



DEPARTMENT OF THE NAVY
ATTACK SQUADRON TWENTY FIVE
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA 96601

VA-25
1972

VA-25:00:b1b
5750
Ser: 330

04 SEP 1973

From: Commanding Officer, Attack Squadron TWENTY FIVE
To: Chief of Naval Operations (OP 05D2)

Subj: Command History for 1972; submission of

Ref: (a) Your ltr OP-05D2/5720.12B

Encl: (1) ATKRON TWENTY FIVE Command History for 1972

1. In accordance with reference (a) and OPNAVINST 5750.12B enclosure (1) is submitted.

P. M. Moore
P. M. MOORE

Attack Squadron TWENTY FIVE left Naval Air Station, Lemoore, California in January 1972, with seven airplanes for a two week Weapons Deployment to U.S. Marine Corps Auxiliary Air Station, Yuma, Arizona. We arrived there only to be greeted by a message grounding all A-7E aircraft for potential engine problems. After four days of "Fun in the Sun", the squadron was granted a "one time" flight on all aircraft, and we returned to Lemoore.

While the full complement of TF-41 engines were undergoing individual disassembly and inspection, we were able to continue our much needed training with the assistance of VA-122, the A-7C/E training squadron. They loaned us six TF-30-P408 powered A-7C aircraft for five weeks.

On 19 May 1972, Commander Juan H. CARCABA was relieved as Commanding Officer of Attack Squadron TWENTY FIVE by Commander Edwin A. GREATHOUSE in ceremonies at Naval Air Station, Lemoore, California. The last three weeks in June found the squadron at Naval Air Station, Fallon, Nevada for three weeks of concentrated weapons delivery training. We were joined the last two weeks by the remainder of Air Wing TWO for training in co-ordinated air strikes, rescue and recovery, and competitive exercises.

The middle of July saw VA-25 aboard USS RANGER (CVA-61), our home away from home for the next cruise, day-carrier qualifying its pilots. The scheduled night qualifications landings were cancelled as RANGER received instructions to return to Hunters Point Naval Shipyard to accomplish repairs on a disabled reduction gear.

Upon invitation of the Kansas City Chiefs professional Football Club in September of 1972, VA-25 performed a Flyover as a tribute to the nations POW-MIA's with 4 A-7E's before a home crowd of 82,000 fans and a National Television audience.

After six weeks we were back aboard RANGER, with the rest of the Air Wing, to complete day/night carrier qualifications and four weeks of pre-cruise exercises and drills. USS RANGER, CVW-2 and VA-25 departed Alameda, California, on the morning of 16 November for the 1972-73 WESTPAC Cruise amid rumors of possible peace settlements.

We arrived in Subic Bay Republic of the Philippines on 1 December. Spending only four days in port, we departed for five days of "build up" operations off the Philippines, then were off for our first taste of combat for the cruise. Our first missions were combat support in South Vietnam, Cambodia and Laos.

During this time frame, American Air Power was restricted to below 20° North Latitude. The peace talks were in session but no progress was being made, and on 17 December RANGER reported for duty on Yankee Station in the Gulf of Tonkin off North Vietnam. The "Word" wasn't long in coming, **That** same night we received the news; back to Hanoi and Haiphong, and the "twelve day war" commenced. We flew night "Iron Hand" missions in support of the B-52's bombing Hanoi and Haiphong; a real introduction to combat for the fourteen "nugget" aviators in the squadron. The next twelve days involved air wing strikes, day and night mining of the harbors and water ways, "Iron Hand" missions, and search and patrol for several enemy missile launching patrol boats known to be in the waters around North Vietnam. On the 3rd of January we departed the line and headed for Subic Bay for eight days of R & R.