



Fist of the Fleet Association

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

NEWSLETTER

October 2018

Preserving the Past Providing for Today

Promoting the Future

AUTUMN EDITION

By: Jerry "Ricochet" Fritze

Strange times up here to be sure. It started raining in August and didn't stop for 6 weeks. In one particular 24 hour period we had 13" or more of rain in the Madison area. Streets and drainage areas became rushing rivers FEET deep, and people, blissfully unaware as always plowed right in to them. In 2 areas near here there were over 20 abandoned cars just floating around as natural as you please. For a brief time we became the Northern Tropical Latitudes. Hundreds of businesses and homes were flooded, many a complete loss. Our house is on a rise, and I had pressure sealed the basement some years ago so all we got was some leakage where the wall joins the floor. Nothing the shop vac couldn't handle. Then just the other week we started a morning with rain, then snow, then sleet, then lots of snow, followed by fog. I thought " Well crap, all we need now is a tornado."

That's about the time we picked up the new Highlander. Talk about tech overdose, this thing has sensors and cameras that give the vehicle a 360 degree defensive view and warning systems that would make an A-7 blush. The one app I can't seem to locate is the scan and track targeting system and Phaser lock. Oh well, maybe next iteration. Needless to say I turned almost all of that crap OFF. I grew up on 4-speed manual transmissions with NO power steering and drum brakes, so an old "stick and rudder" man from an early age. My first car was a rag-top '67 Mustang, and my 2nd a '65 Malibu Chevelle Super Sport with 396 ci and Muncie 4-speed. It wasn't long before I had my license yanked for *multiple* speed infractions on the Grapevine. Hey, I was 20.

The point, of course, is that tech has over-taken every aspect of life unless, like me, you throw up a barrier. I don't need to talk to my house, or my car in order to maintain control. I don't need my fridge to tell me when stuff is expiring or I need to go shopping. The more you rely on tech and allow it to take control of your life, the less likely you will be able to make the types of critical decisions required to survive should disaster overtake you. Of course, if the worst should happen most of these idiots are going to run outside to take pics and vids of the mushroom clouds. Too bad there wouldn't be anybody left to share those with. And on that frightening note

Happy Halloween!



I would give *anything* to have a ride like this back!
Minimum price is 20K for a restored stocker, up to 45K dressed out with fully blown 454 ci engine.

www.fistofthefleet.org



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 time for football and reunion planning. We'll have a first class event in San Diego, during the weekend of **September 26-29, 2019** to coincide with the Blue Angels Air Show at MCAS Miramar. This will be a reunion that you won't want to miss as many of you are familiar with the many attractive events and activities that San Diego has to offer. So save those dates for the **Fist '19 Reunion in San Diego**. I'll be working on appropriate hotel accommodations and other activities for your enjoyment and entertainment. As you know, there are many options for everyone in San Diego so please make plans to attend what is sure to be an entertaining event. Bring your best sea stories, true or otherwise, and let's light 'em up. And you can take advantage of the **special prizes** that I'll offer in this and future newsletters to encourage your attendance.

Meanwhile, I came across some interesting aviation trivia the other day, let's see how well you know some little known facts? Answers at the end of my column.

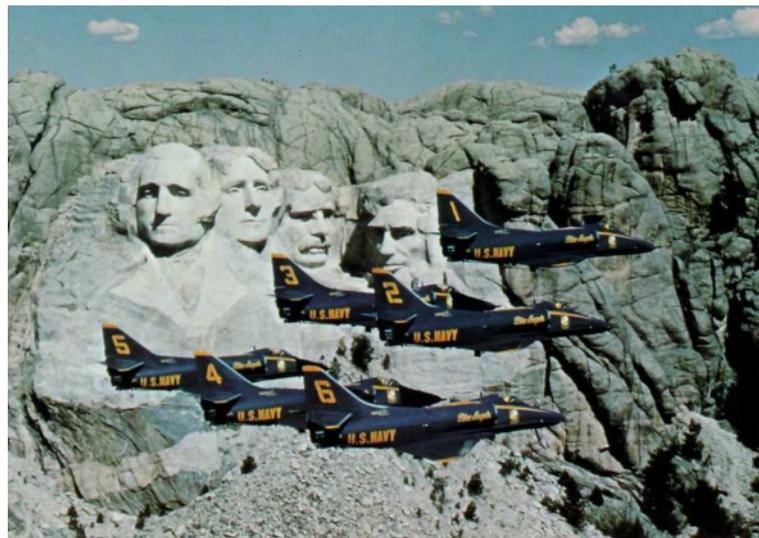
- 1.) Why were the vertical stabilizers on Northwest Airlines aircraft painted red? (All ex-airline pilots should know that.)
- 2.) On June 28, 1965 PanAm flight 843, a Boeing 707, took-off from San Francisco and experienced a catastrophic turbine failure at 800 feet altitude that ruptured the starboard wing fuel tank, causing an explosion that severed the engine and 25 feet of the right wing from the 707. The flight landed safely at Travis AFB. What unusual advisory did Boeing issue to all 707 operators?
- 3.) *True or False.* Some modern turbofan engines produce more thrust than was generated by the Redstone 3 rocket that launched Alan Sheppard and *Freedom 7* into a sub-orbital flight on May 5, 1961.

In this and following newsletters, I'll provide a special prize associated with the **Fist '19 Reunion**. Board members and Jerry Fritze are, unfortunately, exempt from competing for these prizes since they have early access to the newsletter. Sorry guys. In this issue, I offer a **free registration** for a squadron alum and his guest to Fist '19. All you have to do is be the first to email me with the answer to this question. *What person in the U.S. Naval Aviation community, pilot or NFO, has logged the most carrier landings? And how many?*

I could give you some more but you're probably begging for mercy at this point so here are the answers.

1. During the airline's infancy, Northwest operated in the northern United States and the tails were painted red to enhance locating a downed aircraft in the snow.
2. Boeing issued a revision to its minimum equipment list stating that: "The Boeing 707 may be dispatched with no more than than 25 feet missing from either wing."
3. True. Some turbofan engines produce over 100,000 pounds of thrust. The Redstone 3 rocket produced just 70,000 pounds of thrust. By the way, a large turbofan engine produces more thrust than all eight engines on a B-52B, C, D or E model.

Well, that's it for now. Gotta go find some nice hotel rooms for Fist '19.
Chalks



Blue Angels Tour Dates

November 2/3: Blue Angels Homecoming Airshow – NAS Pensacola, FL

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SKIPPER'S CORNER

The Fist of the Fleet has entered the stretch run for workups. The squadron has just returned from Fallon, Nevada where we participated in Air Wing Fallon. It truly was the best training in the world. I am proud to say that we absolutely killed it. We brought nine of our own aircraft and flew sixteen sortie days for four weeks. Considering where we started back in March, undermanned with limited aircraft to fly, I am extremely proud of what our Sailors accomplished. While we do not detach again until January, there is a ton to do. In November we are scheduled for two major inspections: our aviation maintenance inspection (AMI) conducted by Commander, Naval Air Forces (CNAF) and our material condition inspection (MCI) conducted by Commander, Strike Fighter Wing Pacific (CSFWP). Now is not the time to rest on what we accomplished. Instead, we will use the success we achieved throughout workups as a stepping stone for greater things to come down the line.

In these past few months, the command was also able to take advantage of the meritorious advancement program or MAP. This program is designed to enable the commander to advance our very best. This MAP season, the Fist of the Fleet meritoriously advanced eight Sailors: AM1 Morris, AME2 Tejada, AT2 Villarreal (you might remember her from writing a FOFA article in the past), AME3 Ortizmunoz, AE3 Johnson, AM3 Magluyan, AO3 Neri, and AO3 Weatherford. These Sailors earned their new rank through hard work and dedication and undoubtedly lead this squadron going forward. Proud to serve and...

Damn proud to be a Fist!

Skipper

ZOMBIES IN THE COCKPIT

By: LT Gerald "Soul Patch" Anderson

As deployment gets closer, VFA-25's work-ups have ramped up considerably. Post SFARP, the entire squadron had a few weeks off before getting ready for Tailored Ships Training Availability (TSTA). TSTA was focused primarily on boat operations and how the carrier air wing (CVW-7) works with the surface warfare community aboard CVN 72. Post TSTA, the squadron returned to Fallon, Nevada, this time for Air Wing Fallon (AWF). TSTA to AWF seemed like a blur as the time filled with training and preparation for deployment.

Qualifications

Combat section and division lead are the two most important quals for a first tour JO. It takes a lot of hard work and dedication to get these quals. LT Alex "P-Duddy" DeGelder and LT Chad "IRIS" Duncan both earned their section and division lead qualifications in April and August respectively. In July I received my section lead qualification and am currently working through the division lead syllabus. Over the next few months, myself and LT Calli "Debbie" Zimmerman will be focusing on our qualifications as we have a couple months off prior to our next work up detachment. Also just as important as SFWT quals are air wing mission commander qualifications. LCDR Steven "JoJo" Helmer and LCDR Bryan "Connie" Lingle qualified as air interdiction mission commanders after executing a rigorous syllabus during AWF.

TSTA

TSTA was a structured detachment that helped us ease our air wing back into boat operations. It had been nearly two years since our air wing operated in the carrier environment. Because of that, it was necessary for everyone to focus on the basics on flying from the ship. Prior to TSTA, our squadron conducted field carrier landing practice (FCLP). During FCLPs we practiced shipboard-style landings on the runway and conducted shipboard instrument approaches and emergency procedures in the simulator. Then on July 26th, we flew nine jets onto *USS Abraham Lincoln* (CVN 72) for carrier qualification (CQ) and cyclic ops. Once the air wing was done with CQ, we began afloat unit level training and exercises that focused on basic flight operations. Our focus was on shipboard differences, such as timed recoveries, fuel management, and the shipboard landing pattern. One of the biggest learning points while operating around the boat is proper fuel management to make the next timed recovery, as the flight deck will close to allow the ship to move to its next intended position. During TSTA, VFA-25 employed 3,900 rounds of 20mm, 69 MK-76s, 13 LGTRs, and 49 live or heavy inert bombs totaling over 37,000 lbs of ordnance.

AWF

From September 21st until October 19th, our squadron was detached to NAS Fallon, Nevada for AWF. This detachment was unique because it was the first time the entire air wing was training and conducting large-force strikes as a combined unit. The type of flying involved in these events was dynamic in nature and involved a constantly changing environment. The first week of flights consisted of scripted events such as close air support, standoff weapons employment, suppression of enemy air defenses, and combat search-and-rescue. The next few weeks then ramped up with increasingly large force strikes. During AWF, all members of the air wing from CAG all the way down to our most junior enlisted personnel were tested in the dynamic environment presented. For most pilots in our squadron, this was the first time being a part of AWF, and we all learned a great deal about how each squadron is crucial to mission success. During AWF, VFA-25 pilots employed 1,450 rounds of 20mm, 21 LGTRs, 14,000 lbs of live or heavy inert ordnance, and one GBU-24 (2000 lb laser guided bunker-buster).

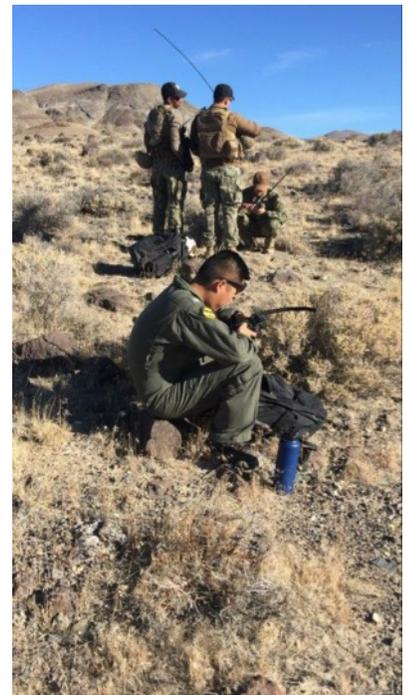




VFA-25 at FOD walkdown 1st week back in NAS Lemoore



VFA-25 jets on detachment to NAS Fallon. VFA-25 brought 9 FMC jets to NAS Fallon!



LT Marvin "ICE-P" Chen practicing combat survival procedures.



FIST Command



Flying over mountains near NAS Fallon.

FROM DAVY JONES ' LOCKER

"Who you with?!..... TWO FIVE!!! Hello Fist of the Fleet Association, I'm AD3 Cooper, and I'm damn proud to be a Fist. I've been a part of VFA-25 since 28 July 2016. Luckily I was fortunate to start my naval career as an undesignated airman. Most people start out thinking that being undesignated is awful, but from my personal experience I have learned that I was given the opportunity to see all of the jobs that I was eligible for and I picked the one that best suited my work ethic. I earned the qualification of Plane Captain and became the 2017 Plane Captain of the year then, after 9 months of striking, picked up Aviation Machinists Mate (AD). With hard work and harder studying, I was able to obtain the paygrade of E-4, and become AD3 Cooper. I do not plan on stopping there, I am eligible for the second class test in March and I plan on acing on it.



VFA-25 has been really good for me these past two years, providing me with a substantial amount of role models and mentors to look up to and learn from. AD2 Palmer, AO2 McIntyre, and AD3 Conrad, represent what it means to be a Fist, presenting themselves as intelligent and capable technicians who I strive to emulate and surpass. VFA-25 has taken me to places I'd never be able to go on my own. Anchorage Alaska, Oahu Hawaii, Key West Florida, Portland Oregon, and exotic Fallon Nevada, are just some of the awesome places I've been thanks to the Navy and VFA-25. It's been a great experience so far and I'm looking forward to my next two years here.



Have you paid your 2018 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

DID YOU KNOW: NAVY, MILITARY AND OTHER INFORMATION

The Blues are transitioning from Hornets to Super Hornets and passing on the F-35.

By: Kyle Mizokami, Popular Mechanics Aug 2018

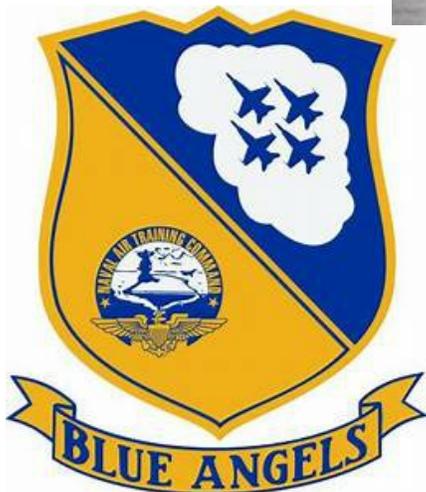
The U.S. Navy's Blue Angels flight demonstration team is getting new planes—but they won't be F-35s. The team is transitioning to the F/A-18 Super Hornet and skipping the F-35 "Panther." The new plane simply isn't ready and the cost of purchasing F-35s for the team would easily exceed a billion dollars. The U.S. Navy's elite Blue Angels have flown many different airplanes since their creation in 1946, but none more than the F/A-18 Hornet. The Blues have flown Hornets since 1986, first the F/A-18A then the newer F/A-18C planes still flying today. But newer is a relative term, and the Navy is phasing out F/A-18Cs as they become increasingly difficult and expensive to maintain. In the future, U.S. Navy carriers will go to sea with two squadrons of F/A-18E (one seater) and F/A-18F (two seater) Super Hornet jets and two squadrons of F-35s. On Monday, August 14th Naval Air Systems Command issued a \$17 million contract to Boeing to convert 11 existing Navy Super Hornets—both single and double seaters—to demonstration aircraft configuration, a process expected to be complete by 2021. According to USNI News Blue Angel aircraft are fitted with civilian instrument landing systems, a seven pound spring on the stick to improve close formation flying, oil-based smoke generators, and the team's distinctive blue and yellow paint job.



What about the Navy's latest fighter jet, the F-35? The F-35C was supposed to be initial operations capable at the end of 2015—a status that indicates at least a squadron of planes can carry out limited combat operations. That date has slipped to somewhere between late 2018 and early 2019. That date isn't too far off, but there's another reason to put off the F-35: replacing the Blues' Hornets with "Panthers"—as the pilots call them—would be enormously expensive. Currently, the F-35C is running about \$121 million a copy. Purchasing 11 F-35s for the flight demonstration team would cost \$1.34 billion, or about as much as a new destroyer. It's more cost effective to convert aircraft that have already flown operationally and are paid for. A third reason why the F-35C isn't all that suitable for the Blue Angels? Taking local celebrities,

news media, and other non-military personnel up for demonstration flights is part of the team's mission, to give the public a better understanding of what it means to fly the jets. The F-35 is exclusively a single seat aircraft, while the new Blues fleet will have two F/A-18F twin seater jets for VIP work.

Eventually there might be enough used F-35s to outfit the Blue Angels, possibly early production aircraft the Navy acquired starting in 2010. Still, it's not a great fit for one of the most amazing flight demonstration teams of all time. The Blue Angels could easily end up pleasing crowds with F/A-18 Hornet for a half century.



THE OSA CLASS MISSILE BOAT source: wikipedia

The Project 205 Moskit (mosquito) more commonly known by their NATO reporting name Osa, are a class of missile boats developed for the Soviet Navy in the late 1950s. Until 1962 this was classified as a large torpedo boat. The Osa class is probably the most numerous class of missile boats ever built, with over 400 vessels constructed between 1960–1973 for both the Soviet Navy and for export to allied countries. "Osa" means "wasp" in Russian, but it is not an official name. The boats were designated as "large missile cutters" in the Soviet Navy. The Project 205 boats are bigger than the pioneering Project 183R (NATO: Komar class) boats, with a mass four times greater, and nearly double the crew. They were still meant to be 'minimal' ships for the planned tasks.

The Project 205 boats are bigger than the pioneering Project 183R (NATO: Komar class) boats, with a mass four times greater, and nearly double the crew. They were still meant to be 'minimal' ships for the planned tasks. The hull was made of steel, with a low and wide superstructure made of lighter AMG alloys, continuous deck, and a high free-board. The edges of the deck were rounded and smooth to ease washing off radioactive contamination in case of nuclear war. The hull was quite wide, but the Project 205 boats could still achieve high speeds as they had three Zvezda M503 radial diesel engines capable of a combined 12,000 hp (15,000 hp on Project 205U onward) driving three shafts. The powerful engines allowed a maximum speed of about 40 knots together with reasonable endurance and reliability. There were also three diesel generators. Two main engines and one generator were placed in the forward engine room, the third main engine and two generators in the aft engine room. There was a control compartment between the two engine rooms.



The problem related to the weak anti-aircraft weaponry of the earlier Project 183R was partially solved with the use of two AK-230 turrets, in the fore and aft deck. An MR-104 Rys (NATO: "Drum Tilt") fire-control radar was placed in a high platform, and controlled the whole horizon, despite the superstructures that were quite wide but low. Even if placed in the aft, this radar had a good field of view all around. The AK-230 turrets were unmanned, each armed with two 30 mm guns capable of firing 2,000 rpm (400 practical) with a 2,500 m practical range. Use against surface targets was possible, but as with the previous Komar ships, once all missiles were expended it was planned to escape and not fight. Truly effective anti-surface gun weaponry was not available until the introduction of the Project 12341.1 Molniya (NATO: "Tarantul") class corvettes, with 76 mm guns. The missile armament consisted of four box-shaped launchers (protected from bad weather conditions) each with one P-15 Termit (NATO: SS-N-2 "Styx")

missile. This doubled the available weapons compared to the Project 183R, giving greater endurance. The missiles were controlled by a MR-331 Rangout (NATO: "Square Tie") radar and a Nixhrom-RRM ESM/IFF that even allowed targeting over the horizon, if the target's radar was turned on.

With all these improvements, these ships were considerably more effective. They had one of the first, if not the first close-in weapon systems (CIWS). The survivability rating was improved to 50%, and the required volley of 12 missiles could be launched by only three ships. Sinking a destroyer was therefore regarded as 'assured' using only six ships (two squadrons of three vessels), making the Project 205 vessels easier to coordinate and even cheaper than would be the required number of Project 183R boats to achieve the same effectiveness. As a result of these improvements, Project 205 boats were without equal in the late 1950/early 1960s. Over 400 were made in USSR, and another 120 in China. Some of the improved Project 205U (Osa II) were equipped with the 9K32 Strela-2 (NATO: SA-N-5 "Grail") surface-to-air missiles in MTU-4 quadruple launchers, in an attempt to improve air-defences. This new model also had improved, more powerful engines, and new cylindrical missile boxes, with the improved P-15U missiles. The later 205M and 205mod boats had longer tubes for the further-improved P-15M missiles.

In the beginning of 1970 the Vietnamese Navy operated 8 of the OSA II class boats. (Upgraded Project 205 with tube-shaped missile launchers for the improved P-15U missile. 32 built.)



OSA II



P-15 Termit/SS-N-2 Styx

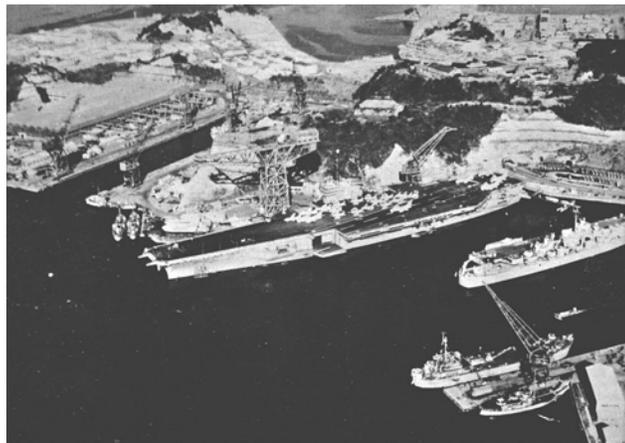
FISTORY: GREEN TAILS OVER 'NAM: CVA-61

Ranger was the first American aircraft carrier to be laid down as an angled-deck ship (her sisters *Forrestal* and *Saratoga* had been laid down as axial-deck ships and were converted for an angled deck while under construction). Laid down 2 Aug 54 by Newport News Shipbuilding and Drydock Co. she was launched 29 Sept 56, and commissioned at the Norfolk Naval Shipyard 10 Aug 57, Captain Charles T. Booth II in command. *Ranger* joined the U.S. Atlantic Fleet on 3 Oct 57. Just prior to sailing on 4 Oct for Guantánamo Bay for shakedown, she received the men and planes of Attack Squadron 85. She conducted air operations, individual ship exercises, and final acceptance trials along the eastern seaboard and in the Caribbean Sea until 20 Jun 58. She then departed Norfolk, VA, with 200 Naval Reserve officer candidates for a two-month cruise that took the carrier around Cape Horn. She arrived at her new homeport, Naval Air Station Alameda, CA, on 20 Aug and joined the Pacific Fleet.

The carrier spent the remainder of 1958 in pilot qualification training for Air Group 14 and fleet exercises along the California coast. Departing 3 Jan 59 for final training in Hawaiian waters until 17 Feb, she next sailed as the flagship of Rear Admiral Henry H. Caldwell, Commander, CarDiv Two, to join the Seventh Fleet. Air operations off Okinawa were followed by maneuvers with SEATO naval units out of Subic Bay, Philippines. A special weapons warfare exercise and a patrol along the southern seaboard of Japan followed. During this first WestPac deployment, *Ranger* launched more than 7,000 sorties in support of 7th Fleet operations. She returned to San Francisco Bay 27 July. During the next 6 months, she was kept in a high state of readiness through participation in exercises and coastal fleet operations. With Carrier Air Group 9 embarked, she departed Alameda on 6 Feb 60 for a second WestPac deployment and returned to Alameda 30 Aug. From 11 Aug 61 through 8 Mar 62, *Ranger* deployed to the Far East a third time.

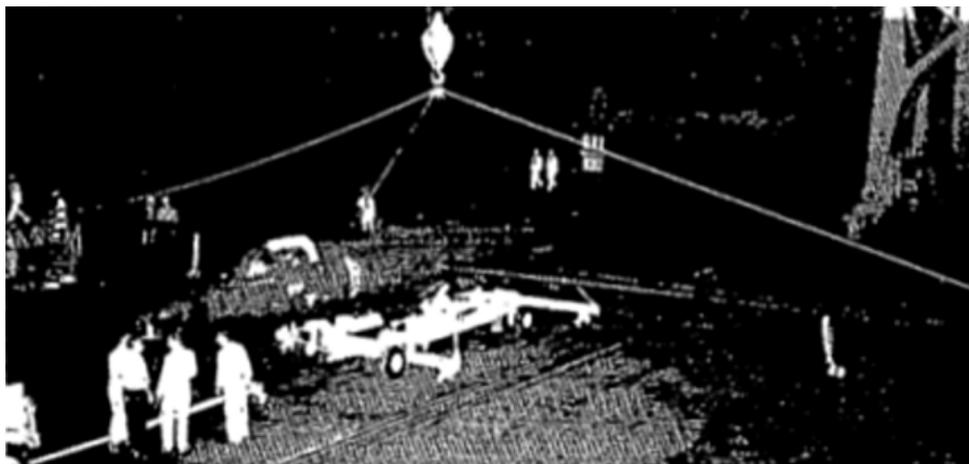


Right: Pearl Harbor
1959



Left: Yokosuka
1959

In May 64, *Ranger* was deployed near French Polynesia in the Pacific Ocean to monitor the French nuclear tests on Moruroa, a task made possible by launching and recovering a Lockheed U-2 from its flight deck (*Operation Fish Hawk*). Work on modifying the U-2 for carrier landing and take-off started in late 1963, and one accident occurred during the carrier landing operation when the aircraft piloted by test pilot Bob Schumacher crashed



'LOWBOY' cart and sling for U-2G handling. CIA photos

Ranger again sailed for the Far East on 6 Aug 64. This deployment came on the heels of the Gulf of Tonkin incident. She made only an eight-hour stop in Pearl Harbor on 10 Aug, then hurried on to Subic Bay, then to Yokosuka, Japan. In the latter port on 17 Oct 64, she became the flagship of Rear Admiral Miller, who commanded Fast Carrier Task Force 77. In the following months, she helped the 7th Fleet continue its role of steady watchfulness to keep sea lanes open and stop Communist infiltration by sea. In Vietnam General Westmoreland visited *Ranger* on 9 Mar 65 to confer with RAdm Miller. *Ranger* continued air strikes on enemy inland targets until 13 Apr when a fuel line broke, ignited and engulfed her No. 1 main machinery room in flames. The fire was extinguished in little over an hour with one fatality. She put into Subic Bay 15 Apr and sailed on the 20th for Alameda, arriving home on 6 May. She entered the San Francisco Naval Shipyard 13 May and remained there under overhaul until 30 Sept 65. Following refresher training, *Ranger* departed Alameda on 10 Dec 65 to rejoin the 7th Fleet. She and her embarked Carrier Air Wing 14 received the Navy Unit Commendation for exceptionally meritorious service during combat operations in Southeast Asia from 10 Jan to 6 Aug 66.



Ranger in 1966



Ranger departed the Gulf of Tonkin on 6 Aug for Subic Bay, then steamed via Yokosuka for Alameda, arriving on the 25th. She stood out of San Francisco Bay 28 Sept and entered Puget Sound Naval Shipyard two days later for overhaul. The carrier departed Puget Sound on 30 May 67 for training out of San Diego and Alameda. On 21 Jul 67, she logged her 88,000th carrier landing. From June until November, *Ranger* underwent a long and intensive period of training designed to make her fully combat ready. Attack Carrier Air Wing 2 (CVW-2) embarked on 15 Sept 67, with the new A-7 Corsair II jet attack plane and the UH-2C Seasprite rescue helicopter, making *Ranger* the first carrier to deploy with these powerful new aircraft. From carrier refresher training for CVW-2, *Ranger* proceeded to fleet exercise "Moon Festival". From 9 to 16 Oct, the carrier and her air wing participated in every aspect of a major fleet combat operation. *Ranger* departed Alameda on 4 Nov 67 for WestPac. Arriving at Yokosuka on 21 Nov, she relieved *Constellation* and sailed for the Philippines on the 24th. After arriving at Subic Bay on 29 Nov, she made final preparations for combat operations in the Gulf of Tonkin. The Commander, CarDiv 3, embarked on 30 Nov as Commander, TG 77.7, and *Ranger* departed Subic Bay on 1 Dec for Yankee Station.

After five months of intensive operations, *Ranger* called at Hong Kong on 5 May 68 and then steamed for home. There followed a shipyard availability at Puget Sound that ended with *Ranger's* departure 29 Jul for San Francisco. Three months of leave, upkeep and training culminated in another WestPac deployment 26 Oct 68 through 17 May 69. She departed Alameda on yet another WestPac deployment in Oct 69 as the flagship for RAdm J.C. Donaldson, Commander, CarDiv Three, and Captain J.P. Moorer as CO, and remained so employed until 18 May 70. During this time, the ship spent at least two extended periods on Yankee Station, the longest being 45 days, due to mechanical problems with the carrier that was to relieve her. A pleasant break in the lives of *Ranger's* crew came with the arrival of the Bob Hope show on 24 Dec 69. Upon leaving Yankee after one tour and on the way to Sasebo, she was ordered to stand off the coast of Korea for three days due to North Korea forcing down a US C-130 and holding the crew. Initially, *Ranger* was to leave the line on Yankee Station for a week of R&R in Subic Bay while offloading supplies, then to Japan and on to Australia and home. A day before she was to leave the line she was ordered to hold on station and fly the first sorties on Cambodia. Finally leaving Yankee Station, *Ranger* made a fast three-day offload in Subic Bay and a two-day port call in Sasebo and back to Alameda, arriving 1 Jun. *Ranger* spent the rest of the summer engaged in operations off the west coast, departing for her sixth WestPac cruise in late Oct 1970. On 10 Mar 71, *Ranger*, along with *USS Kitty Hawk*, set a record of 233 strike sorties for one day in action against North Vietnam. During Apr, the three carriers assigned to CTF 77 – *Ranger*, *Kitty Hawk*, and *USS Hancock* – provided a constant two-carrier posture on Yankee Station. Hours of employment remained unchanged, with one carrier on daylight hours and one on the noon to midnight schedule. Strike emphasis was placed on the interdiction of major Laotian entry corridors to South Vietnam. She returned to Alameda 7 Jun 71, and remained in port for the rest of 1971 and the first five months of 1972 undergoing regular overhaul.

Source: Wikipedia

NEXT TIME IN FISTORY: CARRIER AIR GROUP TWO

VT-17

VA-6B

VA-65

VA-25

VFA-25

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