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DEPARTMENT OF THE NAVY

STRIKE FIGHTER SQUADRON 22

FPO SAN FRANCISCO, CA 96601-6202

IN REPLY REFER TO:

5750
Ser PA0/C002
25 Sep 90

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From: Commanding Officer, Strike Fighter Squadron 22
To: Chief of Naval Operations (OP-09BH)

Subj: COMMAND HISTORY (OPNAV 5750.1)

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Command Composition and Organization
(2) Attack Squadron 22 Chronology for 1989
(3) Attack Squadron 22 Narrative for 1989
(4) Supporting Documentation
(5) Statistical Data

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1. Strike Fighter Squadron 22 Command History (OPNAV 5750-1) is submitted per reference (a).

R. Darwin
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DECLASSIFIED BY: CNO (N09N2)
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ATTACK SQUADRON 22 COMMAND COMPOSITION & ORGANIZATION

Mission: Carrier based Light Attack Squadron. Primary mission is putting ordnance "on target" in support of land and sea power projection. Secondary missions include in-flight refueling, reconnaissance and long range search and rescue.

IMMEDIATE SENIOR IN COMMAND:

Operational: Commander, Carrier Air Wing 11

Administrative: Commander, Carrier Air Wing 11

Commanding Officer: Commander Dale M. Doorly, USN, 

Homeport: Naval Air Station Lemoore, California

Aircraft: 12 A-7E: Tailcode NH3XX

Callsign: Beefeater

Nickname: Fighting Redcocks

Awards: Squadron awarded Meritorious Unit Commendation for period 15 February to 21 May 1988.

ATTACK SQUADRON 22 CHRONOLOGY FOR 1989

January 1989

- 1-21 Ashore operations at NAS Lemoore, CA.
- 2 Safety Stand Down.
- 4 Commenced Advanced Attack Readiness Program (AARP) ground school for 13 pilots.
- 20 Squadron Change of Command.
- 23 Squadron departed for AARP detachment to NAF El Centro, CA.

February 1989

- 3 Returned from El Centro detachment.
- 28 No Notice Target Exercise

March 1989

- 2 Completed Nuclear Technical Proficiency Inspection (NTPI) with third consecutive zero major and zero minor discrepancies.
- 7 No Notice Launch Exercise.
- 12 Squadron departed for Carrier Air Wing 11 Weapons detachment at NAS Fallon, NV.
- 31 Squadron returned from Air Wing Weapons detachment.

April 1989

- 14-30 Maintenance detachment deployed on board USS ENTERPRISE (CVN 65). Squadron conducted carrier qualifications, flying sorties from NAS Lemoore.
- 20 No Notice Target Exercise.

May 1989

- 1 Squadron embarked on board USS ENTERPRISE (CVN 65) at NAS North Island, CA, for Refresher Training (REFTRA) detachment.
- 13 USS ENTERPRISE docked at NAS Alameda, CA, and VA 22 returned to NAS Lemoore.
- 24 No Notice Launch Exercise.
- 31 Completed Conventional Technical Proficiency Inspection (CTPI) with zero major and zero minor discrepancies.

June 1989

- 2 Completed Squadron NATOPS exam, scoring 3.99.
- 5 VA 22 embarked on board USS ENTERPRISE (CVN 65) at NAS Alameda for an Advanced Training Assessment (ATA) detachment.
- 30 Squadron returned to NAS Lemoore.

July 1989

- 11 No Notice Launch Exercise.
- 25 VA 22 embarked on board USS ENTERPRISE (CVN 65) at NAS Alameda for Readiness Exercise (READIEX) detachment.

August 1989

- 16 Squadron returned to NAS Lemoore.
- 28 No Notice Launch Exercise.
- 31 No Notice Target Exercise.

September 1989

- 17 Squadron embarked on board USS ENTERPRISE (CVN 65) for World Cruise 89/90, and commenced participation in PACEX 89.
- 28 Commenced participation in PACEX 89 exercise ANNUALEX/TANDEM ALLY.

October 1989

- 1-14 Continued participation in PACEX 89 exercise ANNUALEX/TANDEM ALLY.
- 15-28 Participated in PACEX 89 exercise VALIANT BLITZ 90.
- 31 In port Hong Kong.

November 1989

- 6 Departed Hong Kong. Squadron safety stand down.
- 11-21 In port Subic Bay, Philippines. Participated in operation Cope Thunder.
- 17 Chief of Naval Operations directed safety stand down.
- 23-28 In port Subic Bay.

December 1989

- 1-7 Participated in Operation Classic Resolve during the Philippine coup attempt.

- 8-10 In port Subic Bay.
- 11-13 Conducted low level missions during PASSEX with Malaysian Air Force.
- 14-19 In port Pattaya Beach, Thailand.
- 20 Safety stand down.
- 22-28 In port Singapore.

ATTACK SQUADRON 22 NARRATIVE FOR 1989

Attack Squadron 22 began 1989 in the middle of the turnaround cycle prior to World Cruise 89/90. During January through March, the squadron completed the Advanced Attack Readiness Program, a program designed to re-introduce the squadron to weapons employment and battle area tactics. After an extremely successful turnaround cycle, including detachments to NAF El Centro, CA, and NAS Fallon, NV, and three detachments aboard the USS ENTERPRISE (CVN 65), the squadron deployed on board USS ENTERPRISE (CVN 65) in September for World Cruise 89/90. The first two months of the cruise were marked by PACEX 89, during which the squadron set flight hour and sortie records. In December, the squadron participated in Operation Classic Resolve in support of the Philippine government during a coup d'etat attempt.

Additional information to that listed below can be found in enclosures (4) and (5) supporting documentation and statistical data. Especially noteworthy in enclosures (4) and (5) are the submission packages for the 1989 Rough Inputs for the End of Year Awards and CNO Aviation Safety Awards, which are comprehensive listings of VA 22's achievements of 1989. Statistical data, including flight hours and missions flown, can be found in enclosure (5) under weekly and monthly training reports.

Highlights of the year include:

January

VA 22 began 1989 with a safety stand down on 2 January. January marked the beginning of the Advanced Attack Readiness Program (AARP) training. 13 squadron pilots attended 40 hours of AARP lectures that included weapons, weapons employment, ECM assets, enemy threat systems and tactics. On 20 January, the squadron held a Change of Command, where CDR D. M. Doorly assumed command from CDR W. H. Roberson. On the 23rd, the squadron detached 13 pilots and nine aircraft to NAF El Centro to participate in the flight portion of AARP. VA 22 flew numerous sorties, including low altitude and battle area tactics, Close Air Support (CAS), day and night bombing, and a 52 plane strike.

February

The squadron completed the AARP El Centro detachment. On the 28th, the squadron participated in a successful No Notice Target Exercise sponsored by Commander, Light Attack Wing, U.S. Pacific Fleet. The majority of February was spent preparing for the NTPI inspection.

March

The NTPI inspection was successfully completed, with the squadron receiving an unprecedented third consecutive zero major zero minor discrepancy NTPI. On 7 March, the squadron participated in a No Notice Launch Exercise. The rest of March was dominated by the Carrier Air Wing 11 Weapons detachment at NAS Fallon, NV. The detachment marked the culmination of AARP training, including multi-squadron Air Wing strikes into Fallon target ranges. The squadron flew sorties emphasizing coordinated multi-plane strikes with aggressor squadron opposition.

APRIL

Following FCLP's in early April, carrier qualifications began onboard USS ENTERPRISE (CVN 65) on 14-30 April, with aircraft flying out of NAS Lemoore and an onboard support det on the ship. 17 squadron pilots were successfully carrier qualified. On the 20th, the squadron participated in a successful No Notice Target Exercise.

MAY

On 1 May, the squadron embarked on board USS ENTERPRISE (CVN 65) at NAS North Island, CA for REFTRA. The majority of the detachment consisted of ship emergency drills. The squadron flew Mine Exercise (MINEX) and War At Sea Exercise (WASEX) sorties as part of coordinated Air Wing missions, as well as numerous squadron training sorties. After returning to NAS Lemoore on the 13th, the squadron concentrated ground training on the CTPI. On the 24th, the squadron participated in a successful No Notice Launch Exercise. The CTPI Inspection was successfully completed on the 31st, with zero major and zero minor discrepancies.

JUNE

Prior to detaching onboard USS ENTERPRISE (CVN 65) for ATA, the squadron completed the annual NATOPS evaluation, scoring 3.99. On the 5th, the squadron detached onboard USS ENTERPRISE (CVN 65) from NAS Alameda for ATA. During the detachment the squadron passed all the ATA written exams; TACPRO, CV, NATOPS, Threat, and Recognition. The air training consisted of CAS, MINEX, strike, strike rescue, and WASEX sorties.

JULY

On the 11th, VA 22 successfully participated in another No Notice Launch Exercise. Detaching onboard USS ENTERPRISE (CVN 65) for READIEX, the squadron began the final phase of training prior to deploying on World Cruise 89/90.

AUGUST

VA 22 began August onboard USS ENTERPRISE (CVN 65) continuing the READIEX detachment. As part of READIEX, the squadron flew MINEX, WASEX, Sledge Hammer (war at sea missions in support of escort ships), and multiple squadron training sorties. After return to NAS Lemoore on the 16th, the squadron began preparations for the squadron pack-up and deployment onboard USS ENTERPRISE (CVN 65) for World Cruise 89/90. The squadron participated in two No Notice Exercises this month, a Launch Exercise on the 28th and a Target Exercise on the 31st.

SEPTEMBER

On 17 September, VA 22 deployed onboard USS ENTERPRISE (CVN 65) for a six month world cruise departing from NAS Alameda and returning to Norfolk, VA. During the first portion of cruise, the USS ENTERPRISE (CVN 65) participated in PACEX 89 in conjunction with the USS CONSTELLATION and USS CARL VINSON Battle Groups. After operations in the Gulf of Alaska and off the Aleutian Islands, the USS ENTERPRISE (CVN 65) transited to the northern coast of Japan, where the squadron participated in the PACEX 89 exercises ANNUALEX/TANDEM

ALLY. These were joint exercises with the Japanese Self Defense Forces as well as the U.S. 5th Air Force and the USMC.

OCTOBER

After concluding exercise ANNUALEX/TANDEM ALLY, the USS ENTERPRISE (CVN 65) transited to the Sea of Japan. During the last two weeks of the month the squadron participated in PACEX 89 exercise VALIANT BLITZ with units of the U.S. 7th Air Force, the USMC and Korea. During this exercise, the squadron conducted numerous low levels, practicing strike tactics and close air support missions. On the 31st, the USS ENTERPRISE (CVN 65) pulled into port in Hong Kong for liberty. During October, VA 22 set sortie and flight hour records flying 375 sorties and 819 hours.

NOVEMBER

The squadron began November with 5 days of liberty in Hong Kong. After pulling out of port, the squadron conducted a safety stand down on the 6th. Prior to the USS ENTERPRISE's (CVN 65) arrival in the Philippines, the squadron aircraft were flown off to NAS Cubi Point and a beach detachment was set up for shore operations. During this period, the squadron flew sorties with the U.S. Air Force as part of Operation Cope Thunder. On the 17th, the squadron took part in a Navy Wide CNO directed safety stand down. On the 21st, the USS ENTERPRISE (CVN 65) pulled out to sea and the squadron pilots carrier qualified after the two weeks of shore operations.

DECEMBER

On December 1st, the USS ENTERPRISE (CVN 65) pulled into Subic Bay for liberty, but within an hour of tying up, departed because of the Philippine coup attempt. During the next week, the squadron participated in operation Classic Resolve in support of the Philippine Government. After the coup attempt was resolved, the USS ENTERPRISE (CVN 65) pulled back into Subic Bay and the squadron enjoyed two days of liberty prior to departing the Philippines. From the 11th to the 13th, the squadron participated in a PASSEX with the Malaysian Air Force, flying opposed low levels over Malaysia. The squadron finished the year with liberty calls in Pattaya Beach, Thailand and Singapore.



DEPARTMENT OF THE NAVY
STRIKE FIGHTER WEAPONS SCHOOL, PACIFIC
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LEMOORE, CALIFORNIA 93246-5028

IN REPLY REFER TO:

16 Feb 89

MEMORANDUM

From: Commanding Officer, Strike Fighter Weapons School, Pacific
To: Commander, Light Attack Wing, U.S. Pacific Fleet

Subj: AARP 1-89 AFTER ACTION REPORT

1. SFWSPAC conducted an Advanced Attack Readiness Program (AARP) for VA 22 and VA 94 from 4 Jan 89 to 3 Feb 89. This was the first full scale AARP, 40 hr academic and 12 flight syllabus. Both squadrons attended the lecture series at NAS Lemore 4-18 Jan and deployed to NAF El Centro for the flight syllabus 22 Jan - 3 Feb. Course completion critiques validated the value of the ground training syllabus. Most of the comments were positive with respect to content and instructor performance. A few weapon lectures were critiqued as too basic. Future courses will move these lectures to the squadron's WTO for presentation prior to AARP. Tactical discussion was oriented toward the mid tour Lieutenant and was positively received. The learning curve was steep, with both squadrons tactical proficiency showing a marked improvement as the flight syllabus progressed. Strong support by both squadrons contributed greatly to the success of the course. The value of this training cannot be over-emphasized.

2. Specific comments

a. Aircraft availability

Originally this area was thought to be a problem. Both squadrons were adversely impacted by AFB 250. VA 94 started out with only six available aircraft. However, their maintenance effort was extraordinary, supporting 163 of 167 scheduled sorties. The coordination between maintenance and ops was commendable and largely responsible for the success of the Det. VA 22 had nine acft on Det and used the additional resources to conduct concurrent DACT with VFA 127.

b. Range availability

The Kernal Blitz exercise scheduled during the Det timeframe caused some scheduling difficulties. However, the advantages obtained working within their scenario far outweighed the problems that occurred. Sorties included CAS to SHOBA, an opposed War-at-Sea and a 52 plane strike to Cosc led by VA 94. Training was rated as excellent by participating pilots. Target acquisition is a primary goal of AARP, and the opportunity to fly against unfamiliar targets improved target acquisition skills significantly.

Subj: AARP 1-89 AFTER ACTION REPORT

c. Ordnance

The excellent support SFWSP received from LATWING in obtaining ordnance allowed all pilots to drop on every pass. BDU 45s, BDU 48s, MK 76s and paraflares were used. Pilots were exposed to all types of day and night conventional ordnance delivery.

d. Adversaries

VFA 127 support was superb. The Tac flight phase allowed bogey acquisition to improve greatly. These skills continued to improve in the strike phase with bogey debriefs confirming a marked improvement in threat analysis, timely called turns and reaction by strike acft. DACM training was needed and two sorties per pilot will be written into the syllabus for squadrons not exposed to DACM prior to AARP. Ground training presented by VFA 127 instructors will also be added to the academic syllabus to further maximize the training on opposed AARP flights.

e. Observer aircraft

One of the most significant advantages of AARP is the exposure of the participants to critique by sources outside the squadron. To accomplish this, SFWSP observers must be able to observe all phases of the flight syllabus. AARP 1-89 relied mainly on the O-2 for the required observation with three A-7 sorties supplied by VA 122, making observation difficult on advanced sorties. Acft availability prevented using participating squadron acft to any significant extent as observer acft. The following observer requirements should be the goal for future AARP classes.

TAC FLT 1 - 4	O-2 in the target area
TAC FLT 5	A-7 or F/A-18 on the route and an O-2 in the target area
CAS 1 - 3	A-7 or F/A-18 on the route and an O-2 or airborne FAC in the target area. The FAC must be available for face to face debrief.
STK 1, 2	A-7 or F/A-18 in the strike package and an O-2 in the target area.
STK 3, 4	A-7 or F/A-18 in the strike package.

Subj: AARP 1-89 AFTER ACTION REPORT

3. Overall AARP 1-89 was highly successful. All goals were achieved or exceeded. Areas noted for improvement will be modified for future courses. Squadron readiness improved significantly and will be evident on their AIRWING Det. VA 22 and VA 94 are to be commended for their commitment to combat readiness.

Very respectfully,



J. V. STIVERS

Copy to:

CVW-11

VA 22 

VA 94