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DEPARTMENT OF THE NAVY
ATTACK SQUADRON FIFTEEN
FPO NEW YORK, 09501

1981

IN REPLY REFER TO:
VA-15/10/JPR:tb
5700
Ser 210
11 March 1982

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(Unclassified upon removal of enclosures)

From: Commanding Officer, Attack Squadron FIFTEEN
To: Chief of Naval Operations (OP-05D2)

Subj: Command History (OPNAV Report Symbol 5750-1)

Ref: (a) OPNAVINST 5750.12B
(b) ATKRON FIFTEEN INST 5750.12C

- Encl:
- (1) Command History Cover Letter
 - (2) Chronological History for 1981
 - (3) Narrative History for 1981
 - (4) Flight Statistics for 1981
 - (5) Ordnance Expenditure for 1981
 - (6) Advancement/Retention Statistics for 1981
 - (7) Officer Roster for 1981
 - (8) Enlisted Roster for 1981
 - (9) Commanding Officer's Biography
 - (10) Commanding Officer's Photograph
 - (11) End of Cruise Report
 - (12) Executive Officer's Photograph

1. In accordance with references (a) and (b), enclosures (1) through (12) are forwarded.

M. B. Nordeen
M. B. NORDEEN

Copy to:
Director of Naval History (OP-09B9)

NAVAL AVIATION HISTORY
MAR. 24 1982

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Declassify on 31 March 1988

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**ATTACK SQUADRON FIFTEEN
COMMAND HISTORY COVER LETTER
15 February 1982**

Attack Squadron FIFTEEN, homeported at NAS Cecil field, Florida, flies the Vought A-7E Corsair II. During the 1981 cruise to the Indian Ocean, the VALIONS had 9 A-7E's. During the latter half of 1981, the number increased to 12 as the VALIONS conducted turnaround training at NAS Cecil Field.

VA-15 is under the administrative command of COMLATWING ONE and Tactical Wings Atlantic Fleet. Operationally the squadron is under CVW-6 and USS INDEPENDENCE (CV-62).

VA-15 is currently under the command of CDR Michael B. NORDEEN who assumed command from CDR John J. COONAN on 24 September 1981. The squadron is manned by 21 officers and 276 enlisted.

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Enclosure (1)

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CHRONOLOGICAL HISTORY FOR 1981

JANUARY

- 1 New Year's Day on GONZO Station.
- 2 - 6 Ops on GONZO Station.
- 7 ADX 1-80. USS INDEPENDENCE A/C simulated Soviet threat. Carried out massive raid on USS RANGER which was also on GONZO Station.
- 8 - 15 Ops on GONZO Station.
- 15 LT [REDACTED] safely ejected from AE 302 while on GONZO Station. Aircraft had a PC-2 failure.
- 15 - 19 GONZO Ops.
- 19 - 31 INDEPENDENCE Battle Group transited towards Perth, Australia.
- 29 LTJG [REDACTED] logged longest divert for an A-7 Corsair. 1385nm from USS INDEPENDENCE to RAAFB Pearce, in Western Australia.

FEBRUARY

- 1 - 2 Transit to Perth, Australia.
- 2 - 7 Port visit, Perth, Australia.
- 7 - 15 Transit to Diego Garcia for Weapons Week. Moderate flight ops enroute.
- 15 - 18 Weapons week in vicinity Diego Garcia. Both inert and live ordnance dropped. LTJG [REDACTED] fired an AGM-45 shrike at a floating target.
- 20 LT [REDACTED] ejected from AE 303 after a mid-air collision with an F-4J from VF-102. He was rescued by an SH-3 from HS-15.
- 23 - 24 GONZO EX. 81-1. INDY Battle Group vs USS RANGER. Valions flew War-at-Sea strikes, Missile Profiles and Raid missions against the RANGER.
- 25 - 28 GONZO Ops.

MARCH

- 1 - 5 GONZO Station Ops continued. On 5 March, Valions participated in an air show for COMSEVENTHFLT.
- 6 - 20 More GONZO Station Ops.

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Enclosure (2)

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~~SECRET~~
23 - 25 GONZO EX. 81-2. INDY vs. MIDWAY Battle Group. Valions lead several raids against the MIDWAY.

26 Turnover with USS MIDWAY.

27 - 31 Transit to Port Louis, Mauritious.

APRIL

1 Anchor off Port Louis.

3 First day of liberty due to bad weather.

7 Underway.

8 - 9 Transit to Diego Garcia.

10 - 12 Weapons Training Exercise. Intensive training period in which the squadron dropped live bombs, an AIM-9G and ZUNI rockets.

13 - 17 Transit towards GONZO Station.

18 Exercises with USS MIDWAY. Valions performed mine simulation exercises against USS MIDWAY and performed fleet air defense against USS MIDWAY raids.

19 Easter Sunday.

20 - 24 Flight Ops. Valions concentrate on War-at-Sea exercises and general bombing tactics.

25 - 26 Low-tempo Ops.

27 - 30 Flight Ops on GONZO Station. Valions participated in and lead War-at-Sea strikes on ships in the INDY Battle Group and on French, British and Australian ships in the area. These included the HMS BACCHANTE, FS KERSAINT, and HMAS BRISBANE. Several strikes were led by the Valions at night using their FLIR capabilities.

MAY

1 - 2 Flight Ops on GONZO Station.

3 -4 Low-tempo Ops while Valions prepared for their INSURV Inspection.

5 -8 Flight Ops emphasizing War-at-Sea tactics.

9 - 11 Turnover with USS AMERICA (CV-66).

12 - 14 Inchoop Red Sea and CINCUSNAVEUR on its way home after a long Indian Ocean deployment. Flight OPS were conducted on the 12-13.

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- 15 Transit of the Suez Canal and Inchoop of the Mediterranean. INDEPENDENCE notified that she must remain vicinity of Cyprus due to growing tensions over the Syrian "Missile Crisis" in Lebanon.
- 16 - 17 Flight Ops in Eastern Mediterranean. SSSC and Night SSSC conducted by Valions with FLIR.
- 17 - 26 Flight Ops in Eastern Mediterranean. Valions emphasize Bombing and Recce Aircraft Protections.
- 27 Receive word to continue transit home.
- 28 - 31 Transit thru Mediterranean. Went through Straits of Gibraltar on May 31.

JUNE

- 1 - 2 Transit continues. Flight Ops on 2 June in East Atlantic.
- 2 - 7 Transit across Atlantic.
- 8 - 10 Arrive at NAS Cecil Field, FL.
- 11 - 18 Squadron Standdown.
- 19 - 30 Standdown and Corrosion work.

JULY

- 1 Standdown.
- 2 War-at-Sea airpower demonstrations in the VACAPES OPAREA.
- 3 - 27 Squadron turnaround training program commenced.
- 28 - 30 Valions participated in a joint U.S. Navy and Air Force exercise, SEA FLAG, which tested Navy/Air Force War-at-Sea coordination.

AUGUST

Continued turnaround training with increased flight ops and emphasis on primary mission training. Valions also participated in exercise Ocean Venture off the Virginia Capes.

SEPTEMBER

- 1 - 4 Turnaround training with emphasis on strafe and rockets.
- 5 - 14 Training in all types of bombing at Pinecastle. Also trained on RESCAP and locating survivors on the ground.
- 15 - 17 Three day war. Valions participated in many of the exercises.

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18 - 23 Turnaround training and Pre-Change of Command activities.

24 CDR M. B. NORDEEN took command of VA-15, relieving CDR J. J. COONAN. CDR B. L. DUFF became the new Valion XO.

25 - 30 Turnaround training.

OCTOBER

1 - 14 Turnaround training. ADMAT held 14 October.

17 - 28 Fallon Det held with VA-15 flying a high percentage of missions. Two Alpha-strikes led - one by Skipper Nordeen, the other by XO Duff.

NOVEMBER

1 - 12 Roosevelt Roads Det. Went down in two sections; the first led by CDR NORDEEN and the second by CDR DUFF. Participated in Readex-81. The ORE for USS EISENHOWER.

12 - 30 Turnaround training.

DECEMBER

1 COMLATWING ONE Bombing Derby. Valions place first with LT [REDACTED] winning the best individual bomber. He received the Pat Anderson Award.

2 - 12 Turnaround training.

12 - 31 Christmas leave period. Low-tempo flight OPS.

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NARRATIVE HISTORY FOR 1981

1. (U) Attack squadron FIFTEEN celebrated the New Year on station in the Indian Ocean. The A-7E Corsair II squadron was under the command of CDR J.J. COONAN while embarked aboard the USS INDEPENDENCE (CV-62).
2. (C) The first half of January was spent conducting operations at GONZO Station. During this time the INDEPENDENCE squadrons also had the opportunity to conduct strikes against the USS RANGER, also on station in the Indian Ocean. It was on the 15th of this month that, following a PC-2 failure, LT [REDACTED] safely ejected from AE 302.
3. (U) The remainder of January was spent in transit to the port of Perth, Australia. The actual port call lasted from 2 - 7 February, 1981.
4. (U) After Perth the Valions and the rest of CVW-6 participated in a weapons week in the vicinity of Diego Garcia. During this period, VA-15 dropped both inert and live ordnance.
5. (C) A mid-air collision occurred on 20 February when LT [REDACTED] was hit by an F-4J from VF-102. LT [REDACTED] was recovered safely by a helo from HS-15.
6. (U) The rest of February and all of March was spent on station in the Indian Ocean. During the period, Attack Squadron FIFTEEN participated in numerous exercises against the USS RANGER. GONZO-EX 81-1 consisted of war-at-sea strikes, missile profiles and raid missions against the RANGER.
7. (U) VA-15 participated in an air show given on 5 March for COMSEVENTHFLT who was aboard INDY for a short visit.
8. (U) March proved a fairly busy month with GONZO-EX 81-2 being held against the USS MIDWAY. Again the Valions led several raids against the MIDWAY. Upon completion of the exercise, the INDY effected a turnover with the MIDWAY and then steamed for Port Louis, Mauritius for a well deserved break.
9. (C) The Valions anchored off Port Louis on 1 April. The Seventh found them haze gray and underway to Diego Garcia for a weapons training exercise. The squadron engaged in intensive training during this period again dropping live ordnance, ZUNI rockets, and an AIM-9G.
10. (U) On 13 April, INDY began a transit back to GONZO station and, on the 18th, conducted exercises against the MIDWAY. During this period the Valions conducted raids against the MIDWAY and engaged in fleet air defense against the MIDWAY's raids.
11. (U) Flight ops continued the last few days of April. The Valions conducted and led War-at-Sea strikes on ships in the INDY Battle Group. In addition, strikes were led against French, British and Australian ships in the area. These ships included the HMS BACCHANTE, FS KERSAINT, and the HMAS BRISBANE.

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Enclosure (3)

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12. (U) May finally brought a change of scenery for the Valions. On May 15th, INDY transited the Suez Canal on her way home. No sooner had the battle group inched the Mediterranean, then it was told to remain off Cyprus due to the Syrian "Missile Crisis" in Lebanon.
13. (U) The wait wasn't too long and, following 12 days of flight ops, the Valions received word that they could begin their transit home.
14. (U) The Valions finally reached home at NAS Cecil Field on June 8, 1981 and stood down for a well deserved rest.
15. (U) Soon enough though, the Valions were back at work, July began and so did squadron training. A War-at-Sea exercise in the Vacapes Area saw participation by the Valions of Attack Squadron FIFTEEN.
16. (C) The rest of July and August the Valions continued turnaround training. During this period, VA-15 participated in a joint Navy/Air Force exercise, SEA FLAG which tested Navy/Air Force War-at-Sea coordination.
17. (U) September saw more training. The early part of the month concentrated on strafing and rocket firing followed by RESCAP and Survivor Locating training.
18. (U) September was also host to VA-15's Change of Command. The ceremony, in which CDR Michael Nordeen took the helm from CDR J.J. Coonan, was presided over by Commander, Tactical Wings, Atlantic - RADM John H. FETTERMAN.
19. (U) Turnaround training continued until the middle of October when the squadron went on back to back detachments to Fallon, Nevada and Roosevelt Roads, Puerto Rico. During the latter detachment, the Valions participated in Readex 81 and the ORE for the USS EISENHOWER.
20. (U) On December 1st, the COMLATWING ONE Bombing Derby was held. To no one's surprise, the Valions grabbed top honors - both team and individual.
21. (U) The rest of December was involved with turnaround training and the Christmas leave period.

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FLIGHT STATISTICS FOR 1981

1. (C) Flight Hours:
 - a. (C) Total: 4563
 - b. (C) Day: 3694
 - c. (C) Night: 868
2. (C) Embarked Hours:
 - a. (C) Total: 2306
 - b. (C) Day: 1747
 - c. (C) Night: 559
3. (C) Shipboard Landings:
 - a. (C) Total: 1247
 - b. (C) Day: 908
 - c. (C) Night: 339

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Enclosure (4)

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ORDNANCE EXPEDNITURE

MK76	5730
MK106	256
MK82	560
MK82I	182
MK83	31
MK83I	12
MK84	0
MK84I	0
MK45 Flare	72
MK58 Flare	257
CHAFF	272
20mm	35,866
AIM-4S	1
AIM-9	1
2.75 RKT	208
5.00 RKT	40
20	3
MK83 LGB	0
MK85	0
BKU 36C	3
BKU 20C	3

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ATTACK SQUADRON FIFTEEN
ADVANCEMENT/RETENTION STATISTICS FOR CY 1981

ADVANCEMENTS

E-3 to E-4 = 55

E-4 to E-5 = 37

E-5 to E-6 = 13

E-6 to E-7 = 04

E-7 to E-8 = 01

E-8 to E-9 = 02

RETENTION

FIRST TERM = 17/40.6%

SECOND TERM = 07/50%

CAREER = 07/75%

ATTACK SQUADRON FIFTEEN
OFFICER ROSTER FOR 1981

RANK/NAME

CDR NORDEEN, MICHAEL BRENT

CDR DUFF, BYRON LYNN

LCDR [REDACTED]

LCDR [REDACTED]

LCDR [REDACTED]

LCDR [REDACTED]

LCDR [REDACTED]

LCDR [REDACTED] (CVW-6)

LT [REDACTED] (CVW-6)

LT [REDACTED]

LT [REDACTED]

RANK/NAME

LT [REDACTED]

LT [REDACTED]

LT [REDACTED]

LT [REDACTED]

LT [REDACTED]

LT [REDACTED], [REDACTED]

LT [REDACTED]

LTJG [REDACTED]

LTJG [REDACTED]

ENS [REDACTED]

CWO3 [REDACTED]

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VA-15/00/JJC:em
3760
Ser C-1
7 June 1981

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From: Commanding Officer, Attack Squadron FIFTEEN
To: Commander, Light Attack Wing ONE

Subj: End of Cruise Report of Indian Ocean Cruise (19 November 1980 - 10
June 1981)

Encl: (1) Operations Comments (C)
(2) Maintenance Comments (U)
(3) Maintenance Statistics (U)
(4) Safety Comments (U)
(5) Administrative Comments (U)
(6) Retention/Advancement Comments (U)

1. Enclosures (1) through (6) are forwarded.

J. J. COONAN

Copy to:
Commander Carrier Air Wing SIX

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Classified by OPNAVINST C3501.2E
Declassify on 7 June 1987

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ENCLOSURE

OPERATIONS

1. (C) Air Plan. We were restricted by the handler to a maximum of six aircraft on the flight deck. With two of these tanker configured and two SUCAP alert configured (2/3 of the time) it didn't leave many assets for training in the primary mission areas. The emphasis was put on tankers early in the cruise and remained throughout. Where this really caused us headaches was when it was necessary to deconfigure/reconfigure tankers due to scheduled maintenance. Due to being deployed to the Indian Ocean the air plan called for an extraordinary amount of SSSC and raids. FLIR proved itself extremely valuable and using the VTR in A/C 310, we were able to provide photos of contacts of interest. Also with FLIR, we got valuable training during the many hours of SSSC. Additionally, numerous WAS strikes were flown against small boys in company.

2. (C) Targets/Low Levels. With no raked targets or low levels in the Indian Ocean our training in the primary mission areas suffered heavily. We had two weapons weeks (3 days each) at Diego Garcia in which we bombed 55 gallon drums and limited Septars. This proved to be beneficial but only six days of heavy ordnance in a seven month deployment is not enough to keep pilots nor ordnancemen proficient.

3. (C) Ground Training. We received an enormous amount of ground training due to our presence in both the Indian Ocean and Mediterranean Sea. All pilots are experienced with contingency target planning and we actually had the junior pilots plan and debrief targets to the squadron pilots.

4. (C) Scheduling. No problem due to the restricted flight ops we were under while operating in the Indian Ocean. Even though at sea over 95% of the cruise, we only flew over 500 hours one month (APR). No one was overscheduled even with the countless number of alerts.

5. (C) Readiness. As stated before our readiness in the primary mission areas steadily declined throughout the cruise. As a comparison, below are listed the levels at the start and finish of the deployment.

	<u>AAW</u>	<u>ASU</u>	<u>STW</u>	<u>AMW</u>	<u>MIW</u>	<u>MOB</u>	<u>CCC</u>
NOV 80	79%	77%	80%	73%	88%	92%	81%
MAY 81	80%	55%	50%	52%	96%	83%	56%

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6. (C) Ordnance Expenditures.

<u>NALC/TYPE</u>	<u>NO. EXPENDED</u>
A890/20MM M56	16,128
A891/20MM M55	5,049 (includes TP and TPT)
E488/MK82 LDGP	380
E957/MK106 PB	46
E973/MK76 PB	2,004
E510/MK83 LDGP	6
L426/MK45 Paraflare	36
L584/MK58 Marine Marker	278
NW20/CHAFF	182
5.00" ZUNI	12
AIM9G	1
AGM 45	1

7. (C) Operational Statistics.

	<u>NOV</u>	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>TOTAL</u>
Shipboard	6	22	17	15	21	15	19	115
Shorebased	0	0	0	0	0	0	0	0
Total hours	108.0	490.8	469.4	391.1	445.6	505.2	495.2	2905.3
Training/OP flt hours	108.0	490.8	469.4	391.1	445.6	505.2	494.2	2905.3
Other flt hours	0	0	0	0	0	0	0	0
Total shipboard hours	108.0	490.8	469.4	391.1	445.6	505.2	495.2	2905.3
Ship day hours	67.2	319.6	356.1	296.9	329.9	369.0	395.5	2134.2
Ship nite hours	40.8	171.2	113.3	94.2	115.7	136.2	99.7	771.1
Shore day hours	0	0	0	0	0	0	0	0
Shore nite hours	0	0	0	0	0	0	0	0
Avg crew hours	6.8	30.7	29.3	24.5	27.9	33.7	35.4	186.0
Avg crew day hours	4.2	20	22.3	18.6	20.6	24.6	28.3	137
Avg crew nite hours	2.6	10.7	7.0	5.9	7.3	9.1	7.1	49.0
Total traps	64	260	257	207	235	268	280	1571
Day traps	33	143	174	132	157	172	213	1024
Nite traps	31	117	83	75	78	96	67	547
Avg traps/pilot	4	16	16	13	15	18	20	101
Avg day traps/pilot	2	9	11	8	10	12	15	66
Avg nite traps/pilot	2	7	5	5	5	6	5	35
Boarding rate	91%	95%	96%	97%	97%	96%	94%	96%
Day boarding rate	94%	97%	98%	98%	98%	97%	95%	96%
Nite boarding rate	88%	92%	94%	96%	96%	95%	89%	95%
Bingo and/or diverts	0	0	1	0	0	0	0	1

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ENCLOSURE (11)

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Operational Statistics (Continued)

	<u>NOV</u>	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>TOTAL</u>
Total sorties sked	69	253	260	214	247	278	284	1605
Day sorties sked	36	145	168	136	162	176	208	1031
Nite sorties sked	33	108	92	78	85	102	76	574
Total sortie compl rate	92.8%	102.8%	99.6%	97.2%	95.1%	96.4%	99.0%	98.0%
Day sortie compl rate	91.7%	100.7%	104.7%	97.8%	96.9%	97.7%	100.4%	99.5%
Nite sortie compl rate	93.9%	105.6%	90.2%	96.2%	91.8%	94.1%	93.0%	95.5%
Total sorties flown	64	260	259	208	235	268	280	1574
Day sorties flown	33	146	176	133	157	172	209	1026
Nite sorties flown	31	114	83	75	78	96	71	548
Total ASW hours	0	0	0	0	0	0	0	0
Coord ASW hours	0	0	0	0	0	0	0	0
Alpha services hours	0	0	0	0	0	0	0	0
Operations ASW hours	0	0	0	0	0	0	0	0

Problem Areas.

1. Only eight aircraft.
2. No raked targets.
3. No low levels.
4. Tanker/SUCAP configurations.
5. Only one VTR equipped FLIR.
6. Open ocean/no divert operating environment.

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ENCLOSURE (1)

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MAINTENANCE COMMENTS

Attack Squadron FIFTEEN enjoyed a 98% sortie completion rate, flying 1574 of 1605 scheduled sorties, due to able and professional management and conservation of all assets available. Rapid response by the Supply Department and close coordination with AIMD allowed the Valions to maintain a maximum number of aircraft up and ready to fly. Deploying with nine TF-41-A2B engined aircraft greatly reduced manhours expended and down-time on aircraft. Of the only five engines changed during the deployment, three were due to high time, one due to excessive oil consumption and one due to cracked fairings on the LP Turbine Support Struts. Operational availability of the FLIR remained high despite poor piece/part support for FLIR related equipment. This was accomplished through excellent TECH REP support and training of our people, plus, a concerted effort to keep up FLIR Pods matched with FLIR capable aircraft.

The following are considered areas which reduced availability or FMC rate of the aircraft; or increased the manhours required to support the aircraft:

A. The following A7E aircraft weapon systems had poor "Bit and Piece" support/repair capability:

- *1. ASN91B (TC2A) TACTICAL COMPUTER (FLIR)
2. VIDEO SIGNAL MIXER (FLIR)
3. AVQ-7 HUD-PDU (FLIR)
4. APQ-126 DIGITAL SCAN CONVERTER
5. SIGNAL DATA PROCESSOR (FLIR)
6. D-704 AERIAL REFUELING STORE
7. ROSEMONT AOA TRANSDUCER (RECENTLY DEPLOYED EQUIPMENT)

B. The following "I" level support and/or test benches were not available, degraded/or inoperative for the majority of this deployment:

- *1. ASN-91 TACTICAL COMPUTER
2. ALQ-126 DECM (RT)
3. AIRBORNE REFRIGERATION UNIT (ARU) FLIR
4. A7E HYDRAULIC ACTUATORS
5. A7E EMERGENCY ACCUMULATORS

* It is suspected that the ASN-91 test bench was giving improper fail indications of the "A-4" Card. In any case, supply was unable to keep up with the usage rate of these cards.

ENCLOSURE (11)

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Enclosure (2)

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C. Initial D-704 reliability was poor. The pooling of airwing expertise and establishment of a cadre of D-704 experts resolved the maintenance portion of the problem. After the first month, bit and piece support limited the availability of the D-704 for the rest of the deployment.

D. Limited fresh water was available for washing aircraft during last third of deployment. This problem was due to the inherent capability of a conventionally powered carrier operating in a warm (85 - 89 Degree F) Ocean.

E. The following were problem areas peculiar to USS INDEPENDENCE (CV-62):

1. Oil analysis laboratory was inoperative for a substantial time during the cruise.
2. Insufficient quantity of aircraft defueling rigs onboard.
3. Insufficient quantity of RFI HCT-64 Hydraulic Jenny's onboard.

Enclosure (3) contains the End of Cruise Maintenance Statistics.

ENCLOSURE (11)

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ATTACK SQUADRON FIFTEEN
MAINTENANCE STATISTICS

	<u>NOV</u>	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>TOTAL</u>
PCT A/C FMC	68.93	51.24	70.72	61.93	53.06	52.87	47.03	57.97
PCT A/C PMC	20.38	16.13	4.57	9.66	11.83	15.38	15.41	13.36
PCT A/C MC (FMC & PMC)	89.31	67.37	75.29	71.59	64.89	68.25	62.44	71.31
PTC A/C NMCM-U	3.9	9.68	4.94	11.37	8.58	7.24	8.98	7.81
PCT A/C NMCM-S	0	0	0	0	0	0	0	0
PCT A/C PMCM	5.88	7.17	1.14	2.86	2.86	2.40	5.14	3.92
PCT A/C PMCS	14.50	8.96	3.43	6.80	8.97	12.98	10.0	9.38
PCT A/C NMCS	6.79	22.94	19.77	17.04	26.53	24.51	28.85	20.92
NMCS RQNS (ON SHIP)	1	4	1	4	6	8	2	26
NMCS RQNS (OFF SHIP)	2	3	3	3	9	9	5	34
# P & E REQUESTS	0	0	0	0	0	0	0	0
# "D" LEVEL REPAIRS	0	0	0	0	0	0	0	0
# SPINTAC A/C	0	0	0	0	0	0	0	0
# CRUNCHES	3	4	6	3	3	4	3	26

TOP 10 HIGH USAGE ITEMS

ITEM/NUMBER USED

NOV

ADI DSA335-1	/	4
IFF 4023400-0530	/	4
BRAKE 9550515	/	2
APS C709407602	/	3
	/	
	/	
	/	
	/	
	/	
	/	
	/	

JAN

DOPPLER G7298-001-02	/	14
RAD PWR SUP 579204-7	/	5
ARN84 TACAN 8010000183-1	/	6
IMU C702732081-2	/	4
APS C709407602	/	4
ADI DSA335-1	/	6
CONT G7213-001-01	/	4
APN194 RAD HG7194AU	/	5
IFF 4023400-0503	/	5
ALQ-126 1059889G1	/	8

ITEMS/NUMBER USED

DEC

CONT G7213-001-01	/	4
DOPPLER G7298-001-02	/	11
RAD ALT HG7194AU	/	4
ALQ-126 1059889G1	/	8
FUEL QTY IND 39043-01718	/	8
APS BATTERY 551-12227	/	11
ARC-159 CONT 622-2287-001	/	4
ARN84 TACAN 8010000183-1	/	9
FLIR PDU 79-052-02	/	6
IFF 4023400-0503	/	8
APQ-126 RAD IND 2003320-1	/	6

FEB

APS C709407602	/	8
DOPPLER G7298-001-02	/	9
IFF 4023400-0503	/	4
FLIR PDU 79-052-02	/	2
TC-2A 6870500-1	/	3
FLIR SDP 51-023-01	/	2
DSC 2003304-1	/	3
TACAN 8010000183-1	/	3
	/	
	/	

ENCLOSURE (10)

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Enclosure (3)

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TOP 10 HIGH USAGE ITEMS (CONTINUED)

ITEM/NUMBER USED

MAR

DOPPLER G7298-001-02	/	7
ADI DSA335-1	/	6
APS C709407602	/	4
IFF 4023400-0503	/	5
RAD SUP 579204-7	/	3
APQ-126 RT 579208-5	/	3
FLIR VSM 59-034-01	/	2
FLIR PDU 79-052-02	/	3
PLSO VALVE 216-36307-3	/	2

MAY

DOPPLER G7298-001-02	/	8
IMU C702732018-2	/	8
APS C709407602	/	5
CONTROL G7213-001-01	/	4
FLIR REC/CONV 2000701-1	/	3
ARC-159 622-2287-001	/	
STANDBY GYRO 43020-1	/	2
	/	
	/	
	/	

TOP 10 CANNIBALIZATION ITEMS/NUMBERS

NOV

GYRO 43020-1	/	1
TACAN 8010000183-1	/	1
TACAN CONV 8010000204-2	/	1
HUD PDU 51-023-01	/	1
FLIR VSM 59-034-01	/	1
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	/	

JAN

ASN91 TC2A 6877700-1	/	8
ASN90 PWR C709407602	/	8
DSC 2003304-1	/	7
FLIR PDU 79-052-01/-02	/	6
ECM PANEL 218-21243-4	/	5
RELAY 216-37417-1	/	3
ARC-159 CONT 622-2287-001	/	3
KIT-1A KIT1ATSEC	/	3
TACAN RT 8010000183-1	/	3
APQ-126 IND 579232-15	/	3

ITEMS/NUMBER USED

APR

IMU C702732018-2	/	4
APS C709407602	/	6
ADI DSA335-1	/	4
DOPPLER G7298-001-02	/	9
RAD SUP 579204-7	/	3
TACAN 8010000183-1	/	3
APQ-126 579208-5	/	3
FLIR RX 2000701-1	/	2
STANDBY GYRO 43020-1	/	2

DOPPLER G7298-001-02	/	52
APS C709407602	/	30
IFF RT 4023400-0503	/	25
ADI DAS335-1	/	21
IMU C702732018-2	/	16
APS BATTERY 551-12227	/	15
TACAN 8010000183-1	/	14
APQ-126 RT 579208-5	/	13
FLIR PDU 79-052-01/-02	/	12
RADAR PWR SUP 579204-7	/	12

DEC

KIT-1A KIT1ATSEC	/	7
FLIR PDU 79-052-01/-02	/	7
IFF RT 4023400-0503	/	5
ACCELEROMETER 2026091301	/	3
TACAN RT 8010000183-1	/	3
ASN91 TC2A 6877700-1	/	3
CLOCK ABU9A	/	2
GYRO 43020-1	/	2
HSI 102700	/	2
FAIRING 218-20150-164	/	2

FEB

VALVE 1000-5	/	2
ASW30 AMP 427200-01-01	/	2
IFF RT 4023400-0503	/	2
HUD SDP 51-023-01	/	2
FLIR DSC 2003304-1	/	2
ADC 538568-6-1	/	2
TACAN CONV 8010000204-2	/	2
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ENCLOSURE (11) UNCLASSIFIED

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TOP 10 CANNIBALIZATION ITEMS/NUMBERS

ITEMS/NUMBER USED

MAR

APQ-126 RT 579208-5	/	6
FLIR PDU 79-052-01/-02	/	5
RELAY 216-17411-1	/	4
HUD VSM 59-034-01	/	4
IFF RT 4023400-0503	/	3
ASN-91 TC2A 6870500-1	/	3
DOPPLER G7298-001-02	/	3

MAY

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TOP 10 CANNIBALIZATION ITEMS/
NUMBERS FOR CRUISE

ITEMS/NUMBER USED

APR

ARC-159 CONT 622-2287-001	/	4
ASN-91 TC2A 6870500-1	/	4
GEN CONT 215-37135-1	/	3
GYRO 43020-1	/	3
FLIR PDU 79-052-01/-02	/	3
HUD VSM 59-034-01	/	3
PROBE MS24356-1	/	2

FLIR PDU 79-052-01/-02	/	22
ASN-91 TC2A 6877700-1	/	13
IFF 4023400-0503	/	12
DSC 2003304-1	/	12
KIT-1A KIT1ATSEC	/	11
ARC-159 622-2287-001	/	9
ASN90 PWR SUP C709407602	/	9
HUD VSM 59-034-01	/	8
APQ-126 RT 579208-5	/	8
TACAN 8010000183-1	/	8

ENCLOSURE (11)

UNCLASSIFIED

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SAFETY

1. (U) This cruise was unique for every, pilot within the squadron in that none of us had operated in an open ocean environment for such an extended period. This took away a few of the options that had usually been available to us in NATOPS and brought an increased awareness of emergency procedures.

2. (U) From a safety viewpoint, the most significant problem encountered during the cruise was probably "Gonzo Syndrome" which seemed to affect officer and enlisted alike. The Valions were deployed for 203 days with only nine of those spent in port. While everyone realizes that carrier operations are never routine, the schedule of "five on and two off" combined with the lack of variety in mission led to repetitiveness that tended to lull even the most conscientious into a false sense of security. (It must be realized that the "two off" were not standdown days). We did our best to combat this by holding frequent safety reviews to ensure that everyone was made aware that this was indeed a problem.

3. (U) We unfortunately suffered the loss of two valuable aircraft, but were lucky enough to have the pilots come through unscathed. The open ocean/no divert environment combined with no alternate method of extending the A7E's refueling probe cost us the first one. Here the pilot had a PC2 failure in the break with approximately 2500 pounds of fuel remaining. Had he been able to extend his probe and take on fuel, a valuable aircraft may have been saved. This is in the process of being corrected by ECP 589. In the second accident, both aircraft were in compliance with CV NATOPS when the mid-air occurred. Pilot responsibility for see and avoid during VMC has been stressed over and over, but the danger is ever present when such large numbers operate in a small airspace around the CV. VF-102 currently has a CV NATOPS change proposal to caution pilots to adhere to the spirit of the instruction.

4. (U) Overall, Flight Deck Safety was good. FOD was a major problem at the beginning, but due to increased awareness and numerous daily FOD walk-downs, the last 82 days of cruise were without FOD related incidents. Lack of inport time to repair the flight deck caused the non-skid to deteriorate badly. This, combined with the slick conditions caused by fuel spills, hydraulic leaks, etc. made taxiing a real thrill at times. We were lucky enough to have made the cruise during the dry season. As always, VA-15's maintenance personnel were excellent. They were constantly briefed on the dangers of intakes, exhaust, etc. and there were few, if any, incidents caused by carelessness. The taxi directors crunched a few at the beginning, but did on outstanding job overall. They were briefed several times on the peculiarities of the A7E (alignment time, no parking brake, pumping brakes, wingfold, NGS, flaps) which paid dividends.

5. (U) Throughout the deployment the Valions' Safety Program was pursued with professionalism in keeping with our motto of "None Finer".

ENCLOSURE (11)

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Enclosure (4)

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ADMINISTRATIVE COMMENTS

LOAD ABOARD

There was a slight problem on the load aboard with the transportation of baggage from the terminal to the ship. In some cases there was a three or four hour wait on the pier to get baggage.

TAD FUNDING

AIRLANT would not provide TAD funds for "A" School Returnable Quotas. In three cases, personnel with guaranteed schools could have had their contracts broken if the extension had lasted two weeks longer.

PORT CALLS

Port calls presented no problems. The only possible problem could be the lack of MTA forms (DD1482).

SUPPLYS

Administrative supplies are at a premium and low on the supply priority list. Recommend you bring as many extra forms, paper, etc., as possible.

SERVICE TOURS

Due to the lack of new personnel reporting aboard and length of cruise it was necessary to extend some and have others start their second service tour.

LIMITED SPACE

We were undermanned in AME and AQ rating. However, had we been provided personnel it would have added to our problem with berthing. VA-15 personnel were farmed out to 12 spaces other than the three we owned.

ENCLOSURE (11)

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Enclosure (5)

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ADVANCEMENT/RETENTION

1. The GUARD III Program has favorably contributed to this command's retention effort. Approximately one-half of the reenlistments this cruise were under GUARD III.

2. Problems. The biggest problems for the NC in the Indian Ocean was the severely limited communications. About 90% of all communications was by message with the other 10% by mail. Communications exercises hampered this effort. On two occasions a NC was placed in Diego Garcia/Subic Bay to work as a middle man. This effort met with limited success. A partial solution to the problem could have been an off loading of all command counselors when in the Diego Garcia area. A long term solution might be some permanent NC on Diego to act as a link between the ship and BUPERS.

RESULTS

ADVANCEMENTS

SEPTEMBER 1980 EXAM

	<u>E-4</u>	<u>E-5</u>	<u>E-6</u>
TOOK EXAM	26	19	05
PASSED EXAM	26	19	05
ADVANCED	24	12	01

MARCH 1981 EXAM

TOOK EXAM	18	29	06
PASSED EXAM	17	29	06
ADVANCED	17	19	04

RETENTION

	<u>FIRST TERM</u>	<u>SECOND TERM</u>	<u>CAREER</u>
ELIGIBLE	10	04	04
RETAINED	06	03	04
PERCENT	60%	75%	100%

ENCLOSURE (11)

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Enclosure (6)