



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

1979

IN REPLY REFER TO
FF12/VA22/JDP:tal
5750
Ser 25
23 February 1980

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

Subj: Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Officer Roster
(2) Commanding Officer and Executive Officer Biography

1. (U) In accordance with reference (a), the Command history is submitted for the period 1 January 1979 through 31 December 1979.

2. (C) Chronology

1 January - Attack Squadron TWENTY-TWO based ashore NAS Lemoore, Ca.

10-19 January - At sea; Pre-deployment work up period aboard USS KITTY HAWK (CV-63) off Southern California.

2-13 February - At sea; Work ups Southern California.

6-16 March - At sea; Work ups Southern California. SHIP/AIRWING WEPTRAEX.

2-6 April - AIM-9L Eval Det, NAS Miramar, Ca.

13 April - Fourth anniversary of major accident free flying.

17-27 April - At sea; work ups Southern California. READIEX 2A-79/ORE.

8 May - Command Inspection.

30 May - Depart San Diego aboard USS KITTY HAWK (CV-63), begin WESTPAC deployment.

30 May - 9 June - TRANSITEX 8-79 Phase I & II.

10-11 June - Inport Pearl Harbor, HI.

12 June - 5 July - TRANSITEX 8-79 Phase III.

21 June - In chop SEVENTHFLT.

25-27 June - CRAE Package expended. Guam OPAREA.

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- 3-5 July - Inport Subic Bay, R. P..
- 16-28 July - At sea; Flight Operations south China Sea, Cope Thunder 79-8.
- 18 July - MINEX ALFA, Binanga Bay.
- 24-28 July - Vietnamese "Boat People" search.
- 29 July - 1 August - At anchor Pattaya Beach, Thailand.
- 2-10 August - At sea; Flight Operations south China Sea. Vietnamese "Boat People" search.
- 10-15 August - At anchor Hong Kong.
- 16-29 August - At sea; Flight Operations South China Sea/East China Sea
- 23-29 August - Exercise FORTRESS GALE.
- 30 August - 3 September - At anchor Pusan, ROK.
- 4-8 September - At sea; Flight Operations East China Sea/Philippine Sea.
- 9 September - 31 December - Attack Squadron TWENTY-TWO based ashore NAS Cubi Point, R. P.. COMCARRAIRWING FIFTEEN Swing Wing Beach Det.
- 25 September - CDR Jerry PALMER relieves CDR John GRICE as Redcock ONE.
- 8-10 October - ASWEX U1-80 Det to NAF Kadena, Okinawa, Japan.
- 27 October - 4 November - MULTIPLEX 1-80/Korea contingency Det to NAF Kadena, Okinawa, Japan.
- 11-14 December - Cope Thunder 80-2.
- 14 December - Passed 22,000 Accident Free flying hours.
- 12-18 December - BLTEX.
- 19 December - Beaver Snare 3-80.
- 19-20 December - Squadron extendex, 100 flight hours.

3. (C) Narrative - The Fighting Redcocks began the New Year homebased at NAS Lemoore, CA, flying the A-7E Corsair II.

Preparations for Attack Squadron TWENTY-TWO's 1979 WESTPAC cruise aboard the USS KITTY HAWK (CV-63) continued as the Squadron deployed aboard the "HAWK" for 10 day periods off the Southern California coast during January, February and March.

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This the first time the newly reorganized Airwing made a deployment on the Kitty Hawk. The Fighting Redcocks, with a long shore based turn around cycle behind them, and eleven first tour pilots aboard, set out to improve their Combat Readiness with extensive shipboard exercises and shorebased training.

The training paid off in April during the Operational Readiness Exercise (ORE), when Attack Squadron TWENTY-TWO received a grade of outstanding, the only Command embarked to receive that grade.

April also saw the Fighting Redcocks evaluating the AIM-9L Sidewinder Air Intercept Missile System for the Light Attack Community during a squadron detachment to NAS Miramar.

On 13 April, the squadron marked it's fourth anniversary of major accident free flying.

May was hectic with a Command Inspection by COMLATWINGPAC, and the final preparations for an overseas deployment. Twelve (12) aircraft were flown to NAS North Island on 23 May, and on 30 May the Kitty Hawk steamed past Point Loma - WESTPAC Bound!

The hours spent training during the transit to Hawaii were long and hard. Bombing, tanking, and SEPTAR attacks were conducted both day and night. A DACM Program was established with VF-111, while both War-at-Sea tactics and shipboard EMCON recovery procedures were practiced.

After a brief respite in Pearl Harbor the Fighting Redcocks were back to daily flight operations. During Blue Water Operations enroute to Guam, the command trained in AIC, MK-58 Smoke Bombing, SPAR Bombing and acted as raid aircraft for practice AAWEX's.

In the Guam operating area the Airwing had a CRAE package to expend and Attack Squadron TWENTY-TWO did its' part by dropping 52 tons of ordnance.

The Kitty Hawk's arrival in Subic Bay was delayed two days as typhoon Ellis wracked Luzon. The Hawk finally pulled in on the morning of 5 July. The Cubi inport period was used as a maintenance period with only minimum flying being conducted.

Back at sea again, the Fighting Redcocks participated in a MINEX ALFA in Binanga Bay on 18 July. This was one of a total of 5 MINEX's conducted by Attack Squadron TWENTY-TWO during the year. Two of these were "In-House" while the other three were conducted through the Airwing.

The Redcocks flew U. S. Air Force opposed Strike Missions from the deck of Kitty Hawk to Crow Valley during Cope Thunder 79-4 during operations in the South China Sea. Attack Squadron TWENTY-TWO participated in a coordinated

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search for Vietnamese Refugees adrift at sea. Airwing reported contacts were passed to the OTC, then to screening ships, who provided necessary aid or conducted a rescue. Refugee search operations continued through the middle of August with only two small breaks to allow for port calls at Pattaya Beach, Thailand and the British Crown Colony of Hong Kong.

In late August the Kitty Hawk ventured north to participate in exercise Fortress Gale, a coordinated amphibious assault on Okinawa. Portions of the exercise had to be cancelled due to the uncoordinated assault of super typhoon Judy on the Task Force and beach head alike.

Early September found the Fighting Redcocks enjoying South Korean hospitality during their inport period at Pusan, ROK.

Turning south once again the Kitty Hawk transited directly to Cubi Point where the Fighting Redcocks off-loaded and took over as the Airwing FIFTEEN Beach Det.

CDR Jerry PALMER relieved CDR John GRICE as Commanding Officer during joint change of command ceremonies with VF-111, aboard the Kitty Hawk inport Subic Bay, 25 September 1979. CDR John VOMASTIC assumed the duties of Fighting Redcock Executive Officer.

Two squadron detachments to NAF Kadena, Okinawa, Japan occurred during October. In the first exercise, ASWEX U1-80, Redcock aviators flew Orange Missile profiles against the Blue Kitty Hawk Task Group. A second det was tasked to fly missions during MULTIPLEX 1-80. However, political developments in the Republic of Korea forced the exercise's cancellation and the Okinawa det stood by for real world tasking during the Korean contingency Operations. The situation in South Korea stabilized and the second Okinawa det returned to Cubi Point on 4 November.

The Kitty Hawk was scheduled to depart Subic Bay for CONUS on 28 November. However, the seizure of the U.S. Embassy and hostages in Iran required the Kitty Hawk's course be set for the Indian Ocean and Gulf of Oman Operations on 21 November. The Fighting Redcocks maintained the Swing Wing Det ashore at Cubi Point during this period, providing Attack Squadron NINETY-FOUR with two full mission capable aircraft along with selected personnel.

Despite limited support while ashore Attack Squadron TWENTY-TWO managed to fly 1,400 hours during the last quarter of calendar year 1979.

Of special note during this period was the close air support provided to a Marine Amphibious Landing in a BLTEX in early December. A Beaver Snare AAWEX was flown against the Coral Sea, and squadron pilots logged 105.4 flight hours in a 24 hour period between 19 and 20 December.

The squadron received favorable comments from the Commander of 13th Air Force, Clark AB, R.P. concerning the professional attitude and aggressive nature of all squadron pilots participating in Cope Thunder 2-80. All squadron pilots were given the opportunity to plan and lead at least three sorties each.

Officers on board in 1979

- *CDR John GRICE
- CDR Jerry PALMER
- CDR John VOMASTIC
- CDR [REDACTED]
- *LCDR [REDACTED]
- LCDR [REDACTED]
- LCDR [REDACTED]
- LCDR [REDACTED]
- *LT [REDACTED]
- LT [REDACTED]
- CAPT [REDACTED] (USAF)
- *LT [REDACTED]
- LT [REDACTED]
- LTJG [REDACTED]
- LTJG [REDACTED]
- *LTJG [REDACTED]
- CWO4 [REDACTED]

* Denotes officers transferred in 1979

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The year ended with Attack Squadron TWENTY-TWO having accumulated in excess of 22,000 accident free flight hours since April 1975. In 1979, the squadron flew over 5275 flight hours, which represents approximately 103% of the allotted 5,100 hours. Of that total, over 1,338 hours were at night or 25% of the total hours flown. Total embarked hours were 2,669.7, 50% of the yearly total. Night embarked hours were 696.9 or 26% of embarked operations. Total carrier arrested landings for the period was 1,530 of which 29% or 437 were at night. The overall boarding rates for day and night were 98% and 91% respectively. The squadron had an average full mission capable rate of 60% with a mission capable rate of 69%. This FMC rate was achieved despite being the Airwing Beach Det at Cubi Point from September through December with essentially no in area, and limited out of area support.

The following Redcock aviators made Kitty Hawk Centurian during 1979.

<u>NAME</u>	<u>TRAPS</u>
CDR Jerry PALMER	300
CDR [REDACTED]	200
CDR John GRICE	100
LCDR [REDACTED]	100
LCDR [REDACTED]	100
LT [REDACTED]	100
LT [REDACTED]	100
LT [REDACTED]	100
LT [REDACTED]	100
LTJG [REDACTED]	100



J. D. PALMER

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