather problems during the detachment, bandit support requirements were requested past the 9th of December, the original completion date. Operational tasking requirements for VFC-13, and tail modification requirements for VFC-12 left this request unfilled. The FRS opted to use F-14's to provide their own bandit support after the Saints departed.

Bottom line, the customer did not get our best support; primarily due to the constraints of fueling at NAS Oceana, limited number and range to working areas, weather, and the tail modification which severely limited VFC-12 availability. Supporting data contained in Enclosures (1) through (3) identify specific operational data, problem areas, and lessons learned. This operation seems to reinforce the necessity of the Key West Deployment, particularly during the winter months.

R. S. DADIOMOFF

