



Fist of the Fleet Association

a non profit 501 (c) (19) military organization

NEWSLETTER

July 2017

Preserving the Past Providing for Today

Promoting the Future

SUMMER EDITION

By: Jerry "Ricochet" Fritze

I have a problem; I don't believe in coincidence. You know, seemingly unrelated events coming together for an unexpected outcome. The current Fistory series was conceived over four years ago, and outlined three years ago, long before all of these missile tests and the superheated rhetoric began. The situation is so convoluted that even the intel is conflicting. A year ago they were five years away. A month ago they didn't have a viable warhead. The other day they could hit CONUS.

The mess that became a divided Korea was not actually the fault of the United States acting alone, it's roots lie in the Moscow Conference of 1945 and everybody had a hand in it, everybody that is except the Korean people. There's not enough space to go through it all. Act I: Kim il Sung was educated in China (*barely*) installed and armed by the Soviets, got a half-assed promise from Mao and invaded the South. Act II MacArthur. Act III: The Chinese. Act IV: Stalemate and Truce. And now here we are 64 years later and everyone wants to stare down their gunsights and keep their fingers on the buttons. We don't want this mess, neither does China or Russia. Only a pudgy little dictator with delusions of grandeur and godhead wants it. And the only reason it's us is because losers like him need somebody to hate to stay in power. Without us, he's nothing, just another third-world warlord. So come on, we're all tired of this game. There's only one question left. Come on fat boy, wanna dance?

Speaking of the Chinese there was a video released this month on deck ops aboard the carrier *Liaoning*:

<https://news.usni.org/2017/07/06/video-chinese-carrier-liaoning-operations>

The action is very professional, with the deck crews performing *as they should*: head up and on a swivel and maintaining deck awareness. But, the thing that caught my eye the most was the launch cycle. *10 seconds* to clear the ramp from the time the launch officer gives the okay. And this flight deck can only launch two birds from forward, there being no provision to launch from the waist. Measure that rate against the catapult system which requires less than 3 seconds to clear the deck. VTOL aircraft take even longer because they need to transition to level flight after they leave the deck in hover mode. So if force efficiency is an equation of number of aircraft divided by launch-cycle then why would you ever move away from a full CATOBAR system which is *seven times more efficient*?

And speaking of transition in August we bid Skipper Winston "Stoner" Scott a fond farewell and say Thanks and Good Luck, and welcome back Commander Chris "Meat" Dentzer. If his name seems familiar you are not wrong, in June 2012, CDR Dentzer had his department head tour with VFA-25. As a "Fist", he completed a combat deployment aboard USS VINSON (CVN-70) in support of Operation ENDURING FREEDOM. He served as the Quality Assurance Officer, Safety Officer, Maintenance Officer, and Operations Officer.

And now, hats off to our current President John Chalker for another article that is both fascinating and rewarding for any aviation buff. There are now two air-worthy B-29's in the world, the other being "Fifi" owned and operated by the Commemorative Air Force. In about three more months we gather in Charleston SC for Fist '17, hope to see you all there!



www.fistofthefleet.org

~Ricochet~

Mission Statement

Perpetuate the history of Naval Aviation Squadrons
VT-17, VA-6B, VA-65, VA-25 and VFA-25,
Remember deceased veterans and comfort their survivors,
Conduct charitable and educational programs,
Foster and participate in activities of patriotic nature,
Assist current active squadron members, and
Provide assistance to family members in times of
emergency.

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PRESIDENT'S MESSAGE

It's turning out to be a hot and busy summer. And that reminds me of our upcoming Fist '17 Reunion in Charleston, South Carolina. Gary "Dome" Kerans and the team have been working hard to create several interesting events and activities and I can assure you that the business meeting will have a short agenda with an open bar (okay, maybe it's BYOB). At any rate, the reservation list is growing and there is plenty of interest in the Boeing 787 factory and USS Yorktown tours. As of July 7th we had 32 rooms booked from our block of 50 and people are signing up for the various events on the Fist (FOFA) website. Charleston is a charming city steeped in Southern tradition and loaded with interesting anti-bellum homes and shopping tours for the ladies, so get signed up and come see your old squadron mates to relive your youth for a short time.

Speaking of reliving my youth, I went to clean out the garage a few months ago and found some old flight gear, including my survival vest, which was still loaded with lots of goodies. As luck would have it, the Mae West inflatable life vest was still attached. In the interest of quality control and ignoring the risk of personal injury, I pulled the lanyards on the CO2 cartridges and the darn things inflated to full size with no leaks (see photo). So I salute the "riggers" and other maintenance guys like Chuck "Pooh" Webster for a job well done, it still works 40 years later. I'm glad that this employment of my survival vest occurred in the driveway and not in the Indian Ocean, as Skipper Ogle experienced during the '76 cruise. Was that really a great white shark that swam under your raft??



Now consider a few current events of interest. Many of us have made the journey to China Lake during our time and probably drove out to a nearby target range where some old B-29 bombers from World War II were dumped to be used for target practice.

I recall a visit during 1977 when we headed out there and crawled through one of those aluminum monsters that had been pretty well picked over and beaten up. One of those B-29s, named "Doc" after one of the Seven Dwarfs, made its first flight after 40 years on July 16, 2016 after a painstaking restoration that started in May, 2000. A lot of the work was completed at the same factory in Wichita, Kansas where "Doc" was originally assembled in March, 1945. That factory is now occupied by Boeing/Spirit AeroSystems where a number of employees

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assisted in the restoration work; today the factory manufactures fuselages for the Boeing 787. This is only the second B-29 Superfortress that's in flying condition (see photos). You can learn more about "Doc" at www.b-29doc.com

Finally, I'll close by mentioning that the F-35 Lightning performed at the Paris Air Show on June 16, 2017. The fifth generation fighter that will replace the F/A-18 Hornet and carry on the light attack mission put on quite a show from all accounts. You can view the full seven minute flight demo, which includes a square loop among other spectacular maneuvers, by visiting YouTube at <https://youtu.be/nlhVQ959GGY>. And may I suggest that you turn up the volume for the full experience.

Take Care and See You in Charleston,

"Chalks"





FIST OF THE FLEET ASSOCIATION MID-YEAR FINANCIAL REPORT

The financial health of the Association is on solid ground. As of 1 June 2017, the Association has a balance of \$24891.25 in savings and \$2199.41 in checking with the Navy Federal Credit Union.

One of the main indicators of the Association's financial health and stability is the continued growth of its dues paying and new life members. This number increased during the first six months of 2017 a new life member, Eris Vanderpoel II and three annual members paying their dues Laurence Woodbury, Dale Mills, and Bruce Marcus.

Registration for members and guests for Fist '17 has increased these last couple of months. However, those funds will be used come November to pay the reunion expenses.

Our fifth annual Ltjg Harry Jones Award and Sailor of the Year Award will be presented soon and recognized at Fist '17. To date we have not received any additional donations for those awards, however, we did receive an \$1000 gift for the Ltjg Harry Jones Award last December just before the end of the year. The other major expenses this spring were printing and mailing of the directory and the cost covering our web page. A total of \$274.21 was spent for the directory and newsletter printing. Website development expense was \$275.00..

During 2017 the educational fund has not received any requests for an Educational Grant from the squadron, which has been very busy with workups. We have the funds in our account to repay squadron members their educational expenses, it would be the Association's pleasure to provide grants to squadron members for their efforts to increase their educational endeavor benefiting their Naval career. It is my hope that division LCPO's and the squadron Master Chief of the Command will pass the word to the troops that these grants are available.

Chuck "Pooh" Webster



Blue Angels Tour Dates

Aug 5/6 Seafair Boeing Air Show & Albert Lee Hyrdoplane Race Seattle WA

Aug 19/20 City of Chicago Air & Water Show Chicago IL

Aug 26/27 Great State of Maine Air Show Brunswick ME

Sept 2/3 Thunder Over Michigan Ypsilanti MI

Sept 9/10 NAS Oceana Air Show Virginia Beach,VA

Sept 16/17 Talladega Speedway Lincoln AL

Sept 23/24 MCAS Miramar Air Show San Diego CA

Sept 30/Oct 1 Durango-La Plata County Airport Aviation Celebration Durango CO

SKIPPER'S CORNER

Greetings Fist of the Fleet Association, I hope this letter finds you beating the heat during these late summer months. The fighting men and women of VFA-25 are doing just that from the Lemoore flight line, but it has certainly been an adventure filled summer for us. We have participated in several detachments, including one to the USS Lincoln for a short carrier qualification period. There is nothing more exciting for a naval aviator than operating around the ship. This short trip to the carrier not only allowed Fist pilots to re-qualify for carrier landings, but gave many new Sailors their first taste of life at sea.

Following the CQ det, the squadron quickly found themselves in Portland, OR. Operating with the Oregon Air National Guard, we had many opportunities to conduct dissimilar air combat training and fighter integration with the F-15Cs that are stationed in Portland. The highlight of that trip was a white water rafting excursion that was enjoyed by all. Nothing like the icy cold water from the White Salmon River in Washington State to help cool you down on a summer's day!

Most recently we participated in Exercise SENTRY EAGLE that is put on by the Air Force in Klamath Falls, OR. Home of the USAF's Replacement Training Unit for F-15s, the Klamath Falls detachment gave us yet another opportunity to integrate with different services and platforms in the Large Force Employment arena. It's been a very rewarding, fast-paced summer for every single Fistie, so we are looking forward to a few weeks at home during the month of August.

During the brief periods we were not on detachment, we have continued with the daily grind of keeping an operational strike-fighter squadron moving. Whether it be the daunting task of repairing and maintaining aircraft (including the rebuild of jet that will be transferred once complete) or the never ending churn of administrative actions (travel claims, awards, evals, etc.), the Fist of the Fleet continues to perform at the highest levels of performance. There just isn't a better fighting unit anywhere in the Navy.

With a looming change of command scheduled for August 24th, I would like to extend my deepest gratitude to the Fist of the Fleet Association for all the tremendous support during the last several years I have been a part of this squadron. The Sailors in this command are simply the finest in the world and they take a deep sense of pride knowing the legacy to which they belong. The incredible success this team has experienced both on deployment and here in Lemoore can be directly contributed to their hard work and dedication. VFA-25 has a heritage that is extremely rich, and the FOFA involvement is a direct testament to that fact. I could not be more honored to have served alongside them as their commanding officer. In a few short weeks, I will hand the reigns over to CDR Chris "Meat" Dentzer. Like me, Meat is also a repeat offender in this command. He has done a superb job as the executive officer these last 15 months, and he will make an outstanding CO. As I head off to my next assignment (probably Washington, D.C.) I wish VFA-25 and the FOFA "fair winds and following seas."

Thank you very much and God bless!

Very respectfully,

CDR Winston "Stoner" Scott



Have you paid your 2017 Dues?

Annual Dues: \$25/YR

Life Time Dues \$200

Mail dues to Financial Officer:

Chuck Webster 2441 Lock B Road North Clarksville TN 37043

Only Voting Members receive a copy of the Directory

Become a Voting Member!

Visit the Base Exchange at

www.fistofthefleet.org

FROM THE COCKPIT By: LT Chad "IRIS" Duncan

Greetings from NAS Lemoore! VFA-25 continues to stay in peak readiness through a busy summer of detachments all over the country. Let's get to it!

Qualifications

First things first, congratulations to LT Matthew "Chattermatt" Matlock on receiving his Strike Fighter Weapons and Tactics (SFWT) Level IV "combat division lead" qualification and LT Stephen "Scooby" Yoo on receiving his SFWT Level III "combat section lead" qualification. SFWT qualifications are a highlight in a strike fighter pilot's career during their first operational tour and represent months of study, preparation, and most of all flying. Well done Chattermatt and Scooby!

Detachments

During the first week of June, VFA-25 operated out of NAS Oceana, VA along with four other squadrons from Carrier Air Wing SEVEN (CVW-7) in support of the flight deck certification for USS ABRAHAM LINCOLN (CVN 72). This was the first opportunity for the LINCOLN to conduct flight operations since her mid-life refueling and complex overhaul, a process that took four years as the ship was put into dry dock for extensive maintenance. Despite the inexperience of the carrier's crew and the long break from carrier ops for the Fist team following our last deployment, this proved to be a highly successful detachment. The LINCOLN achieved her flight deck certification and ten VFA-25 pilots became night carrier qualified once again.

The squadron next detached to Portland International Airport to fly with the 142nd Fighter Wing of the Oregon Air National Guard (ANG). The 142nd flies the F-15C Eagle, and this detachment was the first time flying with and against these fighters for most VFA-25 pilots. Both Navy and ANG aircrew and maintainers benefited greatly from this opportunity to integrate with another service, which served as excellent preparation for our next detachment.

In July, VFA-25 detached to Klamath Falls, Oregon, where the 173rd Fighter Wing hosted the Fist of the Fleet as part of SEN-TRY EAGLE 2017. This exercise included multiple squadrons of F-15C Eagles, F-16C Vipers, F-35A Lightning IIs, and F/A-18E Super Hornets, all integrating together for large force air-to-air training. Throughout these detachments, Fist of the Fleet pilots and maintainers gained valuable experience and continued to lead from the front in our F/A-18E strike fighters!

FROM THE HANGAR DECK

Hello Fist of the Fleet Association, my name is YN2 Donna King. Originally from Oregon, Missouri I joined the Navy in June 2005 after I graduated from high school. My first duty station was the USS JOHN F. Kennedy (CV 67) where I served for two years as an undesignated Airman on the flight deck. In 2009 I transferred to Center for Information Dominance Detachment in Monterey, California, where I "Struck" for Yeoman and became a Third Class Petty Officer. 2009 rolled around and I transferred to NSA/CSS in Honolulu, Hawaii. Shortly after arriving, I became a Second Class Petty Officer. From there, I went to my first overseas duty at the U.S. Naval Forces Central Command in Manama, Bahrain, where I lived for a year. Following this assignment, I was stationed at Naval Base San Diego until 2015. I currently serve at Strike Fighter Squadron TWO FIVE in Lemoore, California.

When I first reported to VFA-25, I wasn't sure what to expect as I had never experienced an aviation squadron before. As a Yeoman, I am responsible for clerical and administrative duties, including maintaining records and admin support for legal proceedings. On any given day, I am responsible for making travel arrangements, constructing and liquidating travel claims, and formatting evaluations and awards. Additionally, I have the unique privilege of inducting each new Sailor that checks into the command. The numerous programs and processes that fall under the purview of the administrative department provide a unique and challenging environment that I have come to enjoy. My admin team has been a huge support in easing my transition from surface Navy to squadron life. We all work well together and I feel that's important because it boosts morale and maintains unit cohesion. It's about working together toward a common goal and accomplishing the mission successfully.

My time onboard has taught me that whether you are an administrator or a maintainer, you are contributing to the mission and hard work does pay off. The team work that exists within the VFA-25 family is what has allowed us to be so successful. I've been blessed with tremendous opportunities along the way and I appreciate all the Navy has done for me both personally and professionally.

Very respectfully,

YN2 Donna King



DID YOU KNOW: NAVY, MILITARY AND OTHER INFORMATION

Is It Time for the U.S. Navy to Build 'Mini' Aircraft Carriers? Adam Weinstein Task and Purpose Jul 11, 17

John McCain wants the Navy to build smaller, lighter CVNs. The Navy should "pursue a new 'high/low mix' in its aircraft carrier fleet," he declared in a January white paper. And the Senate's planned 2018 defense budget pauses spending on a third Ford-class supercarrier and instead calls for "\$30 million for the Navy for a preliminary design effort to create a light carrier for the service," according to U.S. Naval Institute News.

The fancy, futuristic Ford class is the pride of the service. Congress's biggest military hawks want to scale the program back in favor of more, smaller carriers. The big problem is that Ford carriers are expensive as hell, even by DoD standards.

The answer, McCain says, is to toss the carrier fleet's "day-to-day missions, such as power projection, sea lane control, close air support, or counterterrorism to "a smaller, lower cost, conventionally powered aircraft carrier." In that January white paper, the senator challenged the Navy to deliver a light carrier platform by "the mid-2030s." If that idea of a "high-low" mix of naval platforms sounds familiar, it's because, in the 1970s. The CNO Adm. Elmo Zumwalt, sought to balance big sub and carrier purchases with large quantities of smaller escort ships that could screen out threats to the carrier group. The result was the abundant Oliver Hazard Perry class of guided missile frigates, the last of which left active service just two years ago. (And not for nothing, but the Navy has discussed bringing some of those tin cans back off their mothballs in recent months.)

Lighter carriers, too, have a history in the service. As the U.S. pumped out new nuclear-powered Nimitz flattops in the 1970s and 80s, it continued to rely on smaller, conventional carriers of a World War II vintage for power projection — think *USS Midway* and *Coral Sea*, among others. On the plus side, the Marine Corps' and Navy's F-35B and C fighter-jet variants have vertical- and short-takeoff capabilities, which could make smaller carrier decks feasible.

So how realistic is this small-batch artisanal aircraft carrier plan? Who knows? McCain is a man who knows how to push a defense program through Congress, and his plan starts small. But shipbuilders are already working on more Burke destroyers, Virginia submarines, and Ford carriers, and the Navy's long-term planners are dealing with active ops from Syria to Southwest Asia. To get a new platform in the mix is hard in the most peaceful of times. To do it when everyone's this busy may be, as they say in the sea service, a stern chase.

Editorial comment.

First, I find it interesting that this author specifically mentions *Midway* and *Coral Sea*. Second, we HAD conventionally powered carriers. We sold them for a buck each to a scrap yard. It takes almost three years to refuel a nuclear powered carrier. That's three years off the line, which limits our capabilities globally. The *Forrestal-class* ships would generally be laid up for six to twelve months for a refit. And I don't know if you've been paying strict attention to this little item: EMALS is STILL unable to launch a Hornet with fuel tanks attached. They keep saying it's a "software" issue. Since they have been aware of this for two years, and still don't have a fix, it now seems to be more of a fatal design flaw. Time will tell. There is a lot to be said for "Old School". Building new, smaller, and cheaper alternatives may be the way to answer the needs of the service in the long term as long as they avoid the pitfalls of the World War Two CVE class; you remember: Combustible, Volatile, Expendable. The old boats were proven and battle-tested designs. If we get really desperate we can always requisition *Midway*, *Intrepid*, *Lexington*, *Hornet* and *Yorktown*. They probably just need a good cleaning and a little paint.



FISTORY-KOREA: A SHORT REST AND THEN BACK TO WORK

On Oct 22 *USS BOXER* headed for Yokosuka for 6 days of off-loading and R&R before steaming for Pearl Harbor and another two days of R&R, arriving at NAS Alameda on Nov 11. After unloading VA-65 returned from a two day holiday to begin training the sixteen new pilots who joined the squadron upon its return and these activities occupied the entire month. Fifty percent of the squadron was then granted 30 days leave beginning on November 15. But on Nov 26 Chinese units, estimated at 250,000 troops, launched a major ground attack south of the Yalu River.

Saturday, Dec 2, the squadron received orders to cancel all leave immediately and to mobilize for a swift deployment. Dec 4 the crew departed Alameda for San Diego aboard *USS Pine Island* (AV-12), to be followed the 5th by the pilots, ferrying the aircraft to North Island. The squadron loaded its gear, personnel, and newly acquired AD-2 aircraft aboard the *USS Valley Forge* (CV-45) on the night of the 6th and the next afternoon Valley Forge put to sea.

After a non-stop Pacific crossing she arrived at Yokosuka on the 16th. Taking on fuel and supplies Valley Forge left 3 days later to join Carrier Task Force 77 operating somewhere off the east coast of Korea. The 20th and 21st the ship and Air Group Two conducted refresher operations. Many pilots had not flown since late October and the refresher landing went a long way toward helping the squadron get "back in the groove".

Squadron operation began against the Communists on Dec 23, and although several strikes were conducted the situation on the ground had seemed to stabilize itself in time for the Christmas holiday and most of the remainder of 1950 was spent standing by for the expected Chinese Communist offensive. Source: Squadron History Supplement No 15)



USS Pine Island (AV-12), a Currituck-class seaplane tender, is the only ship of the United States Navy to hold this name. The ship was named after Pine Island Sound, Florida.

Pine Island was laid down on 16 November 1942 and launched on 26 Feb 1944, serving the Far East until August 1947. Stored awaiting a major overhaul in 1949, she was decommissioned on 1 May 1950. Recommissioned on 7 Oct 1950 at Alameda in response to the Korean War, she departed for the Western Pacific in December. She tended seaplanes that flew missions over enemy-held territory in Korea, before returning to San Diego in September 1951.

During the Vietnam War she deployed to WestPac in June 1964, she served at Da Nang, South Vietnam, in August. In September 1965, she returned to WestPac, conducted seaplane operations in Cam Ranh Bay, South Vietnam, and participated in the 1966 Coral Sea anniversary festivities in Australia and New Zealand before returning to San Diego in June. It also took place in Operation Market Time.

Decommissioned in Puget Sound Naval Shipyard on 16 June 1967, *Pine Island* entered the Maritime Administration's National Defense Reserve Fleet, at Suisun Bay, CA, where she remained until stricken on 1 February 1971.



In 1927 wetlands at the west end of Alameda Island on the east shore of San Francisco Bay were filled to form Alameda Airport with an east/west runway, three hangars, and an administration building.

On 1 June 1936, the city of Alameda, California ceded the airport to the United States. Congressional appropriations passed in 1938 for construction of naval air station facilities for two carrier air wings, five seaplane squadrons and two utility squadrons. Appropriations were increased in 1940 for construction of two seaplane hangars and an aircraft carrier berthing pier, and naval operations began on 1 November 1940.

Alameda remained an important naval base through the Cold War. Runways were lengthened for jet aircraft, and the airport was renamed Nimitz Field in 1967 following the death of Admiral Chester W. Nimitz. Nuclear powered aircraft carriers were home ported at Alameda into the 1990s, and thousands of local civilians were employed overhauling aircraft at the naval aviation depot.

The base was closed in 1997.

FISTORY: VALLEY FORGE CV-45

USS *Valley Forge* (CV/CVA/CVS-45, LPH-8) was one of 24 Essex-class aircraft carriers built during and shortly after World War II for the United States Navy. The ship was the first US Navy ship to bear the name, and was named after Valley Forge, the 1777–1778 winter encampment of General George Washington's Continental Army. The citizens of the Philadelphia Area in 1945 bought over \$76,000,000 worth of E Bonds during the Seventh War Loan Drive to pay for *Valley Forge*—equal to \$1,011 million today. School children of Philadelphia sold \$7,769,351 of these bonds (equivalent to \$103,356,782 in 2016).

The ship was one of the "long-hull" Essex-class, laid down on 7 September 1944 at the Philadelphia Naval Shipyard. Like all long-hull Essex-class ships, she was 888 feet long overall and 820 feet at the waterline. Her beam was 147 feet 6 inches at the extreme and 93 feet at the waterline. Her draft was 28 feet 7 inches at standard load and 30 feet 10 inches full load. As designed, her displacement was 27,500 long tons standard and 33,400 long tons full load.



Valley Forge was commissioned in November 1946, too late to serve in World War II, but saw extensive service in the Korean War and the Vietnam War. She was reclassified in the early 1950s as an attack carrier (CVA), then to an antisubmarine carrier (CVS), and finally to an amphibious assault ship (LPH), carrying helicopters and marines. As a CVS she served in the Atlantic and Caribbean. She was the prime recovery vessel for an early unmanned Mercury space mission. After conversion to an LPH she served extensively in the Vietnam War. *Valley Forge* was awarded eight battle stars for Korean War service and nine for Vietnam War service, as well as three Navy Unit Commendations.

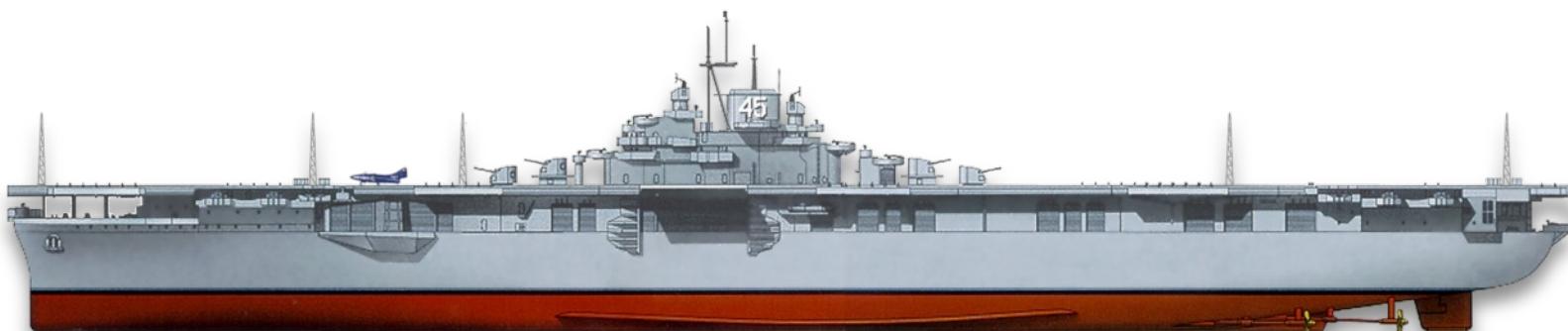
Although she was extensively modified internally as part of her conversion to an amphibious assault ship, external modifications were minor, so throughout her career *Valley Forge* retained the classic appearance of a World War II Essex-class ship.

Returning to San Diego for overhaul after her first Korean War deployment, *Valley Forge* arrived on the west coast on 1 December, only to have sailing orders urgently direct her back to Korea. In the interim, between the carrier's leaving station and her planned overhaul, Chinese forces had entered the war, launching a powerful offensive which sent United Nations troops retreating back to the south. Accordingly, *Valley Forge* hurriedly embarked a new air group, about 100 planes and 10 helicopters; replenished, 1,000 short tons of provisions and stores and 850 short tons of ammunition were loaded in record time of three days; and sailed on 6 December for the Far East.

Rendezvousing with Task Force 77 three days before Christmas of 1950, *Valley Forge* recommenced air strikes on the 23rd and continued for three months of concentrated air operations against the advancing Chinese and North Korean forces. The first offensive air operations consisting of close air support missions assisting soldiers and marines on the ground. F4U Corsair and A-1 Skyraider pilots struck at troop concentrations, supply dumps, bridges, gun emplacements and railroad equipment. The United Nation forces were able to move north again on the Korean Peninsula and up to the 38th parallel. During her second deployment, the ship launched some 2,580 sorties in which her planes delivered some 1,500 short tons of bombs.

On 29 Mar the *Valley Forge* turned east and began her voyage back home again to San Diego, after spending almost ten continuous months in Korean waters. The ship needing long-awaited yard repairs, sailed to Bremerton, Washington and entered the Puget Sound Naval Shipyard where she underwent a major overhaul.

Source: Wikipedia



NEXT TIME IN FISTORY: A WINTER AIR CAMPAIGN

VT-17

VA-6B

VA-65

VA-25

VFA-25

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