



DEPARTMENT OF THE NAVY
ATTACK SQUADRON TWENTY-TWO
FPO SAN FRANCISCO 96601-6202

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1984
IN REPLY REFER TO
5750
Ser ADMIN/ 185
09 Apr 85

Lesson

RECEIVED
4-19-85

From: Commanding Officer, Attack Squadron 22
To: Chief of Naval Operations (OP-5750-1)
Subj: COMMAND HISTORY (OPNAV REPORT 5750-1)
Ref: (a) OPNAVINST 5750.12C

Encl: (1) Officer Roster
(2) Commanding Officer and Executive Officer Biography
(3) Copy of VA-22 Short History
(4) Copy of VA-22 Change of Command Brochure

1. In accordance with reference (a), VA-22's Command History is submitted for the period of 1 January through 31 December 1984.
2. During this time period VA-22 was assigned to Carrier Air Wing ELEVEN with the mission to locate and destroy enemy units on land or sea, in order to establish and maintain sea control, perform power projection and provide close air support for U.S. and Allied ground forces.
3. Chronology of events, 1 January - 31 December 1984:

January 84

06 Received A7E's 158821, 158675 from VA-146
16 Embarked aboard USS ENTERPRISE (CVN-65) for Workups/WEPTRAEX
17-18 In port San Diego
25-31 In port San Diego
31 WEPTRAEX

The Fighting Redcocks started the new year in the midst of their turnaround period for the upcoming May deployment on USS ENTERPRISE (CVN-65). This "at-sea period" was our second one of the turnaround.

February 84

14 Redcocks flyoff to NAS Lemoore
15 ENTERPRISE in port NAS Alameda
17 Transferred A7E 160545 to VA-122
22 Received A7E 158657 from VFA-25
23 Transferred A7E 158821 to VA-122
27 Redcocks notified of their winning of the COMLATWINGPAC "LTJG Bruce Carrier Award" for excellence in aviation maintenance (CY 83).
28-7 Mar Annual squadron bombing proficiency test (COMPEX) at the Fallon Target Complex.

The month - long "workup" period saw the Redcocks involved in all areas of modern aerial warfare including anti-air defense scenarios, mining exercises, close air support, and countless bombing hops to Southern California area targets. In addition, the Redcocks were tasked with the integration of the Highspeed Anti-Radiation Missile (HARM) into Air Wing Eleven tactical doctrine.

Subj: COMMAND HISTORY (OPNAV REPORT 5750-1)

March 84

05 Received A7E 159644 from VA-122
08 Received A7E 158664 from VA-147
14 ENTERPRISE embarks from NAS Alameda for ORE
15 Remainder of Redcocks fly aboard
24 CVW-11 Santa Rosa Minex
31 Received A7E 159658 from VA-94

April 84

2-4 ORE (Operational Readiness Examination)
06 ENTERPRISE in port NAS Alameda
18-19 Carrier Requalifications aboard ENTERPRISE
19 Received A7E 157502 from VA-94; transferred A7E 159266 to VA-97
20 Transferred A7E 159302 to VA-94
24 Transferred A7E 159280 to VA-27
30 Transferred A7E 160541 to VA-27
30 NTPI

This final at-sea period before deployment served to hone the skills of the CVW-11/ENTERPRISE team. The ORE was passed by the air wing with flying colors with the Redcocks leading the way. VA-22's "can do" spirit enabled the successful integration of the HARM missile system to CVW-11 doctrine. As a result of VA-22's graded Minex at Santa Rosa Island, they were named COMNAVAIRPAC "A7 Miners of the Year".

May 84

07 Pre-deployment Aircraft Material Readiness Inspection
25 Transferred A7E 158675 to VA-122
30 ENTERPRISE underway from Alameda for WESTPAC/Indian Ocean 84 deployment

May was a time for the Redcocks to make final efforts in preparation for deployment. Significant maintenance was required and the Redcocks spent much time grooming new aircraft recently received.

June 84

1-14 "Rim of the Pacific" (RIMPAC) Exercise
15-19 In port Pearl Harbor, Hawaii
29-2 July In port Pearl Harbor, Hawaii

"RIMPAC" highlighted our transit to the Hawaiian Islands area. Participating nations included Canada, Australia, New Zealand, and Japan in addition to the ENTERPRISE and VINSON Battle groups. Two short in port periods bracketed eight days of high tempo operations. In addition to their normal flights, VA-22 pilots flew close air support missions in support of amphibious operations at Kahoolawe Island. Concurrently the ENTERPRISE was involved in a successful large scale ASW exercise called "BGARREM".

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July 84

- 11 Inchop 7th Fleet
- 20-2 Aug In port Subic Bay, R. P.
- 26 CDR Raymond A. Kellett relieved CDR Russell C. York as Commanding Officer
- 28 CDR Richard J. Burns welcomed aboard as the new Redcock Executive Officer

Pilots kept proficient with bombing missions to Tabones Rock and the Crow Valley Range, conducted dissimilar air combat training, and did field carrier landing practice despite poor weather conditions.

August 84

- 6-11 In port Hong Kong, B. C.
- 13-14 "Inchopex" with USS AMERICA (CV-66)

The Hong Kong in port period was our "last hurrah" before streaming west into the Indian Ocean. Transiting south along the coast of Vietnam, our Soviet "friends" made their presence known with daily overflights of "Bear" and "Badger" aircraft.

September 84

- 22-25 Beacon Flash
- 27 All-hands picnic on board ENTERPRISE

Beacon Flash was an opportunity to mix it up with Omani pilots, fly low level routes, and attack land targets at the RubKut and Masirah complexes. (Most of us were just happy to see land again). "Beer Day at the Steel Beach" on board ENTERPRISE provided a lively refresher after having been at sea for 45 days.

October 84

- 27-30 Beacon Flash II
- 31 Begin transit East out of Indian Ocean

We can finally see light at the end of the tunnel; and after 90 days in the "I.O." we are happy to see the sun setting at our backs.

November 84

- 1-21 A7E aircraft 158664, 157551, 160737, 157502, 160538, 159990, 159658, 159282, 158644, 158002, 156856, transferred to VA-56
A7E aircraft 156804, 156861, 156848, 156876, 157487, 157492, 157536, 156814, 157441, 156857, 156856 received from VA-56
- 10 Nine VA-22 aircraft transit to NAS Cubi Pt
- 12-18 In port Subic Bay R. P.
- 20 ENTERPRISE transits the San Bernardino Straights in company with the MIDWAY (CV-41) Battle Group enroute to the North Pacific.

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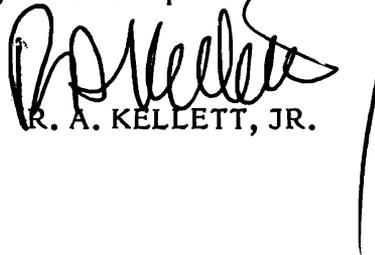
- 21 Began "FLEETEX" with MIDWAY, VINSON battle groups.
- 23 LT ██████████, USNR, safely ejected after a night engine failure, and was quickly picked up by an SH-3H helicopter from HS-6.

The Subic in port period was a hectic one for the men of VA 22, who were tasked with a complete swapout of 11 aircraft with our MIDWAY compatriots, VA-56. The transfer, a true "all hands effort", involved much work and sacrifice, but was executed in true Redcock fashion. Our departure from Subic Bay marked the beginning of the end for our deployment; however, a period of high tempo ops loomed on the horizon in the form of "three carrier ops" with the MIDWAY and VINSON Battle Groups. LT ██████████'s unfortunate accident was the only mar on the outstanding performance of the CVW 11/ENTERPRISE team's participation in this "FLEETEX".

December 84

- 01 FLEETEX over; ENTERPRISE heads east to Hawaii, MIDWAY and VINSON transit the Sea of Japan heading south.
- 10-13 In port Pearl Harbor, Hawaii
- 19 Air Wing "flyoff"
- 20 In port Alameda

Long at last back in the U.S.A.! Many Redcocks were fortunate to welcome aboard their "Tigers" (brothers, sons and fathers) for the week long transit home. The remainder of the month was a time for the Redcocks to spend the holidays with their loved ones, and to reflect on an arduous, yet successful deployment now past.



R. A. KELLETT, JR.

VA-22 SQUADRON HISTORY

Attack Squadron TWO TWO also known as the "Fighting Redcocks" is led by CDR Raymond A. Kellett, Jr. The Lemoore, CA based squadron is made up of 250 enlisted men and twenty one officers. Their mission is to maintain, fly, and fight the A-7E Corsair II Aircraft.

VA-22's history dates back to July 1948, when it was commissioned as Fighter Squadron 63 at NAS Norfolk, Virginia. It was not until July, 1959, that the Fighting Redcocks gained their present designation as Attack Squadron TWO TWO.

The first Redcock aviators flew the F-8F "Bearcat". Succeeding pilots have progressed through the F-4U "Corsair", F-9F "Panther", F9F-6/8 "Cougar", FJ-4B "Fury", A-4 B/C/F "Skyhawk" and currently the A-7E "Corsair II."

Over the Last 34 years the Fighting Redcocks have been called into action during the Korean and Vietnam wars, with three combat deployments to Korea and six to Vietnam. During their last combat cruise in 1972, VA-22 participated in the mining of HaiPhong Harbor as well as intensive air strikes over North Vietnam.

Peacetime crises responded to by the Fighting Redcocks have included readiness maneuvers for the Pueblo Crisis of 1968, the evacuation of Saigon in 1974, the rescue of the Mayaguez in 1975, and the search and rescue of Southeast Asian refugees in the Western Pacific and South China Sea during both the 1979/80 and 1981 deployments.

During the January '79 and '80 and the July '80 to December '81 competitive cycles Attack Squadron TWO TWO received the COMNAVAIRPAC Battle Efficiency "E", thus holding it for three consecutive years. Additionally, VA-22 earned the FY-81 CINCPACFLT Golden Anchor Retention Award for deployable squadrons of the Pacific Fleet, and the COMLATWINGPAC John L. Nicholson Retention Award for both FY80 and FY81. The squadron won the RADM Clarence Wade MacClusky Award for CY81 as the best Attack Squadron in the United States Navy.

The Fighting Redcocks were awarded the Meritorious Unit Commendation for service while attached to Commander Carrier Air Wing FIFTEEN and ashore at NAS Lemoore, California from 1 May 1979 to 23 November 1981 for unprecedented fulfillment of the Navy wide goals of combat readiness and personnel retention.

On 15 January 1982, VA-22's Operational Command was changed from Airwing FIFTEEN to Airwing ELEVEN which is currently deployed aboard USS Enterprise.

Attack Squadron TWO TWO was named the COMNAVAIRPAC nominee for the RADM Clarence Wade McCluskey Award for CY 83. In addition, the prestigious LTJG Bruce Carrier Award for excellence in aviation maintenance was bestowed upon the Redcocks in February 1984 for their efforts during the previous calendar year. Recently, the Fighting Redcocks returned from their third Western Pacific/Indian Ocean deployment aboard ENTERPRISE, and look forward to a challenging "turnaround" period here in Lemoore.