



DECLASSIFIED

VA-22  
1973

DEPARTMENT OF THE NAVY

ATTACK SQUADRON TWENTY-TWO

FPO SAN FRANCISCO 96601

IN REPLY REFER TO  
FF12/VA-22  
WMA:dd  
5750/Ser 01-74  
10 Mar 1974

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

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Officers Roster  
(2) Enlisted Muster Roll  
(3) Commanding Officers' Biographies and Photographs  
(4) Cruise Flight Data

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per authority of  
OPNAVINST 5513.16  
by Amayo 300  
S JAN 18

1. In accordance with reference (a), the command history is submitted for the period 1 January 1973 to 1 January 1974.

2. (C) Chronology

- |                         |   |
|-------------------------|---|
| 8-25 January 1973       | Operational Readiness Inspection (ORI) aboard USS CORAL SEA |
| 9 March 1973            | Squadron Onboard USS CORAL SEA deploys for WESTPAC          |
| 26 March 1973           | Arrival at Subic Bay Republic of the Philippines            |
| 6-23 April 1973         | First line period in the Gulf of Tonkin                     |
| 24-30 April 1973        | At Subic Bay  |
| 1-4 May 1973            | Manila  |
| 7-19 May 1973           | Second line period in the Gulf of Tonkin                    |
| 21-22 May 1973          | At Subic Bay  |
| 26 May to 1 June 1973   | At Sasebo, Japan  |
| 6-9 June 1973           | At Subic Bay  |
| 12-24 June 1973         | Third line period in the Gulf of Tonkin                     |
| 26 June to 10 July 1973 | At Subic Bay  |
| 11-28 July 1973         | Fourth line period in the Gulf of Tonkin                    |
| 28 July 1973            | Change of Command   |

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29 July 1973	At Subic Bay
1-8 August 1973	At Hong Kong
9-28 August 1973	At Subic Bay
29 August to 4 September 1973	South China Sea operations
5-7 September 1973	At Subic Bay
7-11 September 1973	At Manila
13-25 September 1973	Fifth Line period in the Gulf of Tonkin
27 September to 2 October 1973	Participation in Pagasa II
3-7 October 1973	At Subic Bay
9-21 October 1973	Sixth line period in the Gulf of Tonkin
23-24 October 1973	At Subic Bay
24 October 1973	Depart Subic Bay enroute CONUS
3 November 1973	Arrive and depart Pearl Harbor, Hawaii
8 November 1973	Arrive NAS Lemoore, completing the WESTPAC deployment

3. (C) Narrative. Nineteen seventy three proved to be a most productive year for Attack Squadron TWENTY-TWO's "Fighting Redcocks". They completed the first entirely peace-time WESTPAC cruise in recent history.

The year began with the squadron deploying onboard the USS CORAL SEA for a three-week cruise in January off the coast of southern California. After spending the first few days carrier qualifying Air Wing Pilots, cyclic operations were begun with most flights utilizing the Yuma/El Centro targets for bombing practice. As the training progressed, the squadrons flew an increasing number of Air Wing coordinated evolutions ultimately culminating in the WEPTRAEX and ORI. During these exercises, various squadron pilots were called upon to demonstrate the squadron's capabilities with various weapons; LT [REDACTED] fired an AIM 9B sidewinder missile at a target drone off the coast of San Diego; LT [REDACTED] shot an AGM-45 Shrike missile at the China Lake Missile Range; LT [REDACTED] delivered a Quality Assurance Test (QAST) weapon at the Tonopah Test Range; and LT Gary SIMKINS and LTJG [REDACTED] dropped four MK-52 dummy mines in an

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Air Wing mining strike off the coast of Santa Rosa Island. VA-22 received the highest overall squadron ORI grade in the Air Wing. The Air Intelligence Officer (AIO), LTJG [REDACTED], departed in late January for Clark AFB in the Philippines to participate in "Operation Homecoming" involving the return of the Vietnam War POW's. He debriefed two returning POW's and eventually returned to the squadron in late April. Although scheduled to deploy to WESTPAC in early February, the cruise was delayed until 9 March. The CORAL SEA set sail for a week cruise in February to refresh the Air Wing Aviators in carrier landings.

On the 17 day transit from 9 to 26 March, squadron pilots were exposed to about three hours of ground training daily. They were given briefings, reading assignments and frequent quizzes on such vital areas as rules of engagement, the intelligence situation peculiar to Southeast Asia, and aircraft systems and capabilities. On arrival at Cubi Point, P.I. the first four days were devoted to getting "back in the saddle" with conventional weapons and FMLP hops, both day and night, being flown by all pilots.

The first four days at sea in April were devoted to shipboard refresher operations conducted in the Subic operating area. During this period the "Fighting Redcocks" experienced their only operational pilot loss in 1973. On 3 April, LT Gary B. SIMKINS was lost at sea when his A7E collided with the water shortly after becoming airborne on a night tanker mission. From this accident the squadron submitted a change, which was approved, to the CVA/CVS NATOPS requiring all pilots to call passing an altitude of 2500 feet on departure from the carrier in instrument conditions.

On 6 April the "Fighting Redcocks" began their first peacetime line period in the Gulf of Tonkin in six cruises. Operations on this and the next three line periods through July were in support of Operation "End Sweep", which involved the clearing of mines from North Vietnam coastal waters. During these first periods, as well as the two following the completion of "End Sweep", the Fighting Redcocks were extremely busy flying training and surface surveillance sorties. The training sorties generally consisted of bombing the spar, or smoke lights, air combat maneuvering (ACM) and aerial refueling. Thirty two percent of the total sorties were flown at night, with the pilots averaging over six night arrested landings per line period. The ship's philosophy of cycling the A7's through the deck, thus gaining two traps per night flight, resulted in the squadron pilots having 38% of their landings at night. With South Vietnam airfields no longer available, Gulf of Tonkin flying was accomplished without the benefit of a readily available bingo field. NAS Cubi was considered the primary divert field some 750 miles from the carrier.

On the first line period LCDR [REDACTED], LCDR [REDACTED] and LT [REDACTED] began a new era onboard CORAL SEA by making the first operational Mode I "hands-off" approach to landing on the night of 13 April.

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At the completion of each of the final three line periods the Airwing sponsored an inter-squadron bombing derby. On the first two derbies, the Fighting Redcocks won the honors as the best computed delivered bombers. On the final line period LTJG [REDACTED] won the best Airwing computed bomber award while LTJG [REDACTED] won the best Airwing manual bomber award.

After April, the squadron sustained two operational aircraft losses with the pilots ejecting safely. On 18 May, the squadron's Commanding Officer, CDR L. E. GIULIANI, was forced to eject from his A7E following an engine failure after launching on a test flight from the USS CORAL SEA. The second incident occurred on the night of 3 September, when LT [REDACTED] [REDACTED] ejected off the bow of the ship after the port main mount had failed on the catapult stroke.

On 28 July, CDR G. A. SCOFFIELD, former Executive Officer of VA-22, assumed command in ceremonies onboard USS CORAL SEA. The guest speaker for the event was CAPT Paul A. PECK, Commanding Officer of USS CORAL SEA.

The emphasis on joint exercises involving the carrier and its embarked Airwing increased on this peace-time cruise. The Fighting Redcocks were involved in three such exercises. In August exercise "Green Light" called for the squadron aircraft to be used as aggressors against the combined U.S. and British Naval forces. On 12 September squadron aircraft participated in exercise "New Boy" which tested the Philippine air defense system against incoming aircraft.

The last exercise, Pagasa II, was the longest and most demanding on the ship and the squadron. Pagasa II again was a joint operation, with Philippine and U.S. Forces making an amphibious assault on the island of Mindoro. The exercise lasted from 27 September to 3 October, during which time squadron aircraft acted as both defenders and aggressors. The Fighting Redcocks gained much valuable training experience in a "hostile environment" utilizing various forward air and shipboard controllers.

Throughout the cruise the squadron's favorite upkeep and R&R port was Subic Bay. However, the Fighting Redcocks did manage to visit other ports such as Sasebo, Japan from 26 May to 1 June, Hong Kong from 1 to 8 August, and Manila from 1 to 4 May and 7 to 11 September.

On 24 October the USS CORAL SEA departed Subic Bay and headed east toward CONUS. Fifteen days later, on 8 November, the squadron disembarked at NAS Alameda and returned to NAS Lemoore to begin a scheduled year's turn-around.

On 9 December USS CORAL SEA set sail to begin a 10 day CARQUAL period. The squadron again ended up number one in the Airwing with eight pilots getting 25 arrested landings. Following the Christmas leave period the Redcocks began their training cycle in earnest in preparation for the upcoming cruise.

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During the year the Fighting Redcocks have maintained an average officer complement of seventeen pilots and five ground officers, and an enlisted crew of two hundred fifteen personnel to maintain twelve A7E Corsair II aircraft.

During the 1973 cruise the following pilot achievements were realized:

1) CORAL SEA Centurions:

CDR G. A. SCOFFIELD	LT	[REDACTED]
LCDR [REDACTED]	LT	[REDACTED]
LT [REDACTED]	LT	[REDACTED]
LT [REDACTED]	LT	[REDACTED]
LT [REDACTED]	LT	[REDACTED]

2) CORAL SEA Double Centurions:

LCDR [REDACTED]	LT	[REDACTED]
LCDR [REDACTED]	LT	[REDACTED]
LT [REDACTED]	LT	[REDACTED]
LT [REDACTED]	LT	[REDACTED]

3) Career Century Landings recorded:

CDR L. E. GIULIANI	<u>400</u> CVA-43	<u>800</u> TOTAL
CDR G. A. SCOFFIELD	<u>600</u> TOTAL	
LCDR [REDACTED]	<u>700</u> TOTAL	
LCDR [REDACTED]	<u>600</u> TOTAL	

4) CORAL SEA 1000th Landings:

CDR [REDACTED]	243,000
LT [REDACTED]	245,000

*G. A. Scoffield*  
G. A. SCOFFIELD

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OFFICER ROSTER

ON BOARD AS OF  
1 JAN 1973

L. E. GIULIANI  
G. A. SCOFFIELD

[REDACTED]

G. B. SIMKINS

[REDACTED]

RANK

DROPPED  
DURING 73

JOINED  
DURING 73

RANK

CDR Trf 28Jul73  
CDR  
LCDR Trf 30Jun73  
LCDR Trf 30Dec73  
LCDR  
LCDR  
LCDR  
LT(CAG LSO)  
LT Trf 15Mar73  
LT Trf 28Jun73  
LT Trf 28Jun73  
LT Trf 26Sep73  
LT Trf 30Dec73  
LT Trf 30Nov73  
LT Died 3Apr73  
LT Trf 6Mar73  
LT  
LT  
LT  
LT  
LTJG  
LTJG  
LTJG  
ENS  
CW02

[REDACTED]

CDR  
LCDR  
LT  
LT  
LTJG  
LTJG  
LTJG  
LTJG

Enclosure (1)

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CRUISE FLIGHT DATA

TOTAL FLIGHT HOURS:		3510.2
	DAY	2649.5
	NIGHT	860.7
TOTAL SORTIES FLOWN:		2072
	DAY	1368
	NIGHT	704
TOTAL ARRESTED LANDINGS:		1885
	DAY	1170
	NIGHT	715
SQUADRON BOARDING RATE AVERAGE GRADE:		3.29
AVERAGE DAY LANDINGS PER PILOT:		59.5
AVERAGE NIGHT LANDINGS PER PILOT:		37.2
NUMBER OF DAYS AT SEA:		164
NUMBER OF DAYS ON THE LINE:		85
NUMBER OF DAYS IN PORT:		80
TOTAL MODE I ACLS:		25

Enclosure (4)

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