



# Naval Air Force Reserve

## Provides Support to the Fleet

By LCDR Scott Rye, USNR  
Commander Naval Air Force Reserve Public Affairs

The Mediterranean – An F/A-18 Hornet assigned to the Hunters of Strike Fighter Squadron Two Zero One (VFA-201) prepares to launch from the flight deck aboard the aircraft carrier *USS Theodore Roosevelt* (CVN 71). *Roosevelt* and Carrier Air Wing Eight (CVW-8) are on deployment conducting combat missions in support of Operation Iraqi Freedom. Operation Iraqi Freedom is the multinational coalition effort to liberate the Iraqi people, eliminate Iraq's weapons of mass destruction and end the regime of Saddam Hussein. (U.S. Navy photo by Photographer's Mate Airman Brad Garner)

The Naval Air Force Reserve traces its roots to the Naval Air Reserve Training Command, established in 1946 on board Naval Air Station (NAS) Glenview, IL. In 1973, Reserve air and surface commands combined in New Orleans under the command of the Chief of the Naval Reserve. Commander Naval Air Reserve Force was established as a separate command in 1973 and remained so until its disestablishment in July 2002, when Commander, Naval Air Force Reserve was established.

Today, Commander, Naval Air Force Reserve has cognizance over more than 35 squadrons (plus the Reserve Component of the Naval Air Training Command) conducting a variety of missions around the globe.

Assets include the squadrons of Carrier Air Wing Reserve 20, Reserve Helicopter Wing, Reserve Patrol Wing, and the Fleet Logistics Support Wing. The Naval Air Force Reserve is aligning to provide better support to the Fleet; and Rear Admiral Daniel L. Kloeppe, Commander Naval Air Force Reserve, has been assigned Additional Duty (ADDU) to Commander, Naval Air Forces to lead that transition for the Reserve air component.



At sea aboard *USS THEODORE ROOSEVELT (CVN 71)*, a plane director guides a F/A-18 Hornet from the Hunters of Strike Fighter Squadron Two Zero One (VFA-201) into position on the ship's flight deck. (U.S. Navy photo by Photographer's Mate 2nd Class James K. McNeil)

and counterdrug missions. The UH-3 Sea King, provides combat support and is capable of supporting firefighting missions. The wing is comprised of five squadrons, including its newest squadron, HSL-60, which was stood up in May 2001.

## Reserve Patrol Wing

The Reserve Patrol Wing is the Navy's largest patrol wing and includes seven squadrons flying the P-3C Orion, three Weapons System Trainer detachments and two Mobile Operations Command Centers. The wing's squadrons are located in California, Florida, Louisiana, Maine, Pennsylvania, and Washington state. These patrol squadrons provide deterrence and counterdrug operations in the Caribbean and Pacific theaters and Fleet support around the world.

## Carrier Air Wing Reserve 20

Carrier Air Wing Reserve 20 is the Navy's only tactical Reserve carrier air wing and includes three strike fighter squadrons (VFA), two fighter squadron composites (VFC), two carrier airborne early warning squadrons (VAW) and an electronic attack squadron (VAQ).

The strike fighter squadrons fly the F/A-18 Hornet. One of these squadrons, VFA-201, was mobilized last year as part of Operation Iraqi Freedom (OIF). The F/A-18 is the Navy's only tactical air platform designed for multiple missions. In addition to providing fleet air defense and force projection, the Hornet is also capable of deploying sea mines.

Two other tactical air squadrons, VFC-12 and VFC-13, provide adversary training to the Fleet. VFC-12 is stationed on board NAS Oceana, VA, while VFC-13 is stationed on board NAS Fallon, NV.

Carrier Air Wing Reserve 20 also provides electronic warfare capability through an EA-6 squadron, VAQ-209, and airborne early warning capabilities via its E-2C Hawkeye squadrons, VAW-77 and VAW-78. VAW-77 is the Navy's only dedicated counterdrug squadron; and, like VFC-12 and VFC-13, VAW-77 is designated as a fleet support squadron.

## Reserve Helicopter Wing

The first Naval Air Force Reserve squadron to deploy to Iraq for OIF was Helicopter Combat Support Special Squadron Five (HCS-5) Firehawks, which continues to provide combat search and rescue capabilities and special operations support. The Firehawks' sister squadron, HCS-4, deployed to both the Mediterranean and North Arabian Gulf [along with HCS-5] to provide combat search and rescue support to the Fleet. While these two helicopter squadrons fly the HH-60 Sea Hawk, other Reserve helicopter squadrons fly the SH-60 Sea Hawk, conducting antisurface warfare missions, antisubmarine warfare missions,

## Fleet Logistics Support Wing

The Fleet Logistics Support Wing is comprised of 14 Naval Air Force Reserve logistics squadrons that provide 100 percent of worldwide, intertheater medium and heavy airlift for the Fleet. These squadrons, their crews, and support personnel were critical to the coalition's success in OIF and continue to play a vital role in global joint operations.

A half dozen of the Navy's newest logistics aircraft, the C-40A, have been accepted by Reserve squadrons. The C-40A replaces the aging fleet of C-9 Skytrains, a quarter of which are more than 25 years old. Fleet logistics squadrons also fly the venerable C-130 Hercules. Wing assets also provide support for senior Department of the Navy leadership, flying the C-20 Gulfstream IV, the C-37 Gulfstream V and the C-12 King Air.

## Training Wings

Chief of Naval Air Training headquarters is located onboard NAS Corpus Christi, TX, and oversees the Naval Air Training Command, which is composed of five Training Air Wings located on five Naval Air Stations in Florida, Mississippi, and Texas. These five wings are home to 16 training squadrons. The Reserve Component of the wings includes squadron augment units (SAU). The training command has become a model for Active Reserve Integration (ARI), with the integration of nearly 270 Drilling Reservists and 86 Full Time Support Naval aviators beginning in fiscal year 2003. Each of the 16 training squadrons were provided with a SAU under the operational control of the squadron commanding officer. The SAUs provide invaluable training support, not only to student pilots, but also, because of their years of experience, to many of the junior instructor pilots as well. The SAU construct also exists in Fleet Replacement Squadron (FRS) Air AntiSubmarine Squadron Four One (VS-41) with their Reserve SAU, the VS-0194 Moonlighters.



**Load Master AD2 Thomas Schnieder of VR-54 checks the straps on his safety harness before opening the rear cargo bay door after take off. (Photo by Utilitiesman Third Class Ken Irwin, COMNAVRESFOR)**

## Active Reserve Integration

*By CDR Jack Hanzlik*

*Naval Reserve Force Public Affairs Officer*

Joint requirements continue pressing Naval assets around the globe, and our Naval Air Force Reserve team, “ready and fully integrated,” continues to demonstrate its relevance to our Navy and our nation’s warfighting wholeness.

FY-03 clearly demonstrated the Naval Air Force Reserve’s ability to surge and sustain, to integrate seamlessly into the active-duty force for protracted operations, and to perform at the highest level of combat effectiveness. Hallmark performances like VFA-201’s mobilization and deployment with CVW Eight and the *Theodore Roosevelt* Battle Group; HCS-4 & 5’s ongoing support of CENTCOM Combat Search and Rescue (CSAR) operations; the VR community’s worldwide intertheater airlift (which accounts for 100 percent of the Navy’s capability); and the VAW/Maritime Patrol efforts in South America fighting the war on drugs are but a few examples of what makes our Naval Air Force the most lethal, flexible force in the sky.

FY-04 presents even greater opportunities to serve our nation, as force rotations and ongoing contingencies necessitate our continued presence forward and domestically. To meet these demands, our Navy continues to drive hard towards the one-Navy concept, integrating our Active and Reserve Components more tightly and aligning all efforts.

This topic [Active Reserve Integration (ARI)] is one of the most prominent issues in our Navy today. ARI, in concert with global operations, also makes today one of the most exciting times in our history, as we have the opportunity to shape dramatically the future of our Naval Air Force Reserve.

A comprehensive review of all Naval capabilities was directed by Commander, Fleet Forces Command (CFFC), Vice Admiral William Fallon, this past year to determine the Navy’s requirements for Reserve support. This process, known as the Zero Based Review (ZBR), is helping define the mission areas where metrics indicate it makes sense best to employ Reserve resources. As Naval requirements are defined, the Naval Reserve will organize to align with the active duty.

As the active duty command structure has organized operationally under the leadership of CFFC, our Naval Reserve leadership in New Orleans has also reorganized under one command. As of Fall 2003, the three New Orleans headquarters staffs merged to create one integrated staff called Commander, Naval Reserve Forces Command (CNRFC).

This alignment now enables us better to serve our Active and Reserve customers, by establishing a single organization for policy, funding, etc.

Another major change is that Commander Naval Air Force Reserve (CNAFR) is now assigned Additional Duty (ADDU) to Commander, Naval Air Forces. That means, the Naval Air Force Reserve operationally reports to CNAF. As this relationship and ensuing organizational changes take place, our efficiency and effectiveness as one Naval Air Force will increase.

### **Naval Reserve squadrons will soon organize into three forms**

- \* Support Augment Units (SAU)
- \* Fleet Response Units (FRU)
- \* Reserve Mobilization Squadrons (RESFORON)

The SAU has been a long time-tested organization, designed predominantly to support training squadrons. VS-41, the S-3B training squadron, located at NAS North Island, San Diego, is a great example of this successful construct. Its SAU, the VS-0194 Moonlighters, is comprised of highly-experienced and talented pilots, flight officers, and maintenance personnel who fly and maintain active-duty aircraft in support of VS-41 training and fleet support missions. On a daily basis, Reserve aircrew and maintainers seamlessly operate alongside their active duty counterparts with great pride and success.

The FRU will also align closely with the Active Component in training and report to Active wings for operational control. Their primary mission will be to train individual augmentees for mobilization to fulfill shortages in Active squadrons during FRP surge operations. These individuals will divide their training between Fleet-supported commands and the Fleet response unit. In addition, they will continue to provide operational support to Active Component training.

While timelines for the establishment of these types of squadrons have not yet been finalized, the ZBR results due out later this FY will define the requirements; and organizational changes will follow, based on Navy priorities.

The RESFORONS will continue to function as unit mobilization squadrons, training to replace or supplement Active Component squadrons during FRP surges.

As we transform our Navy, driving towards the Total Force concept, we are focusing on organizing, equipping, and training to serve our country best and to provide the taxpayers the Naval Air Force they deserve. In each community and at every level of leadership, we are seeking efficiencies that optimize the return on investment that our citizens deserve.

## Reserve Helos Provide Support With A "Thump"

*By Journalist 2nd Class Mario A. Quiroga  
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Since the Navy's acquisition of its first rotary-winged aircraft in 1931 (the Pitcairn XOP-1 Autogiro), through the adaptation of the helicopter for amphibious warfare, the need for the helicopter has been solidified in the Navy and Naval Reserve. Today, Commander Helicopter Wing Reserve (COMHELWINGRES) retains a true mission to support the Fleet in the form of five Reserve helicopter squadrons that are fully trained to provide crisis response, Fleet support, and wartime mobilization using the latest equipment and technology.

Of the existing squadrons under the command of COMHELWINGRES, Helicopter Combat Support Squadron Eight-Five (HC-85) and Helicopter AntiSubmarine Squadron Seven-Five (HS-75) hold the prestige of being the oldest operational commands in the Naval Reserve. Established in July 1970 as two of four "Citizen Patriot" squadrons, both share a long history and now provide different but equally important roles today.

HC-85 currently operates the venerable UH-3H Sikorsky Sea King helicopter, the fourth variation of the original Sikorsky H-3 for the squadron. The dual, turbo shaft engine aircraft provides HC-85 with a range of 542 nautical miles (nm), a cruising speed of 120 knots, and the ability to carry two torpedoes. Comprised of approximately 250 personnel, the Golden Gators provide AntiSubmarine Warfare (ASW) training support for the Southern California Offshore Range (SCORE) and Third Fleet Operations, utilizing recoverable ASW targets and MK-46, MK-48, and MK-50 torpedoes while maintaining a multi-aircraft detachment from Naval Auxiliary Landing Field (NALF) San Clemente Island, CA. The squadron also provides Fleet operational support, Presidential special project support, and participates in multinational exercises annually.

The Emerald Knights of HS-75 are honored to serve the United States of America and are comprised of approximately 210 personnel. Using the multipurpose Sikorsky SH-60F Seahawk helicopter, the squadron supports the Fleet by providing ASW, anti-ship missile defense (ASMD), search and rescue (SAR) and logistical capabilities, as well as medical evacuation (MEDEVAC) missions. The SH-60F is capable of speeds of 150 knots with a range of 380nm. Carrying a maximum crew of four, the Seahawk can also deliver a blow to any threat with an armament package which includes 7.62 machine guns, AGM-114 Hellfire laser-guided missiles, AGM-119 Penguin antiship missiles, and three MK-46/MK-50 torpedoes. HS-75 has provided support to many combatants, ranging from aircraft carriers to auxiliary ships, and has participated in numerous operations and international and domestic exercises.

COMHELWINGRES also commands two unique squadrons that provide the Fleet with combat search and rescue (CSAR) and special warfare support (SPECWAR) missions. Helicopter Combat Support Special Squadron Four (HCS-4) Red Wolves and Helicopter Combat Support Special Squadron Five (HCS-5) Firehawks perform critical missions in support of deployed U.S. forces. Utilizing a detachment concept, squadrons can deploy



two aircraft, including support personnel, anywhere in the world within 72 hours. Operating Sikorsky HH-60H Seahawk helicopters, combat-proven during Operation Desert Shield/Desert Storm, the squadrons can operate at ranges far from ship or base support, using the helicopter's speed and stealth capabilities. With an approximate inventory of eight aircraft each, both squadrons maintain a detachment on continuous alert should the need for immediate support arise. Both squadrons have seen action and are still engaged in Operation Iraqi Freedom. (See sidebar next page.)

Established in April 2001, the Jaguars of Helicopter AntiSubmarine Squadron Light Six Zero (HSL-60) also use the detachment concept to carry out their mission of drug interdiction operations and Fleet operational support. Jaguar Officer in Charge, Commander Eric Humphreys, described the importance of using the detachment concept when deployed.

"Det life creates a small, cohesive unit that promotes camaraderie," said Humphreys, a resident of Mayport, FL. "It relies on teamwork when deployed with mission accomplishment."

Det concept also provides squadron members with memorable professional opportunities.

"They enjoy opportunities to see places like Central and South America, the Caribbean, and the Eastern Pacific," said CDR Humphreys.



**Baghdad, Iraq – A helicopter assigned to the Firehawks of Helicopter Combat Search and Rescue Squadron Five (HCS-5), a Naval Reserve squadron, flies over the Martyr's Memorial while returning from a combat mission. HCS-5 was deployed to Iraq in support of Operation Iraqi Freedom. (U.S. Navy photo by Aviation Electronics Mate 1st Class Rex Sackett)**

With a complement of approximately 200 personnel, HSL 60 replaced the disestablished HSL-74 and HSL-84, becoming the first Light Airborne MultiPurpose System (LAMPS) MK III squadron in the Naval Air Force Reserve to deploy combat-ready Sikorsky SH-60B Seahawk helicopters from the decks of Navy surface combatants. CDR Humphreys also commented on how the Seahawk aids the squadron's mission.

"The SH-60B aligns us with the Fleet and integrates us with the active duty to support the Navy," said CDR Humphreys.

The Jaguars can provide up to six detachments to support further undersea and surface warfare, vertical replenishment, SAR, MEDEVAC, naval gunfire support, and communications relay missions.

Under the direction of COMHELWINGRES, these five squadrons provide the Naval Reserve with immense capabilities and critical support desired by the Fleet.

## HCS-4 and HCS-5 Bring Special Warfare Capabilities to OIF

*By LCDR Scott Rye, USNR  
PAO, Commander Naval Air Force Reserve*

**H**elicopter Combat Support Special Squadron 4 and HCS-5 provide a unique skill set to the Fleet. HCS-4, stationed onboard Naval Station Norfolk, and HCS-5, stationed onboard Naval Air Station North Island, are the Navy's only helicopter squadrons that combine expertise in combat search and rescue and Naval special warfare support. When the balloon went up in Iraq, both squadrons were ready to fulfill their missions.

In March 2003, 70 percent of HCS-5 Firehawks were mobilized to Kuwait to provide support to special operations units within U.S. Central Command area of responsibility.

Also, in March, the Red Wolves of HCS-4 deployed four HH-60 helicopters and support personnel in support of Operations Noble Eagle and OIF. Two helicopters and support personnel were forward deployed ashore, while two additional helicopters and support personnel were deployed on board *USS LaSalle* (AGF 3), the Sixth Fleet flagship, and *USS Nashville* (LPD 13) to provide combat search and rescue operations.

In late February 2004, HCS-4 deployed, to relieve HCS-5 and continue supporting special warfare missions.

The members of HCS-4 and HCS-5 are more experienced than the average member of a helicopter squadron in the Fleet. An average HCS pilot has accrued more than 2,600 hours of military flight time over an average of 12-1/2 years. These seasoned aviators have more than seven years of mission experience on average and typically have diverse operational experience in a multitude of training environments, including mountains, jungle, littoral, and desert scenarios.

The Red Wolves and the Firehawks train regularly with Navy SEALs for SpecWar operations, and both squadrons have acquired a wide range of Special Operations Support expertise. The two squadrons also comprise nearly 50 percent of the Navy's combat search and rescue capabilities. These special qualifications made HCS-4 and HCS-5 a "must-have" asset during OIF.

## VFA-201 Makes Historic Deployment

By LCDR Scott Rye, USNR  
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In October 2002, Strike Fighter Squadron 201 (VFA-201) became the first tactical Naval Air Reserve squadron mobilized since 1968 and the first actually to deploy since the Korean War.

By all measures, the 220 Reservists of VFA-201 performed superbly.

The Hunters went to sea onboard *USS Theodore Roosevelt* (CVN 71) in January 2003. VFA-201 flew more than 400 combat sorties during its six months onboard the carrier, including flying combat sorties “downtown Baghdad” on the very first night of Operation Iraqi Freedom. By the end of the deployment, the squadron’s pilots had logged more than 1,100 hours of combat flying time and delivered more than 200 precision-guided bombs and 220,000 pounds of ordnance on target during their service in OIF.

During the deployment, CAPT Rich O’Hanlon, Commanding Officer of *Theodore Roosevelt*, said of the squadron, “Their maintenance people are some of the most motivated I’ve ever seen, and their pilots are some of the most skilled I’ve ever seen. The results have been pretty darn good.” RADM John Harvey, Commander, Carrier Battle Group, agreed, describing the Hunters as one of the most “motivated, professional, and talented squadrons” he had ever seen.

The Hunters earned the Top Hook award for Air Wing 8, turning in the best scores for landings. The squadron won all three “line periods,” or grade periods that rate the six squadrons operating onboard *Theodore Roosevelt*. During deployment, the Hunters also earned a fourth Battle “E” award for combat readiness, none of which could have been possible without the tremendous support of the squadron’s maintenance personnel, who had previously earned the Golden Wrench for outstanding aircraft maintenance four times.

RADM Daniel L. Kloeppe, Commander, Naval Air Force Reserve, presented the Bronze Star to CDR Thomas Morotta, who served as commanding officer during the historic deployment. Kloeppe praised the squadron’s ability in integrating with the Active squadrons.

CDR Morotta credited members of the squadron for its success. “I get to wear the ribbon, take it home, and show it with pride; and every time I do, I’ll tell the story of what a great job you guys did,” he told members of the squadron during the awards ceremony. “Every one of you here deserves to wear this award.”

## Naval Reserve Tactical Air Surveillance Squadrons Serve the Fleet, Nation

By LTJG Mike Billips, USNR  
Navy Information Bureau 108

The Naval Reserve has eyes and ears in the sky, with one electronic countermeasures EA-6B Prowler squadron and two airborne early warning, command and control E-2C Hawkeye squadrons serving the Fleet and the nation. A squadron augment unit (SAU) constitutes the Reserve contribution to the fixed-wing, carrier-based antisubmarine aviation effort.

The VAQ-209 Star Warriors, based at Naval Air Facility Washington, DC, flew their EA-6B Prowlers in action over the Balkans in 1999, deploying to Aviano Air Base, Italy, on 96 hours notice. Like their Active Component counterparts, the Star Warriors use surveillance and electronic attack equipment to identify and suppress enemy search and fire control radars, a key step in gaining air supremacy. In addition to its electronic attack capabilities, the EA-6B can launch the High Speed AntiRadiation Missile (HARM) physically to destroy enemy air defense installations.

Current plans call for upgrading Active Component squadrons to the EA-18G electronic attack plane starting in 2009, but the Prowler will continue to serve capably with the Naval Reserve for the foreseeable future.

The VAW-77 Nightwolves, based at NAS Atlanta and commissioned in 1995, have a unique role in counterdrug operations as it is the Navy’s only dedicated counterdrug squadron. The unit’s four E-2C Hawkeye early-warning aircraft, a platform originally intended to provide long-distance radar coverage for carrier battle groups, have been modified for counterdrug patrols. The Nightwolves operate the only E-2C aircraft equipped with VOR and ILS navigation equipment, including one Garmin GNS 530 prototype for the Naval Air Systems Command. The squadron patrols the skies over the Caribbean, spotting ships and aircraft in concert with the U.S. Coast Guard, law enforcement agencies, and other DoD activities.

The Nightwolves’ counterdrug role is expected to continue, and the squadron will grow from four to six aircraft in the next 18 months.

VAW-78, The Fighting Escargots, is based at NAS Norfolk. The squadron’s mission is mobilization in support of Carrier Air Wing Reserve 20 and providing operational support to the Fleet. In 1983, the squadron replaced its aging E-2Bs with E-2Cs, marking the first time a current tactical fleet aircraft had been operated by the Naval Reserve.

In addition to the annual training that keeps its pilots and Naval flight officers (NFO) carrier and mission qualified, VAW-78 has also worked in counterdrug operations since the late 1980s – providing at least one month per year – and supports numerous operations and exercises when not training for deployment. The squadron is scheduled to decommission in fiscal year 2005.

While the Naval Reserve does not have a S-3 squadron of its own, SAU ably supports VS-41, based at NAS San Diego, flying the S-3B Viking aircraft. Current plans have the SAU playing an important role in student training as the S-3 community executes its “sundown,” or disestablishment, plan.

## VFA and VFC Squadrons Provide Strike Fighter Support and Fleet Adversary Training

By *LT Morgan Murphy, USNR*  
Navy Information Bureau 916

Whether your vantage point is from the flight deck of a carrier at sea, the seat of an enemy aircraft, or an office in the Pentagon, the Naval Air Force Reserve's strike fighter (VFA) and fighter composite (VFC) communities are recognized experts who train and deploy to defend the nation when called upon and provide unmatched adversary training for Active-Duty pilots on a daily basis – all while working both their Navy and civilian jobs.

### The Units

The strike fighter and adversary communities are made up of three VFA and two VFC squadrons. VFA- 201, The Hunters, is stationed at Naval Air Station Joint Reserve Base (NAS JRB) Fort Worth, TX. VFA- 203, The Blue Dolphins based in Atlanta, GA, is scheduled to be disestablished later this year. VFA- 204, The River Rattlers, is based ashore at Naval Air Station Joint Reserve Base (NAS JRB) New Orleans, LA. VFC -12, The Fighting Omars, is stationed onboard Naval Air Station Oceana, VA. VFC -13, The Saints, is located at Naval Air Station Fallon, NV.

### The Aircraft

With the exception of VFC-13, all of the squadrons either currently operate or are in the process of inducting the F/A-18A+ Hornet, the second generation of the Navy's first dual-purpose, multimission aircraft. The F/A-18A+ differs from the F/A-18A in its ability to carry new and varied weapons, its radar improvements, and software upgrades. The "plus" designation to the F/A-18A is essentially a package modification that makes the plane more aligned with the F/A-18C employed by most fleet squadrons. The F/A-18E Super Hornet is currently being introduced to the Fleet.

The Saints fly twenty single-seat F-5E Tiger II and three two-seat F-5E aircraft as adversary threat simulators and in air-combat training. Their planes are used to approximate the MiG 21 and MiG 23. That simulation hones Active pilots' skills in advanced training such as the air wing strike fighter advanced readiness program (SFARP) and basic air combat training for fleet readiness squadrons.

### Mission Effective

Few units in the Naval Reserve maintain the demanding operational tempo that the VFAs and VFCs keep. Some of the Reserve squadron members average 85 days of active duty plus 72 drills to support the Fleet. "There's no shutdown period here," says VFC -13's Commanding Officer, CAPT John Cole. "Because we're Reservists, everybody thinks that we're part-time. We're a full-time command doing a full-time mission. Whether we're in Key West or Oceana on detachment, participating in Rim of the Pacific (RIMPAC) exercise, or here in Fallon supporting air wings, squadrons, or TOPGUN schools as strike fighter tactics instructors (SFTI), the Reserve hardware units are full-time outfits."

Most VFA and VFC pilots are former Active-Duty pilots and

now have civilian jobs flying for major airline or air freight companies. Add that experience to their heavy training schedules and you wind up with the most tenured and experienced pilots in the Navy. Pilots of VFA-201, for example, average 2,700 hours each. The average Active-Duty fleet Naval aviator has approximately 600 hours of flight experience.

Naval Reserve technicians, maintainers, and plane handlers have distinguished themselves as well, when called upon. When VFA-204's maintenance crews found themselves steaming around Cape Horn with *USS Nimitz* (CVN 68) two years ago, they kept the birds aloft 24 hours a day, despite 35-foot seas. That earned the squadron a Golden Wrench award for maintenance to add to their distinguished 21-year, 71,000-hour record of mishap-free flying.

As these professionals bring their highly-trained skills to bear for the Navy, they exemplify what it means to be a part of the Naval Reserve – fully integrated and ready to serve.

## Patrol Squadrons Take on Expanded Role

By *Journalist 2nd Class William R. Lovelady, USNR*  
Mobile Public Affairs Team Norfolk Det 208

The Patrol Squadron Six Two (VP-62) Broadarrows, a Naval Reserve maritime patrol squadron based onboard NAS Jacksonville, FL, is representative of the maritime patrol community. Flying Aircraft Improvement Program (AIP) series P-3s, VP-62 has taken on new roles in the Global War on Terrorism and international counterdrug operations. Since the end of the Cold War and the decline of the Soviet threat, emphasis on submarine hunting had declined. Still, the highly capable P-3 Orions and the crews who fly them have aggressively adapted to meet growing operational needs across a broad spectrum of mission areas.

"We've taken an over-water surveillance platform and used it very effectively in a variety of roles over land and sea. We look at suspect ports and suspect ships where terrorists may be," said CDR Mark Fava, VP-62 Executive Officer. "The intelligence, surveillance, and reconnaissance capabilities of the latest variant of the updated P-3C make it ideal for intercepting suspected drug boats," he added.

The Reserve Patrol Wing has cognizance over seven VP squadrons, a Reserve AntiSubmarine Warfare (ASW) Training Center, and three wing detachments. Squadrons include VP-62 onboard NAS Jacksonville, FL; VP-64 and VP-66, onboard NAS JRB Willow Grove, PA; VP-65 onboard Naval Base Ventura County, CA; VP-69 onboard NAS Whidbey Island, WA; VP-92 onboard NAS Brunswick, ME; and VP-94 onboard NAS JRB New Orleans. The Reserve ASW Training Center is also located onboard NAS JRB Willow Grove, PA; and the Wing detachments are located at Brunswick, ME; Jacksonville, FL; and Whidbey Island, WA. Squadrons are manned by 2,500 Drilling Reserve and Full-Time Support (FTS) personnel who operate and maintain these 42 P-3 Orions, including the P-3C Update III and Update II/II.5. With detachments operating around the world 24/7/365, the committed professionals of Reserve Patrol Wing amazingly surpassed one million hours of mishap-free flight operations during 2003.

VP-62 provided support to Operation Enduring Freedom in the Pacific, flying out of Kadena, Japan, and in the Mediterranean, flying from Sigonella, Sicily. They also flew in support of Operations Carib Shield and Caper Focus, two counterdrug efforts in the Caribbean. "In 2003, we flew 111 frontline operational sorties worldwide," said CDR Guy Jackson, the squadron's prospective Executive Officer.

With the new roles and capabilities of maritime patrol squadrons, Jackson said there is still a need for ASW. The submarine threat is still real, and the P-3s are the Navy's only remaining fixed wing ASW asset.

Because of its vital role to the Fleet, Reserve Component P-3s will soon undergo an enhanced special structural inspection program and repairs to extend the service life until the proposed 2013 introduction of the multimission aircraft into the Fleet.

## Logistics Support to the Fleet Ready and Fully Integrated

*By CDR Jack Hill, USNR, CFLSW Operations Officer*

The Fleet Logistics Support Wing (CFLSW) is comprised of 14 Naval Air Force Reserve (CNAFR) squadrons that provide 100 percent of the Fleet's worldwide, intertheater medium and heavy airlift. These squadrons, their crews, and support personnel were critical to the coalition's success in OIF and continue jointly to play a vital role in the Global War on Terrorism.

CFLSW provides the organic Naval airlift that has come to be described as Navy Unique Fleet Essential Airlift (NUFEA). Certainly unique among Navy airwings, CFLSW is comprised of six different types of aircraft (50 total) spread over the 14 squadrons. The newest airframe brought into the fold is the C-40A Clipper, also known as the Boeing 737-700, which is set to replace the aging C-9 Skytrain II. With six of these state-of-the-art aircraft already in operation and three more on the way, the Clipper is moving from the future of Naval air logistics to the here and now. While the Clipper might be the flagship of CNAFR, there is little doubt that the workhorse is the C-130 Hercules. Seemingly always in demand, this heavy lifter perfectly complements the high-tech, long range capabilities of the Clipper with what can only be described as a blue-collar, workman's attitude. Rounding out this team are the C-20D Gulfstream III, C-20G Gulfstream IV, and C-37 Gulfstream V. Whether providing NUFEA or executive transport to the Navy's leadership, these aircraft provide the flexibility and unmatched capabilities required for today's high paced operations. All of this and more than 3,500 Selected Reservists (SELRES) and Full-Time Support (FTS) in the ranks add up to the title of "Navy's Largest Airwing."

### Support to the Fleet – Ready and Fully Integrated

Up until September 11, 2001, CFLSW squadrons, designated by the Navy as VR, provided continuous logistics coverage to the Mediterranean theater out of Sigonella (Sicily), Italy with two C-9 aircraft and one C-130 aircraft. At the same time, one C-9 and one C-130 were provided to the Western Pacific Theater out of Atsugi, Japan. Additionally, six months of coverage was provided to the Middle East Theater out of Al Manamah, Bahrain, using an assortment of VR assets to meet the demand. This support to the Fleet was

only part of the VR mission. Meeting the logistics requirements of the InterDeployment Training Cycle (IDTC) was the other mainstay of the VR mission. After all that, any aircraft that was found lacking for tasking was released to Joint Operational Support Airlift Center (JOSAC) to help with joint logistic requirements. Simply put, the Fleet is the customer; CFLSW is the supplier; and airlift is the product.

This demand from the three theaters resulted in CFLSW providing approximately 160 17-day detachments utilizing a mix of FTS and SELRES. During the course of these detachments, VR assets would historically fly 13,000 hours, transport 33,000 passengers, and lift 12.5 million pounds of cargo. Approximately 60 percent of this support was provided in the Mediterranean, 30 percent in the Western Pacific, and the rest to the Middle East.

Post 9/11, the initial response from the VR community was simply to increase the output to keep up with the demand of its customers. It became increasingly clear that the status quo supply would fall short of the demand being presented by the customers. Like many Reserve communities, the increased requirements being placed on VR required the mobilization of Reserve forces to active duty.

During Desert Storm, VR mobilized three squadrons and forward deployed them to Europe and the Middle East. Their performance was exemplary, but there were some postwar lessons learned. While three squadrons actively participated in the war, 11 were left behind to handle what was considered the more mundane aspect of the job. After the war, maintaining retention in the three squadrons that had been mobilized became an issue. Basically, neither the glory nor the pain had been equally distributed throughout the community.

For Operation Iraqi Freedom the decision was made to combine the overall capabilities of the community better to meet the requirements of the war. Instead of mobilizing entire squadrons, the operational concept of detachments was maintained and mobilizations were targeted to specific undermanned skill sets throughout the wing. In the end, 352 SELRES were mobilized to active duty and detachments went from 160 to 226, a 41 percent increase. This was accomplished with only a 15 percent increase in active duty manpower through mobilization.

During the course of the last fiscal year, including Iraqi Freedom, VR assets flew 22,500 hours, transported 51,000 passengers, and lifted 30 million pounds of cargo while providing NUFEA in the Mediterranean, the Western Pacific, and the Middle East. These numbers represent a 73 percent increase in flight hours, a 54 percent increase in passengers, and a 140 percent increase in pounds of cargo moved.

As stated earlier, this support only constituted one aspect of the VR mission. All in all, in fiscal year '03, VR flew 60,000 flight hours while carrying 155,000 passengers and 39 million pounds of cargo. As with the cessation of hostilities in any conflict, there is an accompanying drawdown that follows. The number of mobilized Reservists has fallen to below 80, but the lift requirements have not diminished in kind. VR will again send out over 220 detachments this year with cargo and passenger loads expected to stay virtually unchanged.

The obvious question is how do you maintain that kind of supply to the customer when resources are being withdrawn? For VR, it is simply a matter of continuing the acquisition and transition processes started before 9/11. The enhanced capabilities of the C-40A Clipper and the possibility of standing up an additional C-130 squadron are the future of VR and NUFEA. 📌