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DEPARTMENT OF THE NAVY  
ATTACK SQUADRON FIFTEEN  
FPO NEW YORK, 09501

1982  
[Redacted]  
"O"  
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IN REPLY REFER TO:  
VA-15/10/JPR:bf  
5700  
Ser C3  
1 March 1982

[Redacted] (Unclassified upon removal of enclosures)

From: Commanding Officer, Attack Squadron FIFTEEN  
To: Chief of Naval Operations (OP-05D2)  
Subj: Command History (OPNAV Report Symbol 5750-1)  
Ref: (a) OPNAVINST 5750.12C  
(b) ATKRON FIFTEEN INST 5750.12C

- Encl:
- (1) Command History Cover Letter
  - (2) Chronological History for 1982
  - (3) Narrative History for 1982
  - (4) Flight Statistics for 1982
  - (5) Ordnance Expenditure for 1982
  - (6) Advancement/Retention Statistics for 1982
  - (7) Officer Roster for 1982
  - (8) Enlisted Roster for 1982
  - (9) Commanding Officer's Biography
  - (10) Commanding Officer's Photograph
  - (11) End of Cruise Report
  - (12) Executive Officer's Photograph

1. In accordance with references (a) and (b), enclosures (1) through (12) are forwarded.

*B L Duff*  
B. L. DUFF

Copy to:  
Director of Naval History (OP-09B9)

CLASSIFIED BY: MULTIPLE SOURCES  
DECLASSIFIED ON: 31 MAR 1989

Reg. No. R 010410129

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ATTACK SQUADRON FIFTEEN  
COMMAND HISTORY COVER LETTER  
1 March 1983

Attack Squadron FIFTEEN, homeported at NAS Cecil field, Florida, flies the FLIR Equipped Vought A-7E Corsair II.

The Valions were embarked aboard USS INDEPENDENCE (CV-62) for most of 1982. The 1982 Mediterranean Cruise began June 7, just after the Israeli invasion of Lebanon. Most of the cruise was spent South of Cyprus on what became known as Bagel Station. The Valions returned to Norfolk on 22 December 1982. During the 1982 cruise, the Valions had 12 A-7Es, two of which were based at NAS Sigonella.

VA-15 is under the Administrative Command of COMLAWING ONE and Tactical Wings Atlantic Fleet. Operationally the squadron is under CVW-6 and USS INDEPENDENCE (CV-62)

VA-15 is currently under the command of Commander Byron L. Duff who assumed command from Commander M. B. Nordeen on 1 November 1982 aboard USS INDEPENDENCE. The squadron is manned by 21 officers and 275 enlisted.

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CHRONOLOGICAL HISTORY FOR 1982

JANUARY

- 1 New Year's Day - Based ashore at NAS Cecil Field, Florida
- 1 - 18 Christmas leave period. VA-15 prepares to board USS INDEPENDENCE for REFTRA, TYT I. Advance Detachment sent to CV-62
- 19 Valions walk aboard INDEPENDENCE
- 21 VA-15 flies onboard
- 21 - 30 Carrier Quals begin as USS INDEPENDENCE steams south towards Guantanamo Bay, Cuba
- 30 USS INDEPENDENCE anchored off Guantanamo Bay for a couple of hours for on load, off load of passengers

FEBRUARY

- 1 - 8 REFTRA continues in the Guantanamo Operating Area (W-1001)
- 8 - 10 Transit North to Nassau
- 10 Valions/CVW-6 give an air show for Commander U.S. Second Fleet. Pull into port same day.
- 11 - 14 Port visit Nassau
- 15 Underway - Heading North to Jacksonville Operating Area
- 17 - 23 High tempo operations in JAX OP Area. XO, CDR B. L. DUFF leads Contingency Target Exercise for RADM Tuttle, COMCARGRU EIGHT.
- 24 Inport Norfolk
- 25 - 28 NAS Cecil Field Operations

MARCH

- 1 - 15 VA-15 conducts operations around NAS Cecil Field. Corrosion Audit held by COMLAWING ONE
- 15 - 16 Valions walk onboard USS INDEPENDENCE and prepare for Type Training 2, 3, Operational Readiness Evaluation and Ocean Venture 82
- 17 Underway
- 18 - 25 OPPE for CV-62. No Fight Ops
- 25 LTJG Jim Reeves reports aboard

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- 26 Type Two Training begins. CDR Duff leads long range strike from Jacksonville Operating Area to Cherry Point, N.C.
- 27 - 29 High Tempo Ops. CW-6/VA-15 work with USAF E-3A AWACS and NKC-135.
- 29 Petty Officer Ranck (VA-15) washed overboard from Sponson Four in rough weather. Petty Officer Ranck and one man from VA-176 recovered. One seaman from VF-32 lost at sea.

#### APRIL

- 3 - 7 Liberty - Port Everglades, Florida
- 7 Underway
- 8 Valions participate in long range strike to Vieques target area. Dropped MK 83 (1000 lb) bombs.
- 9 - 10 Heavy Flight Ops - 0600 - 0100 daily
- 11 Flex Deck Ops - A-6's practice Harpoon Tactics
- 12 Harpoon Exercise. Coordinated strikes by CW-6 air assets, USS TEXAS, USS CINNCINNATI and a P-3
- 13 - 15 Operations in Puerto Rican Op Area
- 16 - 18 ORE: Operational Readiness Evaluation. VA-15 flew 168.5 hours in two and one-half days dropping over 205,000 lbs of ordnance. VA-15 received a grade of low outstanding.
- 19 - 23 Mobile Sea Range - VA-15 tanker assets provide service to F-14 Tomcats for various missile shoots against drones.
- 24 - 28 Liberty - Saint Thomas
- 28 Underway
- 28 - May 6 Ocean Venture 82. USS INDEPENDENCE leaves St. Thomas early morning 28 April. As she proceeded South of Puerto Rico, conducted operations with Puerto Rican Air National Guard (PRANG). Transit then took VA-15 South of Jamaica then up past Yucatan Pensinsula and into the Gulf of Mexico. VA-15 lead and participated in strikes against AVON Park Target with MK 76 practice bombs on 3 and 6 May. On 4, 5, May strikes against Eglin AFB targets with MK 82 bombs were conducted.

#### MAY

- 6 - 8 Transit thru Florida Strait up to JAX Op Area.
- 8 Helicopter off load and fly off to NAS Cecil Field

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- 10 Arrive at Norfolk
- 11 - 18 NAS Cecil Operations
- 19 - 21 Three-Day-War. VA-15 scores 70 "E"s out of a possible of 120

JUNE

- 5 Airlift to Norfolk
- 7 Underway for Mediterranean Cruise 82
- 7 - 10 Initially heading South for Carrier Quals.
- 13 Join up with USS FORRESTAL and head across Atlantic for Med.
- 13 - 16 Dual Carrier Battle Group operations
- 19 Inchop MED
- 20 - 21 East bound transit to position S.W. of Pelopponesus in Ionian Sea
- 22 - 26 Exercise Daily Double. Originally scheduled to be a four Carrier Battle Group operation. Consisted of VA-15 flying low level strikes into the Pelopponesus.
- 26 - 27 Transit back west enroute turnover with USS EISENHOWER (CVN-69)
- 28 Turnover with CVN-69 East of Sardinia then on to Naples
- 29 - July 9 Inport Naples

JULY

- 9 Underway, south through Strait of Messina towards Bagel Station - Lebanese Contingency Operations
- 12 Arrive South of Cyprus to assume role in Lebanon Contingency Operations. MODLOC position centered around 3330N 34E
- 12 - 26 Continue MODLOC position - moderate flight operations
- 22 - 23 Endurance exercise with VA-15 flying in 48 hour continuous operations
- 26 Assume role as home ship to US UH-1 Huey Helicopters. Helos are being used to shuttle Presidential Envoy Philip Habib between Cyprus, Juniyah (North of Beirut) and Israel
- 27 - 29 Bagel Station Operations
- 30 - 31 Transit West enroute Naples

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AUGUST

- 1 Valions act as tankers for F-14s involved in penetrating Libyan Flight Information Region. No reaction.
- 3 - 4 Inport Naples, Italy
- 5 Underway - back to Bagel Station
- 7 CVW-6 and VA-15 flew into Libyan Flight Information Region down to 3330N. VA-15 flew with F-14 escort.
- 8 - 9 Turnover with USS FORRESTAL on the way to assuming Bagel Station Operations while FORRESTAL goes to Benidorm, Spain
- 10 Helicopters involved in shuttling Philip Habib to Juniyah are called back because of Israeli strikes in the vicinity. Valions begin assuming ALERT 15 SUCAP in East Med.
- 11 - SEP 5 MODLOC South of Cyprus. Valions prepare for contingency operations in Beirut. VA-15 practices close air support.

SEPTEMBER

- 5 Relieved by USS FORRESTAL on station
- 9 - 19 Port Call, Naples, Italy
- 20 - 22 Display Determination - a multi-national exercise with the French, Spanish, Greeks and Turks begun.
- 22 - 25 CV-62 opts out of display determination and heads back to Bagel Station following the massacre of PLO refugees in Lebanon.
- 25 - OCT 23 Moderate Bagel Station Flight Ops.

OCTOBER

- 21 VA-15/CVW-6 conduct air show for VADM Hays (CINCUSNAVEUR) and VADM Rowden (COMSIXTHFLT)
- 24 CVW-6 conducts operations within Libyan Flight Information Region. CVW-6 aircraft intercept two sets of Libyan floggers
- 25 - 29 Inport Athens, Greece

NOVEMBER

- 1 Change of Command - CDR B. L. Duff assumes command of VA-15 from CDR M. B. Nordeen. CVW-6/VS-28 had change of command ceremonies on the same day.

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1 - DEC 5

VA-15 remains on Bagel Station. During this period VA-15 alternates close air support contingency role with VA-87/VA-176

21 VA-15/CWV-6 sink the ex-USS LARDNER

25 Thanksgiving Day on Bagel Station

DECEMBER

1 - 4 Bagel Station Operations

5 VA-15 relieved by USS NIMITZ (CVN-68) West of Bagel Station

5 - 10 Transit West of Rota, Spain

8 VA-15/CWV-6 penetrate Libyan Flight Identification Region. No reaction.

10 Outchop MED

11 Inport Rota, Spain

12 - 22 Transit Atlantic enroute Norfolk

21 Fly off

22 Inport Norfolk

22 - 31 Leave period begins

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NARRATIVE HISTORY FOR 1982

1. (U) 1982 began with the Valions based ashore at NAS Cecil Field. The Christmas leave period lasted until January 18th, during which time an advance detachment was sent up to CV-62 to prepare for the upcoming workup period.
2. (U) By the 21st of January USS INDEPENDENCE was on her way south. Carrier Qualifications were conducted during the transit south to Guantanamo Bay, Cuba.
3. (U) Following a brief period of anchor at GITMO on January 30 the Valions and CV-62 continued REFIRA in the Guantanamo Operating Area (W-1001). After eight days of REFIRA, INDEPENDENCE began a transit north for a port visit at Nassau from February 11-14.
4. (U) After the brief rest period provided by Nassau, VA-15 headed north to home waters for six days (17-23 FEB). They operated in the Jacksonville Operating Area. On February 24th, the INDEPENDENCE was back in port and the Valions were home until the middle of March.
5. (U) VA-15 did not rest though - COMLAWING ONE held a corrosion audit. By 17 March VA-15 was once again underway and preparing for TYT 2, 3, and ORE.
6. (U) Type Two Training began on March 26 with XO, CDR B. L. Duff leading a long range strike from the JAX Op Area to Cherry Point, N.C.
7. (U) Flight operations were in full swing until the Valions pulled in for four days liberty in Ft. Lauderdale from April 3-7.
8. (C) Like all port visits, Ft. Lauderdale ended quickly and on April 8 the Valions were participating in a long range strike to Vieques target area. Flying continued and on April 16 the Operational Readiness Evaluation began. By the 18th of April VA-15 had flown 168.5 hours in two and one half days and had dropped over 205,000 lbs of ordnance. The Valions emerged from the ORE with a grade of Low Outstanding.
9. (C) Before liberty in Saint Thomas, the Valions provided tanker services to F-14s in Mobile Sea Range - an exercise consisting of various missile shoots against target drones.
10. (C) On April 28th VA-15 was once again underway following four days in Saint Thomas. From the 28th until May 6th, CV-62 was a major participant in Ocean Venture 82. Operations included working with the Puerto Rican Air National Guard as the Indy transited south of Puerto Rico and Jamaica. CV-62 then headed up past the Yucatan Peninsula and into the Gulf of Mexico where VA-15 lead and participated in strikes against AVON Park and Eglin AFB targets.
11. (U) After transiting through the Florida Strait and back north, the Valions pulled into Norfolk on May 10. Shore-based operations continued at Cecil Field until 5 June during which time VA-15 participated in a Three-Day-War.

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12. (U) VA-15/CV-62 Med Cruise 82 officially began on June 7 with the INDEPENDENCE steaming south conducting carrier quals.
13. (C) On June 13th USS INDEPENDENCE (CV-62) joined up with USS FORRESTAL (CV-59) and began an easterly transit of the Atlantic. Dual Carrier Battle Group operations were conducted from 13-16 June prior to inchop on 19 June.
14. (C) After inchop on the 19th the Valions headed east to participate in Exercise Daily Double from 22-26 June. During the four day exercise VA-15 flew low levels from the Ionian into the Peloponesus.
15. (C) After Daily Double the INDEPENDENCE steamed west to meet up with USS EISENHOWER east of Sardinia for a turnover on 28 June. Following turnover with "IKE" VA-15 headed to Naples for a port visit from 29 June - 9 July.
16. (C) On 9 July the Valions transited the Strait of Messina and were steaming to Bagel Station, a point where they would spend a majority of the time left in 1982. By July 12th they had arrived and assumed a MODLOC position around a point at 3330N 34E.
17. (C) Bagel Station operations continued throughout July highlighted by a 48 hour endurance exercise from 22-23 July. On July 26th CV-62 assumed the role as home ship to US UH-1 Huey Helicopters. These helos were being used to shuttle Presidential Envoy Philip Habib between Cyprus, Juniyah and Israel.
18. (C) To reach Naples for a scheduled two day port visit on August 3, the INDEPENDENCE began her westerly transit on July 30th. Prior to pulling in on the 3rd CW-6 conducted flight operations within the Libyan Flight Information Region. The Valions provided tanker assets to F-14 CAP aircraft.
19. (C) By August 5, CV-62 was again underway heading east back to Bagel Station. Again, before going back, CW-6 aircraft flew in the Libyan Flight Information Region. Turnover of Bagel Station responsibilities were conducted on August 8th with the USS FORRESTAL after which she headed west for a port visit in Benidorm, Spain.
20. (C) From the turnover until relieved by the FORRESTAL on September 5, VA-15/CV-62 continued with moderate operations on Bagel Station. Alert 15 minute SUCAP was begun on August 10 - responsibility for the alert being alternated between the three attack squadrons.
21. (U) After being relieved by CV-59, USS INDEPENDENCE steamed west to a well deserved rest in Naples from 9-19 September.
22. (U) Display Determination, a multi-national exercise was scheduled following the Naples port visit but on 22 SEP, CV-62 had to sortie back to Bagel Station following the massacre of PLO refugees in Lebanon.
23. (C) By September 25 VA-15 was once again on Bagel Station where they remained until October 23. A port visit in Athens was scheduled for October 25th. Prior to pulling into port, CW-6 again flew inside the Libyan Flight Information Region.

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24. (U) November was spent entirely on Bagel Station with VA-15/CW-6 flying six cycle days for four days then two off. Highlights for November included the sinking of the ex-USS LARDNER.
25. (C) On December 3, 1982, AE 313, a VA-15 A-7E was lost at sea following a hook skip bolter. The pilot, Lieutenant Pete Nicolai ejected safely and was picked up by a HS-15 SH-3 Helicopter within minutes.
26. (U) Two days later, on 5 DEC, the INDEPENDENCE was relieved by the USS NIMITZ (CVN-68) west of Bagel Station and from 5-10 DEC, CV-62 conducted a west-bound transit of the Med to be inport Rota, Spain on 11 DEC.
27. (C) On December 8, VA-15/CW-6 again flew in the Libyan Flight Information Region.
28. (C) Transit of the Atlantic took ten days from 12-22 December. The transit went along 33N then up to Norfolk. On 21 December all eleven VA-15 aircraft flew off to NAS Cecil and a day later the rest of VA-15 arrived in Norfolk.
29. (U) Christmas leave period began on 22 December and lasted through the remainder of 1982.

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FLIGHT STATISTICS FOR 1982

1. (C) Flight Hours:
  - a. (C) Total: 5705.5
  - b. (C) Day: 4060.7
  - c. (C) Night: 1644.8
  
2. (C) Embarked Hours:
  - a. (C) Total: 5002.9
  - b. (C) Day: 3556.3
  - c. (C) Night: 1446.6
  
3. (C) Shipboard Landings:
  - a. (C) Total: 2592
  - b. (C) Day: 1664
  - c. (C) Night: 928

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ORDNANCE EXPENDITURE

MK76	3819
MK106	243
MK82	758
MK821	500
MK83	85
MK831	0
MK84	20
MK841	0
MK45 FLARE	76
MK58 FLARE	302
20MM	43, 978
AIM-9	0
2.75 RKT	4
5.00 RKT	53
MK83 LGB	0
BDU 36C	03
BDU 20C	02
RR129 CHAFF	148
RR172 CHAFF	15 ROLLS
MK60	2
MK20 ROCKEYE	08
MK36 MINE	05
MK36 DST	04
MK40 DST	02

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Enclosure (5)

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ATTACK SQUADRON FIFTEEN  
ADVANCEMENT/RETENTION STATISTICS FOR CY 1982

ADVANCEMENTS

E-3 to E-4 = 60

E-4 to E-5 = 30

E-5 to E-6 = 07

E-6 to E-7 = 03

E-7 to E-8 = 01

E-8 to E-9 = 00

RETENTION

FIRST TERM = 25/60%

SECOND TERM = 06/75%

CAREER = 08/80%

ATTACK SQUADRON FIFTEEN  
OFFICER ROSTER FOR 1983

RANK/NAME

CDR DUFF, BYRON LYNN  
CDR KAPPEL, LESLIE G.  
LCDR MONROE, WILLIAM HOWREY  
LCDR RITZERT, BERNARD URBAN JR.  
LCDR TANKERSLEY, CARL MARK  
LCDR SCHMIDT, JOSEPH DUNN  
LT HARMON, JAMES LOREN  
LT WHITE, KENT D  
LT JENKINS, JAMES SINGLETON  
LT GIRARD, ROBERT RAYMOND  
LT CHAMBERLIN, WILLARD L (CVW-6)

RANK/NAME

LT RUPPERT, RALPH SCOTT  
LT O'DONNELL, JOHN HUBER, III  
LT NELSON, ROBERT LOREN  
LT BRANCH, TED NELSON  
LT NICOLAI, PETER E  
LT HARDING, WILLIAM EUGENE  
LTJG GEIB, DOUGLAS JAMES  
LTJG REEVES, JAMES ROY  
LTJG RUBEL, JOHN PETER  
CWO3 HUUKI, ARNOLD EDWARD  
CWO3 CASE, GEORGE SHELTON

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VA-15/00/BLD:tb  
3760  
Ser C-1  
12 January 1983

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From: Commanding Officer, Attack Squadron FIFTEEN  
To: Commander, Light Attack Wing ONE

Subj: End of Cruise Report (U)

Encl: (1) (C) Operations Comments  
(2) (C) Maintenance Comments  
(3) (U) Admin/Pers Comments  
(4) (U) Safety Comments

1. Attack Squadron FIFTEEN deployed onboard USS INDEPENDENCE (CV-62) from 8 June 1982 until 22 December 1982, as a component of Carrier Air Wing SIX operating with the Sixth Fleet in the Mediterranean Ocean. The majority of the deployment was spent in support of CTF 61 during the removal of the Palestine Liberation Organization from Beirut, Lebanon as well as in support of the Multinational Force in Lebanon. Departmental inputs and lessons learned are contained in enclosures (1) through (4).

B. L. DUFF

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COMCARAIRWING SIX

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Enclosure (11)

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OPERATIONS

1. (C) General. Involvement with the multitude of crisis facing Lebanon and the Middle East provided the opportunity for the squadron to realize why U.S. Naval carrier presence is required in the Med. Unfortunately, the reality of being on station and ready, but not called upon, complicated the planning and management of Primary Mission Area (PMA) qualifications, Limited OPTAR, used principally for basic force requirements such as SSSC, compounded the difficulty in maintaining PMA qualifications. These problems were generally overcome through multiple missions, imaginative use of smokes as targets and experience gained from Indian Ocean operations on the previous cruise.

2. (C) Airplan. Except for special exercises, the squadron operated with seven aircraft on deck, flying a six-aircraft schedule, plus spares. Provided the squadron OPTAR budget could support the sortie, spares were launched when desired. Five or six events per day were normal with a 1 + 15 cycle time on event one, a 1 + 30 cycle time on the last event and the middle events scheduled for 1 + 45. Event one was primarily used for SSSC, ACM, DCM and DACT. In general, the tanking commitment was one KA-7 every other event. With very little prodding from squadron operations officers, all events were double or triple tasked, with Strike Ops being very responsive to squadron needs. When the Marines were ashore, a ten-minute CAS alert posture was maintained during day hours and a thirty minute posture set at night. The three attack squadrons rotated the alert resulting in live ordnance (and no practice ordnance) being carried every third day.

3. (C) Targets/Low Levels. Pachino Target and Sicilian Low Levels were used whenever transiting within range. Additionally, High-Low-High profiles were flown from Bagel Station (sixty miles due south of Cyprus) to Pachino. Tanking plus three drop tanks were required for the round trip accurately simulating many contingency targets that were planned. Avgo Nisi target in the Greek islands was available if the Airwing could send a Liaison Officer to Larissa, Greece. Additionally, a forty-five day lead time is now required to schedule Greek targets. The tenuous schedule and logistics problems of stationing a Liaison Officer in Larissa limited our use of Avgo Nisi to a single three day period. Mark 58 smoke markers were used for most Primary Mission Area training. The most imaginative uses were: CAS with an airborne FAC in a Huey on loan from CTF-61; a coordinated strike on a smoke pattern laid by a helo representing an airfield; and SAREX's using a survivor represented by smoke. CAS was also performed in the wake using a ground FAC stationed on the fantail. CTF-60 provided us with WAS targets by issuing a warning that any U.S. unit within 200 miles of the battle group or transiting to and from the battle group was fair game. The CAS work with the Marine FAC'S was performed during the week prior to the removal of the PLO from Beirut. The coordinated strike performed on the smoke runway was one of two coordinated efforts actually flown during the cruise. Continued presence in the Eastern Med. either in support of troops ashore or as a poised striking force, dictates the opening of land targets within range of Bagel Station. Efforts must be initiated to re-open targets at Konya, Turkey, or other suitable sites. Pilot proficiency and weapons system accuracy require exercises using land targets.

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4. (C) Ground Training. With more days at sea than money to fly, ground training remained on track. Contingency targets prepared and briefed by the junior officers tied a lot of the ground training together. The junior officers were very enthusiastic and anxious to inject new tactics and solicit discussions from the more experienced target planners. The idea was enjoyable, successful and adopted by the airwing.

5. (C) OPTAR. The tenuous schedule made OPTAR management a major problem. The Third and Fourth Quarter FY-82 schedule originally indicated USS INDEPENDENCE would spend about half the period in port. We arrived on Bagel Station at the end of June short of money for the number of at-sea days facing us. Four cycle flying days were attempted, but did not provide sufficient sorties to keep all pilots night current. Five cycle days, with 1 + 30 cycles, were used to increase the number of sorties, and thus traps, available. The cost to the deck and maintenance effort was expensive, but night qualifications were maintained.

6. (U) LSO. With clear weather, calm seas and great visibility, being an LSO on Bagel Station was a routine, monotonous job - 95% of the time. The problems of maintaining night proficiency and operating in a no-divert environment dictated that team leaders be constantly wary of LSO complacency. LSO training on Bagel Station became a high priority for the team leaders. Because of the ideal "waving" conditions, it provided continuing opportunities to give the pickle to the new guys. VA-15 started the cruise with one wing-qualified LSO. As a result of an aggressive airwing training program, the Valions now have one wing LSO, a squadron LSO and two more trainees with a squadron qual attainable in the near future. NOWLAS training became a part of the daily regimen for a majority of the flying days on Bagel Station. The first event of the day was usually devoted to this training. By the time an LSO under training receives his squadron qual from CVW-6, he is quite proficient in the use of NOWLAS. Proficiency for nuggets, new arrivals or marginal performers is helped by "Rockie Round-ups" when in the area of a suitable divert field. Eighteen to twenty aircraft are launched and brought down six at a time for a night touch and go and a trap. This was done on four occasions and was extremely beneficial.

7. (C) Readiness. As a result of the non-availability of overland targets, our readiness in the Primary Mission Areas declined over the deployment. Innovative ideas with smoke, maximum use of facilities when available and conducting the three day war three weeks prior to deployment enabled us to maintain qualifications for most of the cruise. The impact of no land targets finally began to be felt in November. As a comparison, below are listed the PMA averages for the first and last month of the deployment. AAW training was improved as a result of an aggressive DACT program within the airwing.

	AAW	ASU	STW	AMW	MIW	MOB	CCC
JUN 82	78.8	82.1	83.4	81.4	75.8	96.4	87.4
DEC 82	100	78.5	68.6	65.9	96.2	91.8	87.8

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8. (C) Ordnance expended from 7 June thru 31 December 1982.

<u>NALC</u>	<u>TYPE</u>	<u>QUANTITY</u>
A651	20mm/TPT	1010
A890	20mm/HBI	12,251
A891	20mm/TP	14,816
E488	MK-82	104
E505	MK-83	57
E957	MK-106	107
E973	MK-76 (INERT)	2,180
F244	MK-82 (INERT)	29
F278	MK-84	20
H295	5" ZUNI W/H	20
H664	2.75 W/4	0
L426	MK-45	8
L585	MK-58	270
LW58	DECOY FLARES	14
NW28	RR129 CHAFF	148
NW41	R172 CHAFF	15 ROLLS
	MK-36 MINES	05

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9. (C) Operational Statistics.

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	<u>JUN</u> <u>(7-30)</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u> <u>(1-10)</u>	<u>TOTAL</u>
SHIPBOARD DAYS OP	18	20	19	16	20	20	20	119
SHOREBASED DAYS OP	2	1	1	2	4	2	1	13
TOTAL HOURS	381.90	583.50	534.20	449.90	573.50	566.60	115.50	3201.10
TRNG/OP FLT HRS	93.40	412.80	386.10	263.00	459.60	278.90	98.40	1992.20
OTHER FLT HRS	11.40	51.00	19.90	14.30	11.50	14.90	9.50	132.50
OPERATIONAL FLIGHT HRS	2.00	60.90	93.60	109.40	315.10	114.30	14.00	709.30
TRAINING HRS	91.40	351.90	292.50	153.60	144.50	164.60	84.40	1282.90
SERVICE HRS	277.10	119.70	128.20	172.60	102.40	272.80	3.60	1076.40
TOTAL SHIPBOARD HRS	357.80	582.00	531.20	447.50	568.20	564.70	108.10	3159.50
SHIP DAY HRS	256.70	411.10	388.40	332.50	404.40	387.60	88.00	2268.70
SHIP NITE HRS	101.10	170.90	142.80	115.00	163.80	177.10	20.10	890.80
SHORE DAY HRS	23.50	1.50	3.00	2.40	5.30	1.90	3.40	41.00
SHORE NITE HRS	.60	0.00	0.00	0.00	0.00	0.00	0.00	.60
AVG CREW HRS	23.86	36.46	33.38	28.11	35.84	35.41	6.96	200.06
AVG CREW DAY HRS	17.51	25.78	24.46	20.93	25.60	24.34	5.71	144.35
AVG CREW NITE HRS	6.35	10.67	8.92	7.18	10.24	11.07	1.25	55.71
TOTAL TRAPS	172	291	282	224	301	289	56	1615
DAY TRAPS	114	181	180	149	197	173	38	1032
NITE TRAPS	58	110	102	75	104	116	18	583
AVG TRAPS/PILOT	10.75	18.18	17.62	14.00	18.81	18.06	3.50	100.93
AVG DAY TRAPS/PILOT	7.12	11.31	11.25	9.31	12.31	10.81	2.37	64.50
AVG NITE TRAPS/PILOT	3.63	6.87	6.37	4.69	6.50	7.25	1.13	36.43
BOARDING RATE	90%	86%	94%	92%	94%	93%	87%	91%
DAY BOARDING RATE	93%	90%	96%	93%	96%	93%	88%	93%
NITE BOARDING RATE	84%	80%	89%	90%	90%	94%	85%	88%
BINGO AND/OR DIVERTS	0	0	0	0	0	0	0	0
TOTAL SORTIES SKED	183	296	286	228	307	304	61	1667
DAY SORTIES SKED	124	191	184	152	200	184	46	1083
NITE SORTIES SKED	59	105	102	76	107	120	15	584
TOTAL SORTIE COMPL RATE	99%	98%	99%	99%	99%	96%	96%	98%
DAY SORTIE COMPL RATE	98%	98%	98%	99%	99%	96%	89%	97%
NITE SORTIE COMPL RATE	100%	99%	100%	98%	98%	97%	100%	99%
TOTAL SORTIES FLOWN	182	293	284	226	304	293	59	1641
DAY SORTIES FLOWN	122	189	182	151	199	177	41	1061
NITE SORTIES FLOWN	60	104	102	75	105	116	18	580
TOTAL OPERATIONAL SORTIES	11	55	38	57	159	66	13	399
TOTAL TRAINING SORTIES	42	161	168	85	58	84	44	642
TOTAL SERVICE SORTIES	129	77	78	84	87	143	2	600
MC RATE	52.8	48.1	70.2	75.9	71.5	74.3	85.4	
FMC RATE	24.1	15.0	26.0	46.0	58.0	47.5	62.8	

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10. (C) OPERATING SCHEDULE.

JUNE

- 7 Departed Pier 12, NOB Norfolk for Mediterranean Deployment.
- 7-19 Enroute Mediterranean with USS FORRESTAL Battle Group.
- 19 INDEPENDENCE INCHOPS to the Mediterranean.
- 21-22 Training Anchorage, Naples, Italy.
- 23-28 INDEPENDENCE participates in NATO Exercise "Daily Double".
- 29 Conducted turnover with USS EISENHOWER.
- 29 JUN-9 JUL Port visit Naples, Italy.

JULY

- 7 Congressional Visit: Senator Paul LAXALT (R-NV), Senator Bennet JOHNSON (D-LA), Senator Walter HUDDLESTON (D-KY).
- 12-31 On Station off Lebanese Coast (Bagle Station).
- 14-16 Visit by VADM W. H. ROWDEN, Commander Sixth Fleet.
- 24-26 Visit by VADM T. J. KILCLINE, Commander, Naval Air Forces, Atlantic; VADM W. H. ROWDEN, Commander Sixth Fleet; and Commodore W. J. FINNEMAN.
- 26 Visit by U. S. Ambassador to France, The Honorable Evan GALBRATH.

AUG

- 1 Special Transit Operations.
- 3-4 Port Visit Naples, Italy. Embark Battle Force Sixth Fleet, RADM J. E. SERVICE.
- 7 Special Transit Operations.
- 9 AUG-5 SEP On station off Lebanese Coast (Bagle Station).
- 14 Visit by American Special Envoy to the Middle East, Ambassador Philip HABIB.
- 14 "Steel Beach Picnic".

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16-17 Visit by the Minister President of the State of Baden-Wuerttemberg, Honorable Lothar SPAETH; Deputy Commander in Chief, US European Command, General W. Y. SMITH, USA; and Lord Mayor of Stuttgart, Herr Manfred ROMMEL.

5 SEP Relieved on Bagle Station by USS FORRESTAL.

9-19 Port visit Naples, Italy.

20-22 NATO Exercise "Display Determination" Phase I.

25 SEP- On Station off Lebanese coast (Bagle Station).  
23 OCT

25 Battle Force Sixth Fleet Change of Command, RADM J. E. SERVICE  
OCT relieved by RADM E. H. MARTIN.

1-3 Congressman Dan DANIELS (D-VA), Chairman of the House Armed Services Committee visits INDEPENDENCE.

21 Visit by VADM R. J. HAYS, Commander in Chief U. S. Naval Forces Europe (CINCUSNAVEUR) and VADM W. H. ROWDEN, Commander Sixth Fleet.

21 CVW-6 MISSILEX/Airpower Demonstration.

24 Special Transit Operations.

25-29 Port visit Athens, Greece.

NOV

1 Carrier Air Wing SIX Change of Command, CAPT LAIR relieved by CDR ANDREWS. VA-15 Change of Command, CDR NORDEEN relieved by CDR DUFF.

1-5 On Station off Lebanese Coast (Bagle Station).

5 Battle Force Sixth Fleet departs.

6 Commander Cruiser Destroyer Group EIGHT arrives.

10 207th Birthday of U. S. Marine Corps.

21 SINKEY against ex-USS LARDNER.

22-23 Visit by American Ambassador to Cyprus, Honorable Mr. EWING.

25 Thanksgiving.

25-26 Visit by the Chairman of the Joint Chiefs of Staff, General John H. VESSEY, USA.

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- DEC
- 29-30 Visit by Beirut Press Corps.
  - 5 Turnover with USS NIMITZ Battle Group.
  - 7 Special Transit Operations.
  - 8 MINEX at Pachino Range.
  - 11-12 Port visit Rota, Spain.
  - 12 Chop to COMBECOMFLT.
  - 16 CV vs CV PASSEX with USS AMERICA.
  - 21 CVW-6 Fly-off.
  - 22 USS INDEPENDENCE return to Norfolk.

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11. CRUISE LANDING PERFORMANCE.

<u>PILOT</u>	<u>DG</u>	<u>DBR</u>	<u>NG</u>	<u>NBR</u>	<u>LG</u>	<u>BR</u>
CDR M. B. NORDEEN	3.731	100%	3.659	91%	3.713	98%
CDR B. L. DUFF	3.473	96%	3.680	100%	3.545	97%
CDR L. G. KAPPEL	3.636	100%	3.400	100%	3.563	100%
LCDR W. H. MONROE	3.617	95%	3.721	94%	3.653	95%
LCDR B. U. RITZERT	3.664	95%	3.542	100%	3.628	96%
LCDR C. M. TANKERSLEY	3.562	98%	3.500	94%	3.540	97%
LCDR J. D. SCHMIDT	3.217	94%	3.038	75%	3.151	87%
LCDR A. G. ABERCROMBIE	3.000	100%	3.670	100%	3.500	100%
LT J. L. HARMON	3.429	89%	3.397	85%	3.415	87%
*LT J. D. WHITE	3.323	94%	3.511	93%	3.401	94%
LT J. S. JENKINS	3.545	96%	3.500	89%	3.527	94%
LT R. R. GIRARD	3.598	95%	3.639	92%	3.614	94%
LT R. S. RUPPERT	3.803	97%	3.645	87%	3.750	94%
*LT J. H. O'DONNELL	3.419	99%	2.787	76%	3.212	91%
*LT T. N. BRANCH	3.237	89%	3.043	65%	3.164	80%
*LT P. E. NICOLAI	3.031	82%	3.370	91%	3.119	84%
*LTJG D. J. GEIB	3.186	88%	2.872	67%	3.074	81%
*LTJG J. R. REEVES	3.308	97%	3.156	88%	3.258	94%
<u>SQUADRON TOTALS</u>	3.434	94%	3.368	86%	3.409	91%

\* FIRST TOUR

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MAINTENANCE

1. Aircraft Mission Capable Status:

MONTH	FMC	PMC	MC
JUN	24.1	28.6	52.8
JUL	15.0	33.2	48.1
AUG	26.0	44.3	70.2
SEP	46.0	30.0	75.9
OCT	58.2	13.3	71.5
NOV	47.5	26.8	74.3
DEC	62.8	22.6	85.4

2. The Five High Usable Items:

- A. APN 190 Receiver Transmitter (61)
- B. Storage Pack Battery (53)
- C. ASN 90 Inertial Measuring Unit (48)
- D. APX 72 Receiver Transmitter (38)
- E. APQ 126 Program Power Supply (31)

3. The Five High Cannibalization Items:

- A. ASN 91 Tactical Computer Control (15)
- B. ARN 84 Receiver Transmitter (11)
- C. ASW 30 Linear Accelerometer (10)
- D. ASW 25 Control Panel (09)
- E. Kit 1A/TSEC Computer Transponder (09)

4. Engine Removal/Installations: 07

5. Corrosion Control Data:

SAF	m/hrs	13419.6
MAF	m/hrs	9024.1
Total	m/hrs	22443.7

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ADMIN/PERS COMMENTS

1. (U) TAD Funding - No problems experienced on TAD funding mainly due to the INDY's excellent management of funds. Recommend follow the provisions of CV62 INST 7301.1 when requesting TAD funding. This also includes Emergency Leave funding request.
  
2. (U) Supply - Administrative supplies are at a premium and low on the supply priority list. Ensure you have enough CPT supplies (ribbons, disks, typing elements), OCR documents and other service record documents. Taking extra office supplies is always advantageous.
  
3. (U) AUTOVON Access - Autovon is very limited in the Mediterranean. Autovon is available for use at NSA Naples after working hours. Security clearance is required prior to access.
  
4. (U) Indoctrination "I" Division - Newly reported personnel were immediately made to feel welcome during the "I" Division Indoctrination period. A new policy not to assign newly reported personnel to other divisions until they have completed the indoctrination process was initiated. This effort has been most beneficial to a new recruit.

## SAFETY

1. (U) The deployment was unique in that the squadron faced an unanticipated Indian Ocean-type blue water deployment in the Mediterranean. Though divert fields were available, they were not used because of diplomatic ramifications.
  
2. (U) Complacency. Being on the line for lengthy periods with a semi-routine flying schedule generated a concern that complacency might develop. This complacency was similar to "Gonzo Syndrome" of Indian Ocean deployments and contained all the same insidious personal and professional hazards.
  - a. (U) Periodic NATOPS/Safety/Training lectures and reviews assisted in combating this complacency.
  
  - b. (U) Safety/QA audits of personnel procedures, workcenter spaces and operational environments stressing professionalism and by-the-book performance assisted in combating complacency (also enhanced scheduled sortie completion).
  
  - c. (U) Face-to-Face meetings between the Safety Officer and ship's company division officers/department heads enabled problem areas to be surfaced and resolved prior to the problems getting out of hand.
  
  - d. (U) Active interest in Damage Control training of personnel and material condition of assigned spaces provided complacency relief and decreased the numbers of personnel injuries per month over the course of the deployment.
  
3. (U) Deck. The carrier flight deck suffered additional wear and tear due to a constant on-the-line status. The deck non-skid wore thin and was prone to be very slick with only a small amount of oil/grease/water accumulation. This situation required constant attention by all to avoid crunches.
  
4. (U) FOD. Two, three, four, some days more, FOD walkdowns per day enabled 150 plus FOD-free days while deployed. The FOD walkdowns were all hands evolutions. Pilots, plane captains and maintenance personnel additionally "walked" the area adjacent to squadron aircraft and dived the intake ducts prior to all starts.
  
5. (U) Stand-downs/Back-in-the-Saddle. Innovative presentations following port visits and blue water no-fly periods served to arrest non-flying thoughts and helped resume compartmentalized, professional thinking by all.
  
6. (U) Hazards. The squadron developed jointly with sister A-7 squadron an easy-to-read aircraft emergency procedures "gouge" which was distributed to Air Ops, the Air Boss and the Captain. The "gouge" lent ship-airwing standardization to all procedures and all concerned knew peculiar aircraft requirements and pre-planned expeditious responses to problems.
  - a. (U) The squadron lost an A-7 due to a stuck throttle for an undetermined cause. No injuries resulted from the mishap. There were no major injuries to any personnel during the deployment.

b. (U) The squadron experienced the failure of a gun compartment purge air valve which caused four 20mm TP ammo rounds to burst. Investigation is underway to determine prevention of similar incidents in the future.

7. (U) Overall. The deployment was conducted professionally without a major personnel injury or a FODded engine despite the long, routine at-sea-periods and slick flight deck. This was accomplished through extensive communication between all hands in an effort to meet all assignments professionally.