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DEPARTMENT OF THE NAVY
ATTACK SQUADRON TWENTY-TWO
FPO SAN FRANCISCO 96601

1977

IN REPLY REFER TO
FF12/VA22/JWP:vaw
5750
Ser C1
21 February 1978

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

Subj: Command History; submission of

Ref: (a) OPNAVINST 5750.12B

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Encl: (1) Officer Roster
(2) Calendar year 1977 flight data
(3) CO and XO biography and pictures

1. In accordance with reference (a), the command history is submitted for the period 1 January 1977 through 31 December 1977.

2. (C) Chronology.

- 1 January 1977 NAS Lemoore, CA
- 7-21 January 1977 Carrier Qualification aboard USS CORAL SEA (CV-43)
- 2 February 1977 Pre-cruise Corrosion Control Inspection
- 15 February 1977 Depart Alameda aboard USS CORAL SEA (CV-43), begin WESTPAC deployment
- 16-27 February 1977 RIMPAC 1-77
- 28 February - 1 March 1977 Inport Period Pearl Harbor
- 6-12 March 1977 Operation Goldilocks
- 9 March 1977 Inchop 7th Fleet
- 17-19 March 1977 Multiplex 3-77
- 20-30 March 1977 Inport Subic Bay, R. P.
- *21-22 March 1977 Missilex 2-77
- *24-26 March 1977 Casex 3-77
- 1-14 April 1977 Air Operations

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OPNAVINST 5513.16 SERIES
DATE: 28 Apr 2000

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13 April 1977	Second Anniversary, Accident-Free Flying
14-17 April 1977	Inport Pusan, R. O. K.
18 April 1977	Minex Bravo
19 April 1977	NewBoy 2-77
20 April 1977	WASEX USS CORAL SEA vs USS MIDWAY
21 April 1977	Cope Cherry
22 April 1977	Air Operations with JMSDF surface units CDR L. B. CARGILL relieves CDR A. M. DUNDON
23 April 1977 - 3 May 1977	Inport Yokosuka, Japan
3 May 1977	JMSDF OPS
*3-6 May 1977	Cope Thunder VIII
*4-5 May 1977	CV-64 Inchopex
6-10 May 1977	Multiplex 4-77
17-30 May 1977	Inport Subic Bay, R. P.
*19-21 May 1977	No Notice AAWEX 2-77
*22-25 May 1977	MAULEX 1-77
10 June 1977	MINEX ALFA
13-17 June 1977	Cope Thunder IX
17 June 1977	Mid-cruise Corrosion Control Inspection
18 June - 6 July 1977	Inport Subic Bay, R. P.
*21-25 June 1977	Multiplex 5-77
*26-28 June 1977	Missilex 3-77

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*28 June 1977	Newboy 3-77
14-17 July 1977	Multiplex 6-77
*18-29 July 1977	Cope Thunder X
21-26 July 1977	Inport Pusan, R. O. K.
30 July - 3 August 1977	Tae Kwon Do XVI
*1-5 August 1977	CASEX 5-77
4-5 August 1977	Inport Pusan, R. O. K.
8 August 1977	Cope Cherry
9-10 August 1977	JMSDF Operations
11-29 August 1977	Inport Yokosuka, Japan
*16 August 1977	Newboy 4-77
4-5 September 1977	CASEX 5-77A
13-17 September 1977	Inport Subic Bay, R. P.
18-27 September 1977	Homeward Transpac Phase I
23 September 1977	Outchop 7th Fleet
27-28 September 1977	Inport Pearl Harbor, HI
28 September - 5 October 1977	Homeward Transpac Phase II "Tiger Cruise"
4 October 1977	CVW-15 Flyoff to NAS Lemoore
5 October 1977	USS CORAL SEA arrives Alameda, end WESTPAC Deployment
18 October 1977	Post-cruise Corrosion Control Inspection
9-15 November 1977	Weapons Mini-Det NAS Fallon

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6 December 1977

Command Inspection (ADMAT)

19 December 1977

CVW-15 Nomination for Rear
Admiral McCluskey Award; CVW-15
Nomination for LTJG Bruce Carrier
Award

* Denotes Beach Det/Shore Based Operations

3. (C) Nineteen Seventy-seven began with the Fighting Redcocks preparing for their upcoming deployment to the Western Pacific. With combat readiness the major concern of all aboard, VA-22 spent two weeks in January on the USS CORAL SEA off the coast of Southern California. Despite some heavy seas and a rolling deck, squadron pilots carrier qualified in the A-7E Corsair II, and bombed targets on the Yuma and El Centro ranges.

The last homeport period before heading for blue water was spent hustling aboard materials by the truckful, and by successfully passing the pre-cruise Corrosion Control Inspection.

On 15 February the USS CORAL SEA passed under the Golden Gate bridge with the Fighting Redcocks aboard lot, stock, and wheel chocks.

On the second day out, the USS CORAL SEA participated in RIMPAC 77 which was a multinational exercise involving 35 ships and 225 aircraft from the Australian, Canadian, New Zealand and United States navies. Squadron aircraft conducted strike operations against Johnston Island during the exercise.

After a brief stop in Pearl Harbor, the Redcocks continued their transit period to WESTPAC. During this at sea period the pilots received extensive briefing which covered the Subic Bay Operating Areas.

Operation Goldilocks provided suspense for the crew, as everyone wondered if and when the Soviets would attempt to overfly the carrier. Redcock pilots stood watches around the clock prepared to provide tanker support for the F-4J interceptors. The high state of vigilance proved to be necessary as two Bear Delta reconnaissance aircraft were successfully intercepted by Airwing FIFTEEN fighters on 10 March, approximately 120 nautical miles from the USS CORAL SEA.

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The next major exercise was MULTIPLEX 3-77, which was conducted off the Northern tip of Luzon in the Subic Operating Area. VA-22 aircraft flew surface surveillance missions and strikes against land targets.

The USS CORAL SEA finally made it to Subic Bay on 20 March. However, the pace of operations did not slacken as a Beach Detachment had to be set up and flight operations started out of NAS Cubi Point.

Cyclic operations began again on 1 April as the USS CORAL SEA headed north for what would be the first, and wettest, of its three visits to Pusan, South Korea.

On 13 April the Fighting Redcocks celebrated their second year of accident-free flying. Under the command of CDR J. F. Calvert, and CDR A. M. Dundon the squadron flew 8,892 hours and completed 5,234 individual missions.

Sibling rivalries are seldom carried out on the scale which occurred on 20 April when the USS CORAL SEA and her sister ship, USS MIDWAY, "declared war" on each other. Both ships launched their aircraft in an early morning war-at-sea exercise. Redcock Skipper CDR Al Dundon located the USS MIDWAY during a search and destroy evolution, and led the first successful attack with constructive ordnance against the hapless crew of CV-41.

On 22 April CDR Al Dundon passed the burdens of command on to CDR Lee Cargill in ceremonies aboard the USS CORAL SEA. The following day the ship pulled in Yokosuka, Japan and CDR John Grice came aboard as the new Fighting Redcock Executive Officer.

With the start of May, the USS CORAL SEA was back out to sea again and participating in MULTIPLEX 4-77 in the Okinawa Operating Area. VA-22 aircraft rolled in on land targets to drop live ordnance while concurrently flying war-at-sea constructive strikes against opposition surface units.

The latter part of May was spent in port Subic Bay. June saw the Fighting Redcocks passing their mid-cruise Corrosion Control Inspection, and Airwing participation in MULTIPLEX 5-77. During this exercise Redcock beach det aircraft flew aggressor missions and missile profiles in support of work-up activity for the USS CONSTELLATION (CV-64).

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America's 201st birthday was celebrated by the squadron in the Republic of the Philippines this year. The Fighting Redcocks had a special reason to be happy because during the next at sea period VA-22 passed the 10,000 accident-free hour mark.

This in port period also saw the second running of the Redcock Regatta Sailboat races. This time honored Redcock tradition, begun in 1975, was continued under the most adverse weather conditions imaginable. Three boats under the commands of LT [REDACTED], LCDR [REDACTED], and LT [REDACTED] paddled out onto the glass smooth surface of Subic Bay with their sails luffing uselessly in the 1 kt breeze. After hours of work, the three boats were neck and neck, a couple of hundred yards from where they started. It was at this time that "Skipper" Carroll hitched a tow from a passing power boat and opened a wide lead over his foundering competition. Not to be outdone, "Skippers" Martin and Doyle were forced to accept a tow from a pleasure craft heading all the way to Gaines Beach for an inglorious tie. Just then a torrential rainfall began, and by the time the wayward bark was rescued by a banca boat, all aboard were soaked. Accusations of unsailorlike conduct were forgotten as soon as the pig roast that followed got underway.

July and August saw the squadron making two more visits to the hazy harbor of Pusan, South Korea. During TAE KWON DO XVI Redcock aviators participated in anti-PTG exercises against South Korean patrol craft in the Tsushima strait.

Japan welcomed the Fighting Redcocks back for a long stay in August. During this time the VA22 slow pitch softball team finished a championship season. Coached by LTJG [REDACTED], the team had an undefeated-untied record, defeating "G" Division for the American League Title. The World Series, which was to have taken place in the Philippines, was called on account of typhoon.

After getting underway again in late August, the squadron raffled off six plane tickets back to the USA from the Philippines and Hawaii. The effort raised \$1,000 to support squadron activities and allowed LTJG [REDACTED] AT3 [REDACTED], AMS3 [REDACTED], AA [REDACTED], AA [REDACTED], and AN [REDACTED] to beat the boat back home.

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On 4 and 5 September the Fighting Redcocks were involved in their last major exercise of the WESTPAC cruise. This was CASEX 5-77A, a close air support exercise conducted off the west coast of Okinawa. VA-22 pilots flew bombing missions as the tactical command and control was shifted from afloat to ashore commands.

After a short stay in the Philippines, most of which was spent anchored out in Subic Bay due to Typhoon Babe, the USS CORAL SEA set an easterly course and began the long Transpac home.

A one day stop over in Pearl Harbor allowed the USS CORAL SEA to take on fuel and the Fighting Redcocks to take on "Tigers". Fathers, brothers and sons of VA-22 crew members came aboard to be guests of the USS CORAL SEA and VA-22 for the last week of their 1977 deployment.

On 4 October the Fighting Redcock pilots flew off to Lemoore, and on the following day the rest of the Fighting Redcock team pulled into Alameda completing their 54,000 mile journey.

During this eight-month deployment VA-22 out flew every other squadron aboard the USS CORAL SEA, successfully making 1,611 arrested landings. Most important of all however, was the fact that it was all done safely. No death or serious injury occurred to anyone in the Redcock ranks during the entire year of 1977. A feat worthy of note, and one which the squadron is most proud of.

The squadron returned home to their families and enjoyed a stand down period to reacclturate themselves to life in the valley.

The post-cruise Corrosion Control Inspection was passed satisfactorily and in November a mini weapons det to NAS Fallon proved to be a successful evolution.

The Combined Federal Campaign was a very important part of the VA-22 charity effort this year. LTJG [REDACTED] was the CFC coordinator for the second year in a row. His efforts spearheaded a drive that raised \$5,359, a squadron record, for the fund.

On 6 December VA-22 passed its Command Inspection, and later that month was nominated for both the Rear Admiral McCluskey Award and the LTJG Bruce Carrier Award by CVW-15.

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At the personnel inspection on 6 December, Rear Admiral MCKenzie awarded the Navy Achievement Medal to AD3 [REDACTED] for his courageous action in staying with a skidding aircraft and bringing it to a halt in rough weather aboard the USS CORAL SEA.

This highly successful year came to an end with the Fighting Redcocks of VA-22 passing the 12,000 accident-free hour mark.

L. B. Caroll
L. B. CAROLL

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OFFICERS ON BOARD DURING 1977

CDR L. B. CARGILL
*CDR A. M. DUNDON
CDR. [REDACTED]
LCDR [REDACTED]
LCDR [REDACTED]
LCDR [REDACTED]
*LCDR [REDACTED]
*LCDR [REDACTED]
LT [REDACTED]
LT [REDACTED]
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*LTJG [REDACTED]
LTJG [REDACTED]
LTJG [REDACTED]
LTJG [REDACTED]
ENS [REDACTED]
ENS [REDACTED]
CWO3 [REDACTED]

*Denotes officers transferred during 1977.

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Enclosure (1)

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	<u>DAY</u>	<u>NIGHT</u>	<u>TOTAL</u>
Total flight hours	3504.8	1089.3	4594.1
Total sorties flown	1949	646	2595
Total arrested landings	1083	528	1611
Average hours/sortie	1.8	1.7	
Squadron boarding rate average grade	3.19		
Average day landings/pilot	60.2		
Average night landings/pilot	29.3		

USS CORAL SEA CENTURIONS

CDR CARGILL	100
LCDR [REDACTED]	100
LCDR [REDACTED]	100
LT [REDACTED]	100
LT [REDACTED]	100
LT [REDACTED]	100
LT [REDACTED]	100
LT [REDACTED]	100
LT [REDACTED]	100
LT [REDACTED]	100
LT [REDACTED]	100
LT [REDACTED]	100
LT [REDACTED]	100
LTJG [REDACTED]	100
LTJG [REDACTED]	100

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Enclosure (2)