



1978

DEPARTMENT OF THE NAVY  
ATTACK SQUADRON TWENTY FIVE  
c/o FLEET POST OFFICE  
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To: Chief of Naval Operations, Naval Department (OP-05D2)  
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1. In accordance with reference (a), enclosure (1) is forwarded.

  
D. J. WRIGHT

Copy to:  
CINCPACFLT  
Director of Naval History

## ATTACK SQUADRON TWENTY FIVE COMMAND HISTORY

Attack Squadron TWENTY FIVE entered 1978 shore based at Naval Air Station, Lemoore, California with Commander James B. Hamilton, U. S. Navy, Commanding and Commander Warner L. Butler, U. S. Navy as Executive Officer. The squadron has maintained a complement of 12 A-7E Corsair II aircraft which are manufactured by LTV Corporation of Dallas, TX.

The squadron started 1978 off with an extensive safety stand down covering the 9th and 10th of January. Immediately thereafter, on the 15th of January, the squadron left on their first in a series of deployments, this one being to MCAS Yuma, Arizona for combined weapons/air combat maneuvering training. This deployment saw Attack Squadron TWENTY FIVE become the first A-7 squadron to deploy to MCAS Yuma to utilize the Air Combat Maneuvering Range (ACMR) for both similar and dissimilar engagements. VA-25 was also the first Lemoore based squadron to utilize the SHRIKE training available on the ACMR with its unique mission play back feature.

Returning to NAS Lemoore on 25 January, the squadron prepared for its upcoming change of command which took place on 31 January. Commander Warner L. Butler relieved Commander James B. Hamilton as FIST ONE and Commander Donald J. Wright, U. S. Navy took over as Executive Officer.

During February squadron aircraft supported VX-5 in an evaluation of the reliability of the ALQ-123 ECM POD. The period of 12 March to 24 March was spent at NAS Fallon Nevada with the squadron reunited with Carrier Air Wing TWO. During this deployment, Attack Squadron TWENTY FIVE initially practiced and then proposed adopting the triad formation versus the division formation for coordinated air strikes. This formation has since become a standard operating procedure for CVW-2. Also during this deployment, VA-25 cooperated in an evaluation of the KB-18 external camera pod. Pictures were of excellent quality and an article with pictures taken with the KB-18 appeared in NAVAL AVIATION NEWS.

Upon returning to Naval Air Station, Lemoore, the squadron continued its aggressive training schedule flying numerous weapons sorties to Fallon Nevada, Yuma Arizona and El Centro California. Also during this period VA-25 extended its air combat maneuvering capabilities by sending several pilots through the VA-127 adversary program. At one point, Attack Squadron TWENTY FIVE became the first squadron to complete 100% of its pilots through that program. Low level navigation and radar navigation missions were also flown throughout the western United States.

April was a big month for 4 of VA-25's enlisted men as they were welcomed into the ranks of officers. ADC [REDACTED], AD1 [REDACTED], and AZ1 [REDACTED] became Ensigns under the LDO program and AOC [REDACTED] became a CW02.

Enclosure (1)

The squadron successfully completed its Conventional Weapons Technical Proficiency Inspection on 9 May and returned to her official home away from home the USS RANGER (CV-61), on 15 May for the first time since October 1976. Before returning to NAS Lemoore on 8 June, the squadron conducted extensive carrier qualifications and refresher training.

On 11 July the squadron returned to the RANGER to conduct type training. During this period the squadron, along with the rest of the airwing, began to integrate further into the airwing team concept flying heavy cyclic ops.

Returning to NAS Lemoore on 22 July, the squadron conducted a Human Resources Availability Week beginning on 24 July and completing on 28 July. Squadron awareness of individual problems and needs was highlighted during the week. On 30 July to 4 August it was back to Fallon for more weapons training and completion of the weapons delivery competitive exercises. This deployment proved highly successful as every pilot scored an "E" in the day dive competition with the overall first bomb CEP being 40.3 feet. During the deployment the squadron competed in 63 events receiving "E"s in 42 and quals in 12 others.

Late August and early September saw the squadron in busy preparation for its annual Nuclear Technical Proficiency Inspection which culminated in successful completion on 7 and 8 September. The period of 26 September through 6 October, the squadron was back on the RANGER conducting CQ and beginning cyclic ops. The squadron's flying mainly concentrated on strikes to targets all along southern California with an occasional mining exercise thrown in.

Back at Lemoore, VA-25 pilots and the squadron intelligence officer debriefed the COMLATWINGPAC staff on their individual pilot missions during 10 October to 12 October. The squadron returned to the RANGER and operations off the coast of Southern California on 16 October. After spending a short weekend in port in San Diego the 28th of October, Attack Squadron TWENTY FIVE went back to sea on 30 October for a Weapons Training Exercise. The culmination of this at-sea period was the RANGER/CVW-2 Operational Readiness Evaluation. Conducted from 5-9 November, Attack Squadron TWENTY FIVE came through the ORE with flying colors, leading the airwing in 5 out of 7 ORE graded categories including sorties and hours flown and day and night boarding rate.

VA-25 successfully completed its annual ADMAT inspection conducted by Commander, Light Attack Wing, U. S. Pacific Fleet on 21 November. From 28 November through 15 December, Attack Squadron TWENTY FIVE participated in Fleetex 1-79, a major fleet exercise conducted off the coast of Southern California. During the exercise the squadron flew close air support, war-at-sea, mining, search and rescue, Surface to Surface Surveillance Coordination, conventional and special weapon strike missions.

Officer turnover during the year saw CDR Hamilton, LCDR [REDACTED], LCDR [REDACTED], LCDR [REDACTED], LT [REDACTED], LT [REDACTED], LT [REDACTED], LTJG [REDACTED], LTJG [REDACTED], and LTJG [REDACTED] depart while CDR [REDACTED], LCDR [REDACTED], LCDR [REDACTED], LCDR [REDACTED], LT [REDACTED], LTJG [REDACTED], ENS [REDACTED] and ENS [REDACTED] reported. During the year Attack Squadron TWENTY FIVE flew a total of 5,173.4 accident

free hours as of 31 December 1978. The squadron ended the year in an extremely high state of readiness ready to embark on its upcoming WESTPAC tour scheduled to leave in February 1979.

Enclosure (1)