



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

1982
LOGGED

IN REPLY REFER TO:

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MAR 24 1987

From: Commanding Officer, Attack Squadron 22

To: Chief of Naval Operations (OP-5750-1)

Subj: COMMAND HISTORY (OPNAV REPORT 5750-1)

Ref: OPNAVINST 5750.12D

Encl: (1) Officer Roster
(2) Commanding Officer/Executive Officer Photographs
(3) Commanding Officer and Executive Officer Biographies
(4) Copy of VA-22 Short History
(5) Deployment Family-Grams
(6) Aircraft Photograph

1. In accordance with reference (a), VA-22's Command History is submitted for the period of 1 January through 31 December 1986.

2. During this time period, VA-22 was assigned to Carrier Air Wing ELEVEN. The squadron's mission remained 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 1986:

January 86

09-10 Carrier Qualifications aboard USS CARL VINSON
12 USS ENTERPRISE (CVN-65) underway
13-14 Fly-on USS ENTERPRISE
19 Long range strike
29-1 FEB In port Pearl Harbor

The Redcocks kicked off 1986 with Carrier Quals on board the USS CARL VINSON with a detachment staged out of NAS MIRAMAR. Two days after qualifying all the pilots the squadron was underway on board the USS ENTERPRISE (CVN-65) for WESTPAC 1986. The Executive Officer, CDR R. J. BURNS, led a long range strike that lasted nine hours from launch to recovery. The success of the planning and execution of the strike expands the tactical role of the USS ENTERPRISE.

February 86

01 Change of Command
02 Depart Hawaii underway on board USS ENTERPRISE
13 Commander Air Wing Eleven Safety Award
17-23 In port Cubi Point, The Philippine Islands

CDR R. J. Burns relieved CDR R. A. Kellett as Commanding Officer in a ceremony that took place on board USS ENTERPRISE. The squadron accepted its second consecutive Commander Light Attack Wing Pacific Fleet Safety Award from CDR

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Gladman, Commander Air Wing Eleven, during a whites inspection on board USS ENTERPRISE.

March 86

02-04 In port Singapore
15-20 In port Karachi, Pakistan
29 Low level flight training over Oman.

Squadron pilots conducted valuable low level training over Oman. During the month the squadron began to plan Mediterranean contingencies as Libyan tensions increased.

April 86

04 Safety Standdown, Air Wing Eleven Award Ceremony
09 Vice President Bush Reenlistment Ceremony
19 Corrosion Control Inspection
29 Suez Canal Transit

LT [REDACTED] placed first in the "Nuggett" category for Air Wing Eleven Landing Grades Awards, while the squadron took second overall with an average of 3.42. Petty Officers [REDACTED], [REDACTED], and [REDACTED] reenlisted by Vice President Bush during his visit to USS ENTERPRISE. The USS ENTERPRISE (CVN-65) transited the Suez Canal in response to the Libyan conflict making it the first nuclear powered carrier to do so. The transit began around 0300 and was completed around 1500.

May 86

07 Air Wing Eleven Awards Ceremony
08-18 In port Naples, Italy
17 Safety Standdown
30-09 Jun In port Toulon, France

The Fighting Redcock pilots maintained their prowess for flying aboard the ship as they captured second place again at the Air Wing Eleven Landing Grades Ceremony. The squadron enjoyed ten days of liberty in Italy traveling to places such as Florence, Rome, Capri, and Pompeii. CDR Burns and CDR Roberson, the Executive Officer, arranged a soccer match and dinner exchange for the Redcock Soccer Team. Ensign [REDACTED] led the warriors into Battle and emerged victorious by a score of 12-7. The match and dinner afterward proved a valuable experience for international relations as both teams enjoyed the festivities.

June 86

09 Depart Toulon, France
27 USS ENTERPRISE departs Mediterranean Sea

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After sixty days in the Mediterranean Sea the Fighting Redcocks headed south via the Straits of Gibraltar. During the Mediterranean operations the squadron pilots flew numerous sorties over southern Italy and Sigonella; skies normally seen by East Coast Corsair pilots.

July 86

03 Crossing the Line Ceremony
18-22 In port Perth, Australia
21 Battle "E" Runner-up
23 Brief Admiral Brooks (CTF-70)
27 Received A7E 159644 from FAWPRA ATSUGI

The squadron rid its ranks of all slimy "Poly Wogs" during the equator "Crossing the Line" Ceremony. During the Perth in port period the message came in notifying the squadron of its runner-up selection for the Battle Efficiency Award. While operating around Australia the pilots were again able to log some significant and varied training utilizing a western Australian weapons range to drop live ordnance.

August 86

08-09 In port Pearl Harbor, Hawaii
12 Fly-off for NAS Lemoore
13 USS ENTERPRISE arrives in NAS Alameda
25-26 Post-Cruise Corrosion Control Inspection

The squadron received the Redcock Tigers in Hawaii for the Pacific Ocean transit back to NAS Alameda. The squadron successfully launched the entire redcock air force for the fly-in at NAS Lemoore and the long awaited reunion with their families.

September 86

08 Unit NATOPS Evaluation
18 Walleye Drop at Naval Weapons Center, China Lake
29-30 Command Inspection

The Command Inspection Team scrutinized the squadron for two days and determined the Fighting Redcock programs satisfactory with very few discrepancies and numerous commendatory remarks.

October 86

02-03 HARM Conference
02-05 Tailhook Convention
07 Transferred A7E 159647 to VA-122

October was a slow month as the squadron continued to wind down from deployment and the Command Inspection. Several pilots attended the HARM Conference, maintaining the edge as the Navy's Top West Coast HARM capable A-7E squadron.

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November 86

02-08 China Lake Detachment
18-19 NTPI Technical Assistant Visit
19 Squadron Physical Readiness Test

The Fighting Redcocks completed the first detachment since returning, initiating the move toward operational readiness for the next deployment.

December 86

04 NTPI
12 Received A7E 157551 from VA-146
23 Received A7E 158664 from VA-146

The Fighting Redcocks closed out 1986 with the Navy Technical Proficiency Inspection in December, and did it admirably as the NTPI team graded the squadron as "Outstanding." The NTPI results were found to be the best ever for VA-22 and capped what turned out to be a highly successful and unique year and deployment. The Redcocks enjoyed many "Firsts" including transiting the Suez Canal and visiting some Mediterranean Liberty Ports. The pilots honed their skills to emerge as the ones to beat in Air Wing Eleven, while the maintenance department kept the aircraft in top notch condition despite an aggressive schedule. The Fighting Redcocks received the COMNAVAIRPAC nomination for the McClusky Award for 1986 as the best attack squadron in the Navy. VA-22 also received the coveted Bruce Carrier Award for excellence in maintenance for 1986. 1987 promises to be no less intense as the squadron continues its drive in true Redcock fashion to remain the premier A7E unit in Light Attack Wing, Pacific.


R. J. BURNS

YEBAR!

VA-22 SQUADRON HISTORY

Attack Squadron TWO TWO also known as the "Fighting Redcocks" is led by CDR Richard J. Burns. The Lemoore, CA based squadron is made up of 225 enlisted men and twenty three 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 38 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.

The Fighting Redcocks have responded to peacetime crises including 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.

Attack Squadron TWO TWO received the COMNAVAIRPAC Battle Efficiency "E" for its performance in the January 79 and 80 and the July '80 to December '81 competitive cycles, making the Redcocks the holder of the Battle "E" 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 McClusky 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 Air Wing FIFTEEN to Air Wing ELEVEN which is currently deployed aboard USS ENTERPRISE (CVN-65).

Attack Squadron TWO TWO was named the COMNAVAIRPAC nominee for the RADM Clarence Wade McClusky 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.

The squadron once again made history on November 6th of 1985 by successfully launching an AGM 88, or HARM (High-speed Anti-radiation Missile) making it only the second fleet firing in the Navy and the first for a west coast squadron. This was the first such firing of an AGM-88 that was built-up in a ship's magazine.

VA-22 recently completed their fourth deployment onboard the USS ENTERPRISE which took them through the Suez Canal into the Mediterranean Sea in response to the Libyan action.

The Fighting Redcocks are once again heavy into their turnaround training, honing their combat edge in anticipation of the next deployment in December 1987.

End (4)