



Fist of the Fleet Association

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

NEWSLETTER

January 2019

Preserving the Past Providing for Today

Promoting the Future

WINTER EDITION

By: Jerry "Ricochet" Fritze

You know, it wasn't supposed to snow on Christmas but it did. Since we had nothing on our "want" list Santa saw fit to drop an inch of powder on us, so a white Christmas after all, but it did get cold so it stuck around. And it wasn't supposed to snow on New Year's Eve. Oh, just some light freezing drizzle around midnight, they said. Nothing to worry about. We woke up to five inches of powder and since there wasn't any wind it presented a remarkable vista. Later that morning after I had cleaned out the drive I happened to look up at the sky. There was just enough crystalline structure to the passing wisps of clouds to turn them in to prisms. Each one, as it passed through the suns' rays was lit with pale blues at the tops, ghostly green middles and delicate pinks beneath, so I just stood there and marveled how nature will always be more remarkable than man. And to prove my point that's just about the time the girl from down the street came by, *jogging*, through the *unplowed* street, in *sneakers*, inappropriately dressed for the weather (fashion before safety!) and looking down at her phone scrolling through her music. So, she never noticed the slick spot in the street and did a full-on face plant in front of my driveway. She picked herself up and went a few doors down the street to her friends' house. I just glared at her and shook my head and I know she saw me. The next time I saw her in the street she was in boots and dressed warmly, so maybe lesson learned. I hope so, because it got really cold.

The weather clowns just get delirious over terms like "polar vortex" when it's just a low pressure system that cuts loose from the polar jet stream and dives south past the Canadian border. I've actually been through several, but this one was a beast. A fast mover, but a real beast. Starting Jan 29 and ending beginning the evening of Jan 31 actual temps fell to **-35** and the wind chill temp clocked at **-45**. There were reports of -55 and I don't discount them. Even with three layers of heavy winter wear, including thermals, that kind of penetrating cold will not be denied. But, the dog had to go so she was patient as we got ready and then waxed up her paws and put her coat on her. Ten minutes of prep for less than three outdoors, but that's the cost of it. Our neighbor asked us if we would reconsider a winter home and I said "Yeah, in Alaska". The sarcasm was lost on her. The strangest part this time was the utter lack of societal participation *anywhere*. Everything was closed except basic emergency services, and for once people took something seriously and just hunkered down. Even the airport was shut, and that was the eeriest part of all. It reminded me of the three days after 9-11 when air traffic was grounded, and the silence in the skies was a more deafening reminder of the vulnerability of man than anything else I could imagine.

Well, hopefully no more polar blasts or big snow this year. Late winter/early spring snows are the worst as they are so moisture laden. But then the seasons will change, as always, and life will continue to go on. Speaking of change, the squadron has turned over its leadership and we welcome CDR Dartez to the helm. And, as you are all aware Fist 19 has been canceled and rescheduled for 2020 in Reno to coincide with Tailhook. I know a lot of us are disappointed as San Diego is such a great destination but we, as an organization, need to be financially responsible to the membership as well as the Association. Sucks, but there it is. The Newsletter is late as the squadron got caught deploying to the boat and were without computers for a couple of weeks, you know, one of those *Navy* things. They will be deploying on cruise later this year so our thoughts and remembrances will go out with them. Until April:



New Year's Day
on campus of the
UW!

~Later!~

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.**

PRESIDENT'S MESSAGE

If it isn't very cold and snowy in your world then you must be on Mars this winter as heavy snowfall and temperatures near zero have been the order of the day in Park City, UT and most of the US this winter. Besides the weather, there is much news to report in this issue. Let's start with the squadron's change of command: CDR. David Dartez relieved CDR. Christopher Dentzer as C.O. in an informal ceremony on January 14, 2019 as the squadron was in the midst of heavy pre deployment workups. As I write this they're out bagging some traps on the USS Abraham Lincoln (CVN-72). And speaking of skippers, our former skipper Pete Ogle (C.O. 1975-1976) is going to be interred at Arlington National Cemetery in early April. Many of us who served under 'Skipper Pete' are planning to attend as we pay final respects to a great leader and friend. And finally, please keep positive thoughts in your mind for our FOFA Treasurer Chuck Webster, who underwent surgery last month and is in recovery mode.

Now let's have a stump the band moment. Question 1. Why were parachutes used so infrequently by World War I pilots who were equipped with them? And Question 2. Why are Cessna business jets called Citations? The answers will follow at the end of my article.

But first, a brief moment of humor. Curtis and Leroy saw an ad in the Podunk, MS Daily and bought a mule for \$100. The farmer agreed to deliver the mule the next day. The next morning the farmer drove up and said, "Sorry, fellows, I have some bad news, the mule died last night."

Curtis and Leroy replied, Well, then just give us our money back."

The farmer said, "Can't do that. I went and spent it already."

They said, "OK then, just bring us the dead mule."

The farmer asked, "What in the world are ya'll gonna do with a dead mule?"

Curtis said, "We gonna raffle him off." And the farmer replied, "You can't raffle off a dead mule!"

Leroy said, "We sure can! Heck, we don't have to tell nobody he's dead!"

A couple of weeks later, the farmer ran into Curtis and Leroy at the Piggly Wiggly grocery store and asked - "What'd you fellows ever do with that dead mule?" They said, "We raffled him off like we said we were gonna do." Leroy added, "Shucks, we sold 500 tickets for two dollars apiece and made a profit of \$898." The farmer said, "My Lord, didn't anyone complain?"

Curtis said, "Well, the fella who won got upset. So we gave him his two dollars back."

Curtis and Leroy now work for the government. They're overseeing the Medicare and Social Security Programs....

Now about those parachutes. Q1. Proud pilots scorned parachutes as affronts to their valor. It also didn't help that the Allied High Command discouraged their use because "a pilot's job is to stick with his aeroplane." And Q2, the Cessna Citation was named after the champion racehorse, *Citation*, a Triple Crown winner that won 16 consecutive major races and was the first racehorse to earn a million dollars.

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That's all from me, looking forward to some great ski days.

Chalks



Blue Tour Dates

Mar 16/17 NAF El Centro Air Show, CA

Mar 23/24 California International Airshow Salina, CA

Mar 30/31 NAS Key West Southernmost Air Show, FL

Apr 6/7 Sun-n-Fun Fly-In Expo Lakeland, FL

Apr 13/14 Wings Over South Texas NAS Corpus Christi, TX

Apr 27/28 MCAS Beaufort Air Show, SC

May 4/5 Ford Lauderdale Air Show, FL

May 11/12 JB Andrews Air Show, MD

May 18/19 Cape Girardeau Regional Air Festival, MO

May 22 USN Academy Air Show, MD

May 24 USN Academy Graduation Flyover, MD

May 25/26 Miami Beach Air & Sea Show, FL

SKIPPER'S CORNER

In the evening of Jan 14 2019, CDR David J. Dartez relieved CDR Chris S. Dentzer as Commanding Officer of Strike Fighter Squadron TWO FIVE in a ceremony at NAS Lemoore.

A native of Yardley, PA, CDR Dentzer graduated from the USNA in 2000, earning a BS in Physics. Following graduation, he reported to NAS Pensacola to begin flight training and earned his naval aviator wings in June 2002. Operational tours include the "Sidewinders" of VFA-86 in Beaufort, SC, the "Ragin' Bulls" of VFA-37 in Virginia Beach, VA, and the "Fist" of VFA-25 in Lemoore, CA. CDR Dentzer has made five combat deployments aboard the ENTERPRISE (CVN 65), VINSON (CVN 70), and TRUMAN (CVN 75). CDR Dentzer served as a strike fighter tactics instructor for the "Diablos" of Strike Fighter Weapons School Atlantic and the XO for the "Flying Eagles" of VFA-122.



"Nothing is guaranteed when you're in command except two things," said CDR Dentzer. "You can, and should, expect the unexpected, and you will be forever humbled by the men and women who serve under your command who are committed to their duties and who are so enviably talented in their abilities." His command tour culminated in a successful deployment as part of CVW-7 in support of Operation Inherent Resolve. "I leave you in CDR Dartez' enthusiastic and eager hands as he will ensure that the Fist's trajectory continues on its rising path," CDR Dentzer added.

After assuming command on Aug 24, 2017, CDR Dentzer immediately led the Fist through numerous detachments supporting training exercises across the country, including 5th-generation fighter integration with F-22A Raptors and dissimilar air combat training. He also led the Fist through an arduous work up cycle from SFARP up to COMPTUEX. CDR Dentzer upheld the Fist's mission objective of fighting and winning sustained combat operations from the sea or on land. CDR Dentzer has accumulated over 3,200 flight hours to include 80 combat missions and over 550 carrier arrested landings. His awards include the Strike/Flight Air Medal (3 awards), Navy and Marine Corps Commendation Medal (4 awards), Navy and Marine Corps Achievement Medal (2 medals), and the Meritorious Service Medal. The Fist thanks CDR Dentzer for his dedication to the well-being and advancement of each and every Sailor, and we wish him fair winds and following seas.

A native of King William, VA, CDR Dartez graduated from Virginia Tech in 2001, earning two BS degrees in Aerospace and Ocean Engineering, as well as minor in Leadership Studies through the Virginia Tech Corps of Cadets. CDR Dartez was commissioned through the Naval Reserve Officer Training Corps Program and earned his Naval Aviator Wings in January 2004. CDR Dartez's career has included five combat deployments aboard ENTERPRISE (CVN 65), VINSON (CVN 70), and EISENHOWER (CVN 69) along with tours with VFA-86, VFA-125, CVW-17 LSO, VFA-83, and the Naval War College. VFA-25 bids farewell to CDR Dentzer and looks forward to the ongoing success with CDR Dartez during the squadron's upcoming deployment scheduled for spring of 2019.

"As we have seen under the leadership of CDR Dentzer, you will not find a more dedicated leader who has done all that he can to ensure that we maintained as a squadron our reputation of the highest level of professionals," said CDR Dartez. "On behalf of the Fist, I thank him for everything he has done for us during his tenure and today I offer you my commitment to carry the torch of leadership and serve as your commanding officer."

FROM THE COCKPIT By: LT Gerald "Soul Patch" Anderson

Reported as missing morning muster, LT G . "Soul Patch" Anderson was last seen wandering the passageways of the aircraft carrier Lincoln (CVN-72) with a can of insect repellent and a flyswatter. When asked what he was doing he is reported to have said "Hunting Sea Bats!" As we all know Sea Bats are very sneaky but usually not dangerous. They emit a warning growl just before striking your *derriere* and while mostly harmless they have been known to leave a large and uncomfortable welt. As this could present a *problem* for a pilot it is hoped his shipmates will locate him *directly* and bring him topside for some fresh air and a nice cup of tea.



FROM THE HANGER DECK BY: CMDCM(AW/SW) Jeremiah Holler

Fist of the Fleet Association, it is my distinct honor to be addressing this group of veterans and former members of the Fist of the Fleet. Since this is the first article of 2019 I figured that I would share with you my impression on what has happened with the squadron during my previous year here and where I see the Hanger Deck going in the future.

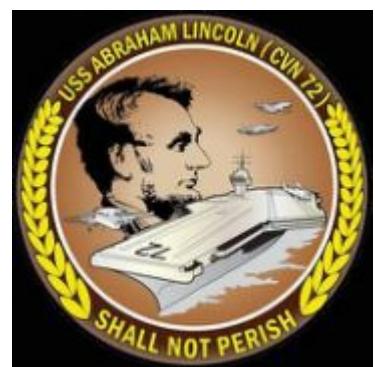
During the previous year the squadron has grown immensely. Thanks to our numerous training opportunities to include time in Fallon, Key West, Panama City, and onboard the USS Lincoln we are now more prepared to deploy and take the fight to the enemy than we have been in my tenure as CMC. In this year numerous Sailors have transferred out but we have had a whole new set transfer into the squadron plus numerous extras making us healthy again. This influx of new personnel has brought a new life to the squadron as well as a very welcome fresh set of eyes. While it is easy to measure growth in the numbers of Sailors, up aircraft, passing AMI, and qualifications achieved during the past year it is much harder to see the entire picture of just how mature and prepared the Sailors onboard this squadron are unless you have lived it with us. I honestly can say that I could not be prouder of the Sailors onboard and how we have really come together as a team to get us to this point.

For the future the squadron is lined up to deploy onboard the USS Lincoln. This should be a somewhat non-traditional deployment as the squadron will sail with the USS Lincoln to its new homeport in San Diego, CA. While very few people enjoy leaving their family at home most of us are excited for the opportunity to take a ship all the way around with the opportunity of exploring new places for those that have never been deployed from one coast or another. I know that in the next few quarters the junior Sailors onboard will get to experience life on deployment and build their own bank of sea stories which I will ensure that they share with you in upcoming newsletters.

I would like to close by saying thank you for your continued support of the Sailors at this command. The FOFA grant for books has led numerous Sailors to continue to achieve higher levels of education and just the interaction that the squadron has had with its former members has been extremely enjoyable. I look forward to seeing you all again at some time in the future.



Chief Holler with AZC Viramontes at the maintenance desk on the USS Lincoln.



Have you paid your 2019 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

\$\$\$\$ FIST OF THE FLEET ASSOCIATION FINANCIAL NEWS \$\$\$

The financial health of the Association is still on solid ground. As of 31 December 2018, the Association has a balance of \$12,302.76 in savings and \$9,361.51 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 annual members and new life members. This number increased during the early months of 2018 with annual members Gunner Mills, Laurence Woodbury, Craig Bechtel, Hershel Pryor, and Troy Brown paying their annual dues and a new Life Member being Skipper Hamilton.

During the twelve months of 2018 the educational committee received eleven different requests for Educational Grants from the squadron. The Association paid Education Grants totaling \$1572.17 to seven different squadron personnel. The Association also paid the Ltjg Harry Jones Award to Lt. Alexander Degelder for \$500.00 and we are waiting the name of the 2018 VFA-25 Sailor of the Year selectee. An expense of \$500.00 was incurred early to determine the feasibility of having the Fist Association Reunion in San Diego during 2019.

Just before the end of the year I'm happy to report that the Association received a very generous donation of \$750.00 from one of our members.

Chuck "Pooh" Webster



USS Lincoln CVN-72 Statistics

Displacement: 104,112 long tons

Length: Overall: 1,092 feet, Waterline: 1,040 feet

Beam: Overall: 252 ft

Draft: Maximum navigational: 37 ft Limit: 41 ft

Propulsion: 2 × Westinghouse A4W nuclear reactors, 4 × steam turbines 4 × shafts; 260,000 shaft horsepower

Speed: 30+ knots

Range: Unlimited distance; 20–25 years

Complement: Ship's company: 3,200 Air wing: 2,480

Sensors and processing systems: AN/SPS-48E 3-D air search radar, AN/SPS-49(V)5 2-D air search radar, AN/SPQ-9B target acquisition radar, AN/SPN-46 air traffic control radars, AN/SPN-43C air traffic control radar, AN/SPN-41 landing aid radars, 4 × Mk 91 NSSM guidance systems, 4 × Mk 95 radars

Electronic warfare & decoys: SLQ-32A(V)4

Countermeasures suite, SLQ-25A Nixie torpedo countermeasures

Armament: 2 × Mk 57 Mod 3 Sea Sparrow, 2 × RIM-116 Rolling Airframe Missile, 2 × Phalanx CIWS

Armor: Classified

Aircraft: 90 fixed wing and helicopters

USS Lincoln CVN-72 Recognition and Awards

Joint Meritorious Unit Award

Navy Unit Commendation

Coast Guard Unit Commendation

Meritorious Unit Commendation

Navy "E" Ribbon

National Defense Services Medal

Armed Forces Expeditionary Medal

Southwest Asia Service Medal

Global War of Terrorism Expeditionary Medal

Global War of Terrorism Service Medal

Humanitarian Service Medal

Sea Service Deployment Ribbon

Kuwait Liberation



DID YOU KNOW: NAVY, MILITARY AND OTHER INFORMATION

Capt. Rosemary Mariner, first woman to fly a tactical jet, dies

Elizabeth Chuck NBC News

Full story: <https://www.msn.com/en-us/news/us/capt-rosemary-mariner-first-woman-to-fly-a-tactical-jet-dies/ar-BBT0VjE?li=BBnb7Kz&ocid=mailsignout>

The rules were clear when she was growing up: Women were not allowed to fly U.S. military aircraft. But that was not going to stop Rosemary Bryant Mariner. The daughter of a Navy nurse and an Air Force pilot who had died in a plane crash when she was three, Mariner made it her goal to be as qualified as possible to fly in the armed services. She got her private pilot's license at age 17. Then she got her aeronautics degree from Purdue University in 1972 when she was 19.

A year later, as a growing feminist movement took hold amid a push for the Equal Rights Amendment, the Navy lifted its restrictions and opened up its flight program to women — setting Mariner on a path to becoming a pioneer in the military. She was in the inaugural class of women who earned their Navy wings in 1973. Mariner then became the first woman to fly a tactical jet in 1974, at just 21 years old; in 1982, she was among the first women to serve aboard a U.S. Navy warship; in 1991, during the Gulf War, she became the first woman to command an aviation squadron. Later, she was instrumental in the repeal of combat exclusion restrictions on women. Capt. Mariner died at age 65 of ovarian cancer, nearly five years after she had been diagnosed.



All-Female 'Missing Woman' Flyover Honors First Female Navy Jet Pilot

By: US Naval Institute Staff

Honoring the life and legacy of a female pioneer in Naval aviation, the U.S. Navy conducted on Feb 2 the first ever all-female flyover in Maynardville, Tennessee. Officially referred to as a "Missing Man Flyover," the tribute was part of the funeral service for one of the Navy's first female jet pilots retired Navy Captain Rosemary Mariner, who passed away Jan. 24 following a long and brave fight with cancer.

After completing flight training in 1974, Mariner was designated a naval aviator and received her Wings of Gold to become the Navy's first female jet pilot flying the A-4E/L "Skyhawk" and the A-7E "Corsair II." She also was the first female military aviator to achieve command of an operational air squadron. During Operation Desert Storm, Mariner commanded Tactical Electronic Warfare Squadron Thirty-Four (VAQ-34). In 1982, she reached yet another milestone by being among the first females to serve aboard a U.S. Navy warship, USS Lexington, and qualifying as a Surface Warfare Officer.

Mariner retired from the U.S. Navy in 1997 after obtaining the rank of captain and logging seventeen carrier arrested landings, or "traps," and completing over 3,500 flight hours in 15 different aircraft. The Missing Man Flyover is a special tribute honoring the service of aviators who have died serving their country. The maneuver features four aircraft flying above the funeral service in formation as one of the aircraft leaves the formation and climbs vertically into the heavens.

All of the female aviators participating in the flyover were from squadrons based at Naval Air Station (NAS) Oceana and were flying F/A-18E/F "Super Hornets." The event was significant because it is emblematic of the growing role women play in the military. The flyover was especially meaningful to Lt. Emily Rixey, assigned to Strike Fighter Weapons School Atlantic, a participant in the commemoration. "I find it important to honor Capt. Mariner and the other female aviators who have come before us," she said. "They paved the way for us and they're the reason I'm able to participate in this flyover."

Cmdr. Leslie Mintz, executive officer of Strike Fighter Squadron (VFA) 213, expressed similar sentiments. "I'm truly honored and humbled to be a part of this flyover," Mintz said. "This formation flyover is a great way to honor Capt. Mariner's memory and what she has done for our community."

Lt. Cmdr. Paige Blok, a naval aviator with VFA-32, echoes her colleagues' statements. "Honoring a life of service is always a privilege," said Blok. "We're lucky to honor Capt. Mariner in our own special way." The other aviators participating in the flyover are Cmdr. Stacy Uttecht, Commanding Officer, VFA-32; Lt. Cmdr. Danielle Thiriot, VFA-106; Lt. Cmdr. Jennifer Hesling, NAS Oceana; Lt. Christy Talisse, VFA-211; Lt. Amanda Lee, VFA-81; and Lt. Kelly Harris, VFA-213.

GREEN TAILS OVER 'NAM: CAG TWO

On Nov 4, 1967 Carrier Air Wing TWO embarked on USS Ranger CVA-61 for a war cruise to Vietnam. With the exception of a one-time stint on Kitty Hawk (CV-63) in 1984 CVW-2 remained with the Ranger disembarking for the last time on Jan 31, 1993, a 26-year relationship that would see them through multiple conflicts. It was a privilege to be part of this close-knit and intimate unit combination. When you went aboard the Ranger, no matter what had changed to the ship, it always felt like going home.



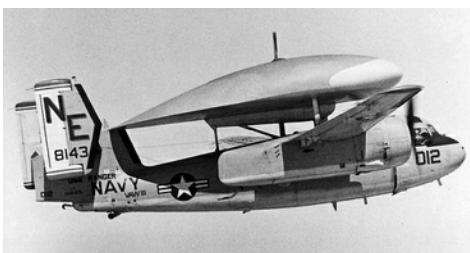
Support Squadrons



HC-1 Pacific Fleet Angels

HC-1 SH-3G Sea King

HC-7 Seadevils



The "Early Elevens" Det 1 E-1B Tracer

HC-7 HH-3A Sea King



VR-30 Providers C-1A Trader COD



VAQ-130 Zappers Det 4 EKA-3B Skywarrior

VQ-1 World Watchers EA-3B Skywarrior

The A-3 Skywarrior was referred to as "The Whale", sometimes sarcastically, but mostly, I think, with affection.

Fighter and Attack Squadrons



VF-21 F-4J Phantom II



VF-154 F-4J Phantom II



VA-25 A-7E Corsair II



VA-113 A-7E Corsair II



VA-145 Swordsman A-6A Intruder. In my opinion, until the Hornet, the most aesthetically pleasing airframe of all time.



The RA-5C Vigilante of "Heavy Five". Originally designed as a nuclear strike bomber she found her groove in Recon with a bevy of hi-speed, hi-res cameras in her belly fairing.

NEXT TIME IN FISTORY: LINEBACKER 2

VT-17

VA-6B

VA-65

VA-25

VFA-25

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