

1999



DEPARTMENT OF THE NAVY

STRIKE FIGHTER SQUADRON 22
FPO AP 96601-6202

IN REPLY REFER TO:
5750
Ser Admin/276
OCT 19 2000

From: Commanding Officer, Strike Fighter Squadron 22
To: Director, Naval Historical Center, Naval History Branch

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12G

- Encl:
- (1) 3 1/2" diskette
 - (2) Command composition and organization
 - (3) Chronology
 - (4) Narrative
 - (5) 1999 Battle Efficiency, Arleigh Burke Fleet Trophy, RADM Clarence McClusky, and Captain Michael J. Estocin award submission
 - (6) Commanding Officer's biography
 - (7) Commanding Officer's photograph
 - (8) Squadron photograph
 - (9) Aircraft photograph
 - (10) Introduction of Joint Stand-Off Weapon
 - (11) Command Mascot
 - (12) Cruisebook insert

1. Per reference (a), enclosures (1) through (12) are submitted.

R. P. TOWNSEND

Command Composition and Organization

Command. VFA-22

Unit Identification Code. 09561

Mission. Carrier-based FA-18 Strike Fighter Squadron.

1. Primary Mission: Project power at sea and ashore in support of national objectives.
2. Secondary Missions: Fleet Air Defense, Strike Fighter Cover, Strike Rescue, Mining, and Surface Sea and Control.

Organizational Structure.

1. Immediate Senior in Command: Commander, Carrier Air Wing ELEVEN
2. Commanding Officer: Commander Ronald P. Townsend, USN

Permanent Duty Station.

1. Homeport: Naval Air Station Lemoore, California
2. Carrier Assignment: USS CARL VINSON (CVN 70)

Aircraft. 12 FA-18C Lot XII Hornet, tailcode NH3XX

Callsign. Beefeater

Nickname. Fighting Redcocks

Chronology of Events for 1999

January:

- 1-31 - Deployed to Arabian Gulf embarked aboard USS CARL VINSON (CVN 70).
- Introduced Sam Bam strategy for striking surface to air missile sites.
- 2 - Selected by CSFWP for the Wing Safety Award (deployed category) for 1st Quarter 1999.
- 17 - Third anniversary of Class "A" mishap free flight operations with more than 12,000 flight hours.
- 23 - Led first CVW-11 Operation Southern Watch strike into southern Iraq.
- 25 - First combat deployment of AGM-154 Joint Stand-Off Weapon (JSOW).
- 31 - Change of Command. CDR Warren S. Ryder relieves CDR James M. Spence.

February:

- 1-28 - Deployed to Arabian Gulf embarked aboard USS CARL VINSON (CVN 70).
- 5-11 - Eager Archer Detachment to Kuwait.
- 6 - Inport Jebel Ali, United Arab Emirates.
- 20-3 Mar - Neon Falcon Exercise to Bahrain.

March:

- 1-31 - Deployed to Arabian Gulf/Western Pacific embarked aboard USS CARL VINSON (CVN 70).
- 10 - Inport Jebel Ali/Dubai, United Arab Emirates.
- 20 - Commenced outchop to Indian Ocean.
- 27 - Carrier Air Wing ELEVEN (CVW-11) Change of Command.
- 30 - Inport Perth, Australia.

April:

- 1-30 - Deployed to Western Pacific embarked aboard USS CARL VINSON (CVN 70).
- 7 - Inport Hobart, Australia.
- 20 - Crossed Equator/International Date Line. WOG Day and Golden Shellback Ceremony.
- 23 - Inport Pearl Harbor, Hawaii.

May:

- 2 - Returned from Western Pacific Deployment.

May: (cont.)

- 2 - Squadron approved to wear Navy Unit Commendation for services in support of Operation Desert Fox.
- 27 - Post Deployment Material Condition Inspection.

June:

- 7 - Began implementation of Software upgrade to 13C+.
- 19-1 Jul - Joint Task Force Exercise (JTFEX) Detachment to Hawaii.

July:

- 1 - Advanced 45 enlisted personnel to Petty Officer First, Second, and Third Class from March Navy-Wide Advancement Examination.
- 27-4 Aug - Carrier Qualification Detachment to USS CARL VINSON (CVN 70).

August:

- 3 - Launched AIM-7M Sparrow in a training exercise, scoring a direct hit.
- 8-23 Sep - Detachment to Naval Strike Air Warfare Center, Fallon, Nevada.
- 11 - Launched AGM-65F Maverick in a training exercise scoring a direct hit.
- 25 - Launched 2 AIM-9M Sidewinders in a training exercise scoring direct hits.
- 27-10 Sep - Dissimilar Air Combat Training (DACT) Detachment to Klamath Falls, Oregon.

September:

- 14-20 - Detachment to USS ABRAHAM LINCOLN (CVN 72) for Deck Certification.
- 29 - CVW-11 Strike of the Month Exercise.

October:

- 6-15 - Fleet Week Detachment embarked aboard USS ABRAHAM LINCOLN (CVN 72).
- 28 - CVW-11 Strike of the Month Exercise.

November:

8-17 Dec - Detachment to Naval Strike Air Warfare Center,
Fallon, Nevada.

December:

1 - Advanced 21 enlisted personnel to Petty Officers
First, Second, and Third Class from September Navy-
Wide Advancement Examination.

Fighting Redcocks 1999 Narrative

The Fighting Redcocks of Strike Fighter Squadron 22 began the New Year embarked aboard USS CARL VINSON (CVN 70) on deployment to the Western Pacific in support of Operation Southern Watch (OSW). The Redcocks achieved several important milestones in the month of January, commencing a very successful year. At the beginning of the month, the squadron was selected by Commander, Strike Fighter Wing Pacific, as the recipient of the Wing Safety Award (deployed category) for the 1st Quarter 1999. On 17 January, the squadron celebrated its third anniversary of Class "A" mishap free flight operations, surpassing 12,000 flight hours. On 23 January, the Fighting Redcocks led the first Carrier Air Wing ELEVEN (CVW-11) OSW strike into southern Iraq. On 25 January the Fighting Redcocks deployed the first AGM-154 Joint Stand-Off Weapon (JSOW) in combat. Squadron tacticians developed a tactic referred to as Sam Bam that provided quick and readily executable methods to strike surface to air missile sites. Joint Task Force-South West Asia (JTF-SWA) subsequently adopted and implemented a very similar tactic as one of three newly developed OSW contingency options used throughout the Area of Responsibility (AOR) by all services. At the conclusion of the month, the squadron welcomed the 42nd Fighting Redcock Commanding Officer with a Change of Command ceremony held in the Fo'c'sle of USS CARL VINSON (CVN 70). CDR Scott Ryder relieved CDR James Spence. RADM Alfred G. Harms, Jr. was the guest speaker.

In February, the squadron participated in two detachments. From 5-11 February, the squadron flew against Kuwait Air Force aircraft in exercise Eager Archer. On 20 February, the squadron participated in Neon Falcon, an exercise with the Bahrain Air Force. These exercises enabled Redcock aviators to train with some of the best pilots from the two foreign nations. Pilots received experience in flying against foreign aircraft and gained insight on the opposing Forces tactics.

March marked the midpoint of the WESTPAC 1998/99 deployment. On 20 March, after being relieved on station by the USS KITTY HAWK (CV 63), the Battle Group began its outchop to the Indian Ocean. At the end of the month, CVW-11 conducted a Change of Command ceremony in Hangar Bay 2, in which CAPT William Pokorny relieved CAPT James Knight. Throughout the month the squadron increased its retention rate by re-enlisting 10 Sailors.

On April 20, CVN 70 crossed the equator and the International Date Line simultaneously, marking a very special occasion for all Sailors aboard. Sailors, after completing a day of intense training, were recognized as Golden Shellbacks

and received a certificate commemorating their accomplishment. At the end of the month, the ship pulled into Pearl Harbor, Hawaii, to greet family members participating in the Tiger Cruise to San Diego, California.

On 2 May the ship moored in San Diego, California, completing WESTPAC 1998/99. Units attached to CARL VINSON Battle Group were awarded the Navy Unit Commendation Medal for their combat accomplishments during Operation Desert Fox. The squadron commenced a post-deployment leave period upon arrival in San Diego, California. At the conclusion of this period, the squadron completed a Post-Deployment Material Condition Inspection in which inspectors complimented the Maintenance Department for the superior material condition of squadron aircraft and for achieving one of the best inspections in Strike Fighter Wing, Pacific. The outstanding results of this inspection confirmed the exceptional maintenance corrosion prevention practices conducted during deployment, enabling the squadron to maintain such finely maintained aircraft while achieving an impressive 99% sortie completion rate for the entire deployment. Additionally, the squadron Ordnance Branch was recognized for its impressive achievements on cruise. The Ordnance Branch enabled the squadron to expend eight Guided Bomb Unit 16 (GBU-16), 10 GBU-12, seven AGM-154 JSOW, and one AGM-88 High-speed Anti-radiation Missile (HARM).

In June the squadron began an aggressive aircraft modification schedule. All 12 aircraft had their 11C software upgraded to 13C+ and the first of six aircraft was inducted into the Modification Corrosion and Painting Program (MCAPP). The austere material resources aboard Naval Air Station Lemoore, California required the squadron to cannibalize two aircraft for parts for other squadrons preparing for deployment. As a result, VFA-22 maintained only four Fully Mission Capable (FMC) Hornets capable of flying training missions. During the middle of the month, the squadron recognized four pilots with Combat Air Medals for their participation in Operation Desert Fox. Additionally, three aviators received Strike/Flight Air Medals for their involvement in OSW. At the month's end, the squadron detached to Honolulu, Hawaii, to provide Red Air support for Carrier Air Wing FOURTEEN (CVW-14) in their Joint Task Force Exercise (JTFEX).

In July, the command advanced 45 enlisted personnel to Petty Officers First, Second, and Third Class as a result of their outstanding performance on the March Navy-wide Advancement examination. At the end of the month the squadron left for a detachment to CVN 70 for carrier qualifications. This detachment allowed more than half the aviators to retain carrier qualification currency requirements.

During the month of August the squadron engaged in four live weapons training missions. Pilots successfully launched an AIM-7M Sparrow, an AGM-65F Maverick, and two AIM-9M Sidewinders, each scoring direct hits. August concluded with a detachment to Klamath Falls, Oregon, where the squadron flew Dissimilar Air Combat Training (DACT) missions against F-15 Eagles from the Oregon Air National Guard. The squadron also sent a small detachment to Naval Strike Air Warfare Center (NSAWC), Naval Air Station Fallon, Nevada, to support a Strike Fighter Weapons and Tactics (SFWT) class.

In September, the squadron embarked aboard USS ABRAHAM LINCOLN (CVN 72) to support carrier deck certification. The squadron provided three FMC aircraft, and Fighting Redcock aviators were once again afforded the opportunity to train and maintain their currency in carrier landings. On September 29 Redcock pilots participated in the CVW-11 Strike of the Month Exercise hosted by Strike Fighter Squadron 94. Redcock aviators demonstrated their proficiency using smart weapons, as they scored direct hits on designated targets. This experience proved very beneficial because the pilots were able to coordinate strikes with the Air Wing, including squadrons located on both coasts.

In October the squadron again embarked aboard CVN 72 for participation in Fleet Week in San Francisco, California. Pilots not afforded the opportunity during the LINCOLN's deck certification re-qualified in both day and night carrier landings during Fleet Week. The Corrosion Control team took control of the squadron's flagship aircraft and repainted it with the squadron's colors. At the conclusion of the month, the squadron participated in another CVW-11 Strike of the Month exercise hosted by Strike Fighter Squadron 97.

In November, a small detachment deployed to NSAWC, NAS Fallon, Nevada, to support a Strike Fighter Tactics Instruction class.

At the conclusion of the year, 21 enlisted personnel were advanced due to their exceptional performance on the September Navy-wide Advancement Examination.

The Fighting Redcocks enjoyed a very productive year in 1999. The squadron made extraordinary efforts to preserve morale throughout the three months immediately following deployment by working only four days per week. During this time, the squadron effectively used all its programmed and supplemental Operating Target funds, participated in three detachments, and exceeded all operational and training goals. This unrivaled achievement was a demonstration of the superior maintenance, operation, and administration practices characteristic of the Fighting Redcocks. The last year of the

twentieth century was completed with overwhelming success, as all squadron commitments were met and the safety of the Fighting Redcock team was never compromised.

1650
Ser OPS/277
OCT 19 2000

From: Commanding Officer, Strike Fighter Squadron 22
To: Commander, Naval Air Force, U.S. Pacific Fleet (N83E)
Via: (1) Commander, Carrier Air Wing 11
(2) Commander, Carrier Group THREE

Subj: 1999 BATTLE EFFICIENCY, ARLEIGH BURKE FLEET TROPHY, RADM CLARENCE
MCCLUSKY AND CAPTAIN MICHAEL J. ESTOCIN, AWARD SUBMISSION

Ref: (a) COMCARAIRWING ELEVEN 131850Z NOV 98

Encl: (1) Strike Fighter Squadron 22 Battle Efficiency Award Input

1. Per reference (a), the Strike Fighter Squadron 22 Battle Efficiency award input for 1999 is included as enclosure (1).

2. Overview. The Fighting Redcocks commenced 1999 on the tip of the spear engaged in combat operations in support of Operation Southern Watch (OSW) in the Arabian Gulf on board USS CARL VINSON (CVN 70). Strike Fighter Squadron 22 led Carrier Air Wing ELEVEN (CVW-11) by expending more ordnance and flying more combat missions than any other CVW-11 tactical jet squadron. The Fighting Redcocks continued their legacy in tactical innovation by introducing the Joint Stand-Off Weapon (JSOW), in concert with our sister squadron, to the fleet in combat operations. Redcock pilots planned, coordinated and launched the first Navy JSOW into Southern Iraq, scoring direct hits. During these combat operations, VFA-22 and the CVW-11/CARL VINSON Team completed the longest sustained combat line period since the Vietnam War. With more than *4,000 flight hours, *2,625 sorties and 1,268 traps during the year, the Fighting Redcocks operated aggressively, yet safely, while executing National Security Strategy and Fleet Operational commitments. In 1999, the command surpassed 16,250 hours Class A mishap free, had no Class B or C mishaps, and were winners of the first quarter Commander, Strike Fighter Wing, U.S. Pacific Fleet (CSFWP) Safety Award. Most of VFA-22's achievements are attributable to the individual and cumulative efforts found in the following areas, while benefiting from and contributing to the total team effort.

a. Continual Process Improvement. During 1999, the Fighting Redcocks implemented and effectively sustained a program of continued process improvement throughout the command. This program manifested itself in every squadron process from combat operations and tactical innovation to retention, advancement and command culture. Process Improvement was formed in the context of Total Quality Leadership (TQL). Instituted and directed by the Executive Steering Committee, the program accomplished extensive TQL training during deployment and convened several Process Action Teams (PAT). One of the underlying motivations for TQL implementation was a desire to empower every Redcock, from airman to department head, by encouraging personal

* Estimated through 31 December 1999

Enclosure (5)

Subj: 1999 BATTLE EFFICIENCY, ARLEIGH BURKE FLEET TROPHY, RADM CLARENCE
MCCLUSKY AND CAPTAIN MICHAEL J. ESTOCIN, AWARD SUBMISSION

participation in squadron processes. This tenet has paid huge dividends in morale, especially for junior personnel. Some of the larger specific achievements include:

(1) Maintenance Training. The Maintenance Training Program was invigorated to provide maintainers with extensive professional knowledge of aircraft systems and to increase the overall organizational level of subject matter expertise. A continuing current process, one of the goals of the training is to make each member of the command a technical expert in rate and to cross-train motivated individuals in related FA-18 system areas.

(2) Quality of Life. The PAT activity relating to working hours resulted in innovative ways to accomplish all operational requirements while allowing personnel more time at home with families after deployment. Fighting Redcock leadership consistently endeavored to ensure that Quality of Life remained high for squadron personnel. Extraordinary efforts were made to preserve time off throughout the three months immediately following deployment by working four day work weeks, still effectively using all programmed and supplemental OPTAR funds.

(3) Personal Protective Equipment. A detailed study into the procurement of Personal Protective Equipment resulted in a significantly improved procurement schedule for the equipment during the Inter-Deployment Training Cycle (IDTC). This plan was distributed to all neighboring commands and was adopted by a large percentage of the community.

(4) Tactical Reporting. In an effort to enhance community awareness and increase developmental Naval strike warfare lethality, the command passed on combat lessons learned to the community in the form of two Naval Strike and Air Warfare Center (NSAWC) Journal articles. One detailed the first use of JSOW in a combat environment, and the other identified Nighthawk/LGB systems and tactical lessons learned associated with the sensor/weapon combination.

(5) Summary of Process Improvement Initiatives. Through continual process improvement, the command increased the tactical awareness and capability within the squadron and the community, increased the professional expertise and quality of life for Fighting Redcocks, optimized training opportunities, proposed new and efficient procedures for all of naval aviation while using all available assets in carrying out its mission, a mission which this year included real combat operations. These specific achievements have all been obtained under the umbrella of teamwork and high morale brought about by never resting on laurels, but instead always seeking to improve individually and as a team through constant process and personal improvement.

b. Operations. The Fighting Redcocks truly led "the charge" throughout 1999. From chairing the CVW-11 strike warfare action board, to supporting adversary and red air requirements for Pacific Fleet units preparing for deployment, this command contributed significantly to the successful operations and mission readiness of the Navy. The Redcocks are proud of the following operational and training accomplishments for 1999:

Subj: 1999 BATTLE EFFICIENCY, ARLEIGH BURKE FLEET TROPHY, RADM CLARENCE
MCCCLUSKY AND CAPTAIN MICHAEL J. ESTOCIN, AWARD SUBMISSION

(1) Development of Innovative Strike Tactics. In the dynamic and evolving combat environment, squadron tacticians recognized the need for quick and simple plans to strike surface to air missile sites. One such plan, dubbed "Sam Bam", was developed to fit within the operating guidelines set by higher authority. Designed to be simple and consistent from strike to strike, requiring only target coordinates and target area study to complete, brief and have bombs on target six hours later, it proved to be very effective. Shortly after briefing this tactic, Joint Task Force-South West Asia (JTF-SWA) subsequently adopted and implemented a very similar tactic which was to be flown as a Response Option One (formerly Immediate Response One), one of three newly developed OSW contingency options used throughout the Area of Responsibility (AOR) by all services.

(2) Excellence in Combat. On 23 January 1999, the Fighting Redcocks led the first CVW-11 OSW affiliated strike into Iraq, accomplishing a ten aircraft strike, that employed five AGM-88s and four GBU-12 Laser Guided Bombs (LGB), achieving mission success in support of national policy objectives. The command subsequently expended more ordnance and flew more OSW strike sorties than any other CVW-11 squadron, employing 18 LGBs, seven AGM-154 JSOWs, and one AGM-88 HARM.

(3) First Navy Combat JSOW Employment. VFA-22 introduced the AGM-154 JSOW to the fleet, ensuring its compatibility with operational units by planning and leading its first combat employment. With no pre-deployment formal training program, air wing pilots had to quickly become familiar with JSOW and its employment. VFA-22 took the lead in developing and implementing a JSOW training syllabus, directly contributing to its perfect 100 percent weapon on target reliability factor. The Training Officer, Lieutenant Creighton, personally contacted the program manager to help assimilate the findings and to obtain the latest available information. Through her own initiative, she became the CVW-11 JSOW subject matter expert. On 25 January 1999, Redcock pilots launched two of the first three JSOWs in Southern Iraq, resulting in three direct hits. Over the course of Operations in the Gulf, VFA-22 launched seven JSOWs, including the first night JSOW release, all culminating in direct hits.

(4) Impressive Training Detachments and Fleet Support. The command detached several times throughout the year for training and to provide operational support, including a detachment to Kuwait for Exercise Eager Archer during deployment. Three aircraft and five pilots detached to Hawaii in June to provide CVW-2 with Joint Task Force Exercise (JTTFEX) adversary support. In July, 12 pilots were requalified onboard USS CARL VINSON (CVN 70), logging 94 day and 34 night traps. In August, the command detached for two weeks to Klamath Falls, Oregon for Dissimilar Air Combat Training with Oregon ANG F-15s. VFA-22 supported two Strike Fighter Tactics Instructor (SFTI) Classes at NSAWC with two, and sometimes three, aircraft and 10 enlisted maintainers for a total of 12 weeks. VFA-22 sent detachments to the USS ABRAHAM LINCOLN (CVN 72) for her Deck Certification in September, and again in October in support of Fleet Week 1999 in the San Francisco Bay. The command supported numerous fleet training requirements during these detachments to cover commitments that could not be supported by other air wings.

Subj: 1999 BATTLE EFFICIENCY, ARLEIGH BURKE FLEET TROPHY, RADM CLARENCE
MCCLUSKY AND CAPTAIN MICHAEL J. ESTOCIN, AWARD SUBMISSION

(5) Excellence in Embarked Landing Performance. The command continued to show its prowess around the ship, contributing seven Top Ten Ball Flyers and two Top Nugget Ball Flyers. Lieutenant Commander [REDACTED] was awarded the Top Hook award for the third line period with a perfect 4.00 GPA.

(6) Excellence in Aviation Intelligence Support. Lieutenant [REDACTED], the Redcock's Aviation Intelligence Officer, was considered the cornerstone for Carrier Intelligence Center operations in the CVW-11 combat effort during OSW. Lieutenant [REDACTED] was a recognized expert on tactical and strategic intelligence and played a critical role for the Battle Group as the Strike Warfare Intelligence Plot Officer, the first of his kind. He led intelligence support, organized teams of CVIC watchstanders for strike planning, and provided accurate and timely mission planning products and an accurate intelligence picture to all strike planners and teams. He was awarded one of two Navy Commendation Medals bestowed upon CVW-11 Intelligence Officers for his superb accomplishments.

(7) Night Vision Goggle (NVG) Test Plan. In an effort to exploit the increased capabilities of the recently fielded ANVS-9 NVG, the command submitted an innovative test plan to CSFWP to evaluate the feasibility of expanding the existing NVG operational envelope and increase the effectiveness of its combat capabilities. The Redcocks quickly recognized the AN/AVS-9's NVG's increased potential for expansion of the tactical low altitude/low light level flight envelope during pre-deployment training and during Operation Desert Fox and OSW. Upon return from deployment, a Tactical Development and Evaluation plan was generated with Air Test and Evaluation Squadron 9 and Marine Air Wing Training Squadron 1 guidance and approval to further test their potential during low light conditions at low altitude. This evaluation is currently ongoing.

(8) Pilot Qualifications. Though faced with minimal training assets, VFA-22 continues to successfully qualify junior pilots to SFWT Level III and IV standards. Two of the three recent Level III graduates received "Above Average" evaluations of their self-escort strike evaluations. These pilots were able to achieve this important milestone expeditiously while maintaining a high standard of quality during a period of aircraft shortages. This achievement underscores the quality of squadron instructors, the command's commitment, and the successful execution of the VFA-22 pilot training plan.

c. Maintenance. Through superb management of scarce aircraft assets, the Fighting Redcocks excelled in combat operations and contributed immeasurably to the support of our national and Navy mission objectives. The squadron consistently provided maintenance leadership on the flight deck, achieving an impressive 99 percent sortie completion rate during deployment and producing more sorties than its sister squadrons. Sustained superior performance in combat, readiness to support any requirement, and consistently outstanding operational and maintenance success established VFA-22 as a leader in the Strike Fighter community.

Subj: 1999 BATTLE EFFICIENCY, ARLEIGH BURKE FLEET TROPHY, RADM CLARENCE
MCCCLUSKY AND CAPTAIN MICHAEL J. ESTOCIN, AWARD SUBMISSION

(1) Leadership in Ordnance Operations. During Operations Desert Fox and Southern Watch, the Redcocks expended more than 17,000 pounds of precision guided ordnance. This expenditure included numerous GBU-12, GBU-16, and JSOWs. In all, seven JSOWs were expended with 100 percent weapon reliability.

(2) JSOW Technical Integration and Training. The success of JSOW employment was directly attributable to the extraordinary maintenance effort. Without the benefit of formally trained or experienced technicians for this new weapon, numerous hours were spent loading the weapon and resolving problems associated with aircraft support systems. The aircraft's 11C software was not designed to interface with the weapon. Consequently, many technical issues had to be identified and resolved for its ultimate successful employment. Problems with cryptography, system software interface, aircraft clock usage, and the downloading of missions were just a few of the obstacles overcome by the Fighting Redcocks' maintainers. Following the troubleshooting efforts, the Redcocks developed an effective ordnance training program to support integration of the prototype production models into the fleet. The Maintenance Department's exceptional efforts included development of instructions to train squadron and air wing maintenance personnel on proper loading and troubleshooting techniques for this new weapon.

(3) Identification of Hazards for the Fleet. A Hazardous Material Report was submitted on an Air-to-Air Secondary Heat Exchanger for recurring AV AIR HOT cautions and low flow from aircraft Environmental Control Systems. Maintenance technicians recognized a high failure rate, especially during high heat and humidity conditions. Investigation revealed the Secondary Heat Exchanger was leaking internally from the left ejector vane. The command initiated an extensive tracking program that subsequently identified failures of seven additional heat exchangers. Not previously identified as a problem, the engineering investigation is ongoing and will potentially result in an engineering change or a periodic inspection of the failing component. The resulting outcome will be a better prepared, combat ready, strike fighter community.

(4) A Model of Excellence for the Strike Fighter Community. VFA-22 Maintenance Control was selected by Commander, CVW-11 as the Aviation Maintenance Officer School mock maintenance desk to demonstrate how a squadron Maintenance Control should be organized and operated.

d. Safety. The Fighting Redcocks completed the safest year for the squadron in recent history. The command achieved zero aircraft mishaps and zero severe work-related injuries. The command's success was largely due to professionalism, dedication to safe operation in all aspects of its mission, and superb leadership by the officers and chief petty officers of VFA-22. The emphasis on ORM remained high throughout the command.

(1) Hazard Reporting. The command submitted 10 Hazards Reports during the course of the year. The most significant was a horizontal stabilizer Mechanical reversion at night while at sea. The aircraft went into Mech when the pilot selected the Flight Control System (FCS) reset

Subj: 1999 BATTLE EFFICIENCY, ARLEIGH BURKE FLEET TROPHY, RADM CLARENCE
MCCLUSKY AND CAPTAIN MICHAEL J. ESTOCIN, AWARD SUBMISSION

button following a failure in the left stabilizer. The aircraft pitched nose down, but was controllable. The pilot continued a climb to a higher altitude and obtained a successful reset of the Mech condition. The aircraft was recovered safely aboard the ship.

(2) Recognized Excellence. The command was selected by CSFWP as the recipient of the Wing Safety Award for the first quarter of 1999 in the deployed category. During this period, the command was actively engaged in combat operations during OSW and flew 1,205 mishap free flight hours.

(3) Innovative Risk Analysis. The command conducted a comprehensive indepth ORM study of shore-based aircraft towing procedures. The evaluation concluded that current risk controls are overly restrictive and not commensurate with changing hazard conditions. The command subsequently submitted a recommended change to NAVAIR addressing risk controls for all Navy shore-based aircraft towing procedures.

(4) Commitment to Leadership in Safety. The command had a very active, engaged, and credible Safety Department throughout 1999. Two of the very best first class petty officers in the command provided the leadership required on the flight deck and the flight line. AT1(AW) [REDACTED] was the Safety Petty Officer during deployment and was subsequently promoted to Chief Petty Officer. Petty Officer [REDACTED] generated a daily safety report for the command during deployment which was very useful for all Redcock personnel. AO1(AW) [REDACTED], our Sailor of the Year and a former Ordnance Branch Supervisor, provided the credibility and leadership necessary to continue the Redcocks' strong safety record after deployment.

(5) Operational Risk Management (ORM). The command continued its dedication to ORM. Three officers received formal Navy training on ORM during this reporting period. ORM was considered in all aspects of the command's operations in 1999, from maintenance procedures to flight briefs and inflight decision making.

(6) Launch Bulletin Modifications. The command coordinated efforts with the carrier's Air Department on an extensive change to the FA-18 launch procedures. The NATOPS officer worked with the catapult officer to clarify how the changes to NATOPS and the Aircraft Launch Bulletin would affect pilots during a catapult launch. This extra effort and liaison resulted in safe and standardized implementation of a challenging shift in FA-18 catapult procedures.

e. Administration. The Fighting Redcocks administrative effort supported its personnel superbly in 1999. The command's emphasis on teamwork, unity, and care for its personnel resulted in high morale which manifested itself in extraordinarily high advancement and retention.

(1) Impressive Achievements in Retention. Twenty-nine sailors reenlisted this year and 34 more extended their current enlistments. Reenlistment bonuses amounted to more than \$100,000. The retention rate increase this year compared to last was 13 percent. This achievement

Subj: 1999 BATTLE EFFICIENCY, ARLEIGH BURKE FLEET TROPHY, RADM CLARENCE
MCCCLUSKY AND CAPTAIN MICHAEL J. ESTOCIN, AWARD SUBMISSION

occurred at a critical time for the Navy in which retention of trained personnel is an especially important priority. The command's highly effective Professional Development Board program, recognized by the CVW-11 Command Career Counselor as the best in the air wing, also contributed significantly to enhance retention and advancement.

(2) One of the Best Warfare Qualification Programs in the Fleet. The command had a very active Enlisted Aviation Warfare Specialist (EAWS) program this year. The Command Master Chief, RMCM(AW/SW) Mike Calloway spearheaded the program for CVW-11 and VFA-22, resulting in qualification of 23 squadron personnel. Master Chief Calloway qualified as an EAWS himself, making him dual designated. Airman [REDACTED] was the most junior warfare qualifier. YNC(AW/SW) [REDACTED] attained an ESWS qualification and PN1(AW/SW) [REDACTED] attained an EAWS qualification to complete dual designation as well.

(3) Developing Tomorrow's Leaders. The command achieved an impressive 40 percent advancement rate from the March and September 1999 Navy wide examination cycles. These numbers included 32 E4s, 23 E5s, and 4 E6s. Additionally, the Fighting Redcocks were proud to advance six Sailors to Chief Petty Officer in 1999, as well as one Chief Petty Officer and one Petty Officer selected for commissioning under the Limited Duty Officer and Officer Candidate School programs.

(4) Improving Quality of Life. The command contributed significantly to Naval Air Station Lemoore winning the Admiral Zumwalt Award for barracks management. The Fighting Redcocks' barracks was selected by the base as the model barracks for Commander in Chief, U.S. Pacific Fleet inspectors visit and was awarded the Admiral Zumwalt award for its superior management and cleanliness.

(5) Qualified Success in Developing High Morale. Quality of life issues for the Redcocks included a very proactive Command Career Counselor program, high morale as indicated by a 33 percent reduction in the number of mast cases this year, and an active sports program in both softball and football. The Redcocks softball team brought home the second place trophy.

(6) Supporting the Navy Team. MS1(AW) [REDACTED] (then MS2 [REDACTED]) was highly instrumental to the USS CARL VINSON, S-5 Division in providing exceptional and quality service. He was awarded a Navy Achievement Medal by the Commanding Officer of the ship and later was command advanced to MS1 for his extraordinary efforts and for setting a superb example.

(7) Leadership in the Community. Through a true willingness to contribute to community relations, several examples of outstanding personal leadership in extra-curricular activities occurred this year. Exceptional team effort and team oriented leadership facilitated these extra-professional activities and enabled the high morale and quality of life enjoyed by all Fighting Redcocks.

Subj: 1999 BATTLE EFFICIENCY, ARLEIGH BURKE FLEET TROPHY, RADM CLARENCE
MCCLUSKY AND CAPTAIN MICHAEL J. ESTOCIN, AWARD SUBMISSION

(a) Lieutenant [REDACTED] was awarded the Winifred Quick Collins Leadership Award for inspirational leadership and performance. In a Navy-wide competition sponsored by the Navy League, Lieutenant [REDACTED] was nominated and won this prestigious honor for her outstanding contributions.

(b) Lieutenant Commander [REDACTED] was elected President of the Neutra Elementary School Site Council.

(c) Lieutenant [REDACTED] was active in the Boy Scouts of America as Scout Master of Troop 461.

(d) Lieutenant Commander [REDACTED], Petty Officers [REDACTED] and [REDACTED] and Airman [REDACTED] volunteered as soccer coaches for their community's youth soccer programs.

(e) Lieutenant [REDACTED] worked with troubled youth at the Kings County juvenile bootcamp facility.

(f) YNC(AW/SW) [REDACTED] and Petty Officer [REDACTED] volunteered as flag football coaches. Chief [REDACTED] was also Den Leader of Pack 404.

3. Summary

a. Strike-Fighter Squadron 22 literally opened the year with a bang. At the height of its combat readiness, VFA-22 delivered live ordnance on foreign soil, carrying out its primary mission in support of National policy in the Arabian Gulf in superb fashion. During the second half of the calendar year this command provided the best possible support for other fleet squadrons while upgrading pilots in SFWT levels, increasing retention, improving morale and attending to the professional development of nearly every member of the command. The year was characterized by extraordinary efforts, efficiency by the Maintenance Department, creative use and optimization of scarce assets by the Operations Department, phenomenal customer service and team effort by the Administrative Department and exemplary execution without any mishaps. When viewed as a total package, this command outperformed all others, setting the standard in achieving significant milestones. The Fighting Redcocks have demonstrated remarkable success in every aspect of Strike Fighter operations, maintenance, administration and safety, and is clearly deserving of the recognition afforded by the awarding of the 1999 Battle Efficiency Award.

4. The following data is provided as supporting documentation for selecting Strike Fighter Squadron 22 for the 1999 Commander, Naval Air Force, Pacific Fleet Battle Efficiency Award, Arleigh Burke Fleet Trophy, Rear Admiral Clarence McClusky and Captain Michael J. Estocin Award.

W. S. RYDER

STRIKE FIGHTER SQUADRON 22
BATTLE EFFICIENCY AWARD, CAPTAIN MICHAEL J. ESTOCIN AWARD AND ARLEIGH BURKE
FLEET TROPHY INPUT

1. Operational Achievements

	*1999	1998	% Change
a. Flight Hours			
(1) Total Hours Flown:	*4000	5409	-26%
(a) Total Day Hours/%:	*3300/83%	3635/67%	-9%
(b) Total Night Hours/%:	*700/17%	1774/33%	-60%
(c) Total Primary Msn Hours:	*1842	5045	
(2) Embarked Hours/%	1818/%	3007/55%	-53%
(a) Embarked Day Hours/%:	1414/77%	1849/34%	-24%
(b) Embarked Night Hours/%:	405/23%	1158/21%	-65%
(c) Embarked Primary Msn Hours:	1056	2875	
(3) Total Sorties Embarked	1006	1918	-47%
(a) Day:	695	1152	-40%
(b) Night:	311	766	-60%
(4) Total Sorties Ashore	1645	1682	-2%
(a) Day:	1345	1037	30%
(b) Night:	300	645	-53%
(c) Utilization rate	below	below	

<u>1999</u>				<u>1998</u>			
Jan:	52.7	Feb:	45.9	Jan:	37	Feb:	22
Mar:	39.2	Apr:	16.1	Mar:	53	Apr:	32
May:	12.6	Jun:	32.9	May:	34	Jun:	40
Jul:	36.3	Aug:	31.7	Jul:	63	Aug:	21
Sep:	29.5	Oct:	24.9	Sep:	37	Oct:	23
Nov:	*27	Dec:	*25	Nov:	31	Dec:	39
Annual average: %32.2				Annual average: 36%			

* Estimated through 31 December 1999

b. OPTAR Management	<u>1999</u>	<u>1998</u>	<u>% Change</u>
Total Flight Hours /% Utilization:	4000/100%	5409/100%	
c. Shipboard Landings			
(1) Total Carrier Arrested Landings:	1268	2047	-38%
(a) Day:	914/72%	1222/60%	-25%
(b) Night:	354/28%	825/40%	-57%
(2) Boarding Rate (overall):	95.7%	94.7%	1%
(a) Day:	96.7%	97.9%	-1%
(b) Night:	92.9%	91.2%	2%
(3) Carrier Landing Grades (overall):	3.465	3.419	1%
(a) Day:	3.436	3.446	-1%
(b) Night:	3.536	3.389	4%

2. Training Readiness

a. Competitive Exercises: Strike-Fighter Derby.

b. Major Exercises/Special Operations:

11 Nov 98 - 01 May	WESTPAC/IO Deployment/OSW
05 Feb - 11 Feb	Eager Archer-Kuwait Det
20 Feb - 03 Mar	Neon Falcon-Bahrain Exercise
19 Jun - 01 Jul	Hawaii Red Air JTFEX CVW-2 Det
27 Jul - 04 Aug	CQ CVN-70
27 Aug - 10 Sep	DACT Training Klamath Falls, OR
14 Sep - 20 Sep	CVN-72 deck certification/CQ
06 Oct - 15 Oct	Fleet Week/CQ CVN-72

c. Ordnance Non-combat Expenditure Allocation (NCEA) (Estimated through 31 December 1999:

	<u>% NCEA EXP</u>	<u>99 EXP</u>	<u>% Change</u>
20MM TP	100%	4840	-42%
9MM Ball	100%	1350	0%
Mk-82	100%	52	-38%
BDU-45	100%	114	-56%
MK-83	-	N/A	-100%
MK 83 INERT	100%	11	-42%
MK-84	100%	19	0%
MK-84 INERT	-	N/A	0%
MK-20 Rockeye	100%	4	-87%
GBU-12	-	N/A	-100%
GBU-16 I	100%	1	100%
LGTR	100%	14	-80%
Walleye I	-	N/A	-100%
Walleye II	-	N/A	-100%

BDU-48	100%	62	-74%
MK-76	100%	211	-74%
Flares	100%	717	-46%
Chaff	100%	807	-64%
AGM-65F	100%	1	0%
AIM-9M	100%	3	0%
AIM-7M	100%	1	-50%
AIM-120	-	N/A	-100%

VFA-22 expended 100 percent of its allotted NCEA in every major category. These expenditures represent a very high emphasis on delivery of heavy inert/live ordnance and precision guided weapons. Additionally, the Fighting Redcocks actively sought and obtained several augments of training ordnance from all available sources and successfully expended more heavy guided and unguided weapons than any other squadron in CVW-11.

VFA-22 also expended the following ordnance during combat/contingency operations during Operation Southern Watch.

8 GBU-16
 10 GBU-12
 7 AGM-154 JSOW
 1 AGM-88 HARM

d. Squadron Circular Error Probable (CEP) (ft) by type delivery:

<u>Low Angle</u>	<u>High Angle</u>	<u>Level</u>	<u>Radar</u>	<u>Radar-FLIR</u>
41	64	77	151	75

e. Missile Firings:

<u>BUNO</u>	<u>DATE</u>	<u>WEAPON</u>	<u>SER #</u>	<u>REMARKS</u>
164036	03 Aug	AIM-7M	PTF00953F1	Direct Hit
164018	25 Aug	AIM-9M	PUL03127	Direct Hit
164057	25 Aug	AIM-9M	QZR00211	Direct Hit
164036	21 Sep	AIM-9M	NQM01020	Direct Hit
164054	11 Aug	AGM-65F	6700615	Direct Hit

3. Personnel Readiness

a. Advancement

(1) March Exam (E4)	1999	1998	% Change
(a) TIS/TIR Eligible	25	27	-7%
(b) Taking Exam	25	25	0%
(c) Not Recommended	0	0	0%
(d) Selected	21	7	200%
(e) PNA	4	18	-77%
(f) Failed	0	0	0%

(2) March Exam (E5)			
(a) TIS/TIR Eligible	40	29	38%
(b) Taking Exam	40	29	38%
(c) Not Recommended	0	0	0%
(d) Selected	21	4	425%
(e) PNA	17	21	-19%
(f) Failed	2	4	-50%
(3) March Exam (E6)			
(a) TIS/TIR Eligible	20	17	18%
(b) Taking Exam	19	17	12%
(c) Not Recommended	1	0	100%
(d) Selected	3	0	300%
(e) PNA	15	17	-12%
(f) Failed	1	0	100%
(4) September Exam (E4)			
(a) TIS/TIR Eligible	15	35	-57%
(b) Taking Exam	13	31	-58%
(c) Not Recommended	0	2	-200%
(d) Selected	11	19	-42%
(e) PNA	4	16	-75%
(f) Failed	0	0	0%
(5) September Exam (E5)			
(a) TIS/TIR Eligible	36	30	20%
(b) Taking Exam	29	30	-3%
(c) Not Recommended	0	0	0%
(d) Selected	8	2	300%
(e) PNA	21	25	-16%
(f) Failed	0	3	-300%

(6) September Exam (E6)

(a) TIS/TIR Eligible	16	22	-27%
(b) Taking Exam	16	22	-27%
(c) Not Recommended	0	0	0%
(d) Selected	2	3	-33%
(e) PNA	13	18	-28%
(f) Failed	1	1	0%

4. Combat Readiness Inspections

a. Inspection results

(1) The post deployment Material Condition Inspection was conducted by CSFWP with outstanding results. The inspectors complimented the Fighting Redcocks' Maintenance Department for their superior material condition of aircraft and for achieving one of the best post deployment inspections in CSFWP.

(2) NAMDRP reporting. The following NAMDRP reports were submitted:

	<u>1999</u>	<u>1998</u>	<u>% Change</u>
CODRs	14	28	-50%
CODR/TFOAs	1	2	-50%
EIs	3	2	50%
TPDRs	6	4	50%
HMRs	12	16	-25%
HMR/TFOAs	1	1	0%
EMR	0	1	-100%
ADRs	1	2	-50%
CODR/EIs	1	2	-50%
QDR/CAT1	1	1	0%

Additionally, there are 13 NAMDRP reports that are still active, including six CODR's, five TPDR's, one ADR and one QDR/CAT 1.

5. Achievements in Aviation Safety

	<u>1999</u>	<u>1998</u>	<u>% Change</u>
a. Alpha Flight/Flight Related/Ground Mishaps:	0	0	0%
b. Bravo Flight/Flight Related/Ground Mishaps:	0	0	0%
c. Hazard Reports Submitted:	10	16	-37%
d. NATOPS Changes Submitted:	2	3	-33%

The command was selected by CSFWP as the winner of the Wing Safety Award for the first quarter of 1999 in the deployed category.

6. Contributions to Weapons Systems Development. Currently, the command is compiling data for an operational requirement. This research is being conducted, in conjunction with Raytheon, to evaluate the potential for an improved follow on electro/optical guided weapon to fill a potential gap caused by retirement of the Walleye weapon system.

7. Contributions to Tactics Development

a. The squadron has been involved in and contributed the following tactical developments.

(1) The command is currently engaged in Tactical Development and Evaluation test plan on the AN/AVS-9 NVD in coordination with AIRTEVRON NINE and MAWTS-1. This test is designed to evaluate the increased capabilities of the AN/AVS-9 over the Cats Eyes NVDs, and to potentially propose a more robust flight envelope for the Strike Fighter community.

b. Tactical Projects Completed:

(1) "The First Combat Launched JSOW" - Published NSAWC Journal Volume 4, Issue 3 of Summer 1999.

(2) "LGB/NightHawk Lessons Learned" - NSAWC Journal pending disposition.

(3) SAM Bam quick response strike planning tool and tactic for use against surface to air missile sites on short notice.

c. Operational Requirements Documents Submitted: None.

d. Tactical Manual (TACMAN) Changes Submitted: None.

8. General Contributions to Strike-Fighter Community. The Fighting Redcocks led CVW-11 and the strike-fighter community in several important operational areas:

a. On a routine basis, VFA-22:

(1) Provided training assets to SFWSP in support of weapon school tactics development, proficiency, and the SFWT Program. SFWSP pilots flew a total of *147.8 hours in Redcock aircraft.

(2) Supported CVW-2 during JTFEX with red air. Shortly after returning from deployment, VFA-22 staged three aircraft out of Hawaii in support of CVW-2's last exercise leading to deployment.

(3) Supported CVW-5 squadrons for Advance Tactics Training Phase (ATTP) held at NAS Lemoore. VFA-22 provided both personnel and aircraft to CVW-5 Strike Fighter Squadrons in support of this essential training syllabus.

(4) VFA-22 provided three aircraft for four days aboard USS ABRAHAM LINCOLN's deck certification.

(5) VFA-22 also provided aircraft for static displays and a flyover for the 1999 San Francisco Fleet Week in October. Due to other commitments, CVW-14 squadrons were unable to support this large and important event. VFA-22 proudly participated in this community and Naval Air public relations event.

(6) The Fighting Redcocks also provided numerous red air/orange air sorties in support of schools, other air wings and battle group training. Specifically, VFA-22 flew:

(a) 24 sorties in support of CVW-9 FLTEX and JTFEX.

(b) 18 sorties in support of CVW-14 TSTA

(c) 16 sorties in support of EWTRAGRUPAC

(d) 18 sorties for various small ship exercises

(e) DACT for students and instructors of the Oregon Air National Guard F-15s.

While minimal training was gained from most of these support sorties, the contributions and training gained by the receiving units was invaluable. In addition, the time and material required to meet these needs alleviated other commands commitments and enable them to concentrate on higher priority tasks to improve readiness while close to deployment.

9. Additional Squadron Remarks. The Fighting Redcocks led the way in operational flying, tactics development, and support for CVW-11, SFWP, SFWSP. The development of a dedicated Operations and Maintenance Plan established a foundation for unparalleled success in the squadron's preparation for operational deployment. The following milestones were obtained:

a. VFA-22 executed \$29,000 more than its originally programmed OPTAR grant. This, with an average of only 2-3 flyable aircraft between our return from deployment and the end of the year.

b. Successful Operations Department planning for post-deployment resulted in optimum use of available assets to achieve maximum pilot warfare qualifications while providing support to a myriad of other units.

c. VFA-22 continues to place emphasis on "time to train" junior pilots to the SFWT Level III qualification. Each of the most recent Level III qualifications was achieved in just over a year of fleet squadron experience. These pilots were able to achieve this important milestone in a short span of time while still maintaining a very high standard of qualification excellence due to the quality of squadron instructors and the successful execution of the VFA-22 pilot training plan.

d. Summary. 1999 was a year in which VFA-22 far exceeded community standards in operational, maintenance, and administrative categories while maintaining a flawless mishap rate. The squadron's high level of combat readiness in the beginning of the year enabled exceptional execution of strikes during Operations Desert Fox and Southern Watch. While post deployment resource constraints on material support limited operational capabilities, the Fighting Redcocks never the less innovatively accomplished very significant achievements. Through optimization and efficiency, VFA-22

sustained a capable SFWT syllabus, provided red air support to deploying units, maintained an acceptable level of combat proficiency, developed innovative ways to use all available training assets, increased every Redcocks' professional development, morale and quality of life, and suffered zero mishaps. With a desire to develop the best strike fighter pilots in the world, this command has gone the extra mile. From an outstanding maintenance inspection to flying more combat hours and delivering more ordnance in combat than any other squadrons, the Fighting Redcocks have set a standard for operational, maintenance, administrative, and safety excellence.

These efforts culminated in one of history's finest examples of carrier aviation operational flexibility, squadron battle efficiency, and combat readiness. This decisive demonstration of effective strike planning, airborne leadership, execution and tactical acumen is a clear testament to the worthiness of Strike Fighter Squadron 22 for the 1999 Commander, Naval Air Forces Pacific Fleet Battle Efficiency Award.