



DEPARTMENT OF THE NAVY  
ATTACK SQUADRON TWENTY FIVE  
c/o FLEET POST OFFICE  
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Encl: (1) Attack Squadron TWENTY FIVE Command History for  
1974

1. In accordance with reference (a), enclosure (1) is  
submitted.

  
G. R. VEZINA

## ATTACK SQUADRON TWENTY FIVE COMMAND HISTORY CY 1974

After the 1973 holiday season VA-25 again returned to training missions flown from Naval Air Station, Lemoore, California. Primary emphasis was placed on preparing squadron pilots for carrier qualifications to be held from 19 February through 21 March 1974. In addition, this period was used to peak the Ranger and CVW-2's operational readiness for its forthcoming deployment to the Seventh Fleet.

During the period 19 February through 21 March 1974 Attack Squadron TWENTY FIVE flew a total of 360 sorties (269 day/ 91 night), amassed 655.2 flight hours, and totaled 318 carrier landings. It was during this pre-deployment training that VA-25 suffered its only aircraft loss of 1974. On 7 March 1974, LT Robert A. SCHREIBER was forced to eject from his A-7E shortly after takeoff from Naval Air Station, Miramar, enroute to the Ranger. The ejection was successful and the pilot was recovered unharmed, however the aircraft was a loss.

Attack Squadron TWENTY FIVE aircraft flew off the Ranger to our home base, Naval Air Station, Lemoore, California on 21 March 1974. The remainder of the squadron arrived at Naval Air Station, Alameda with the Ranger on the following day.

On 5 May, Commander Paul M. MOORE was relieved as Commanding Officer of Attack Squadron TWENTY FIVE by Commander George R. VEZINA in ceremonies at Naval Air Station, Lemoore, California, which included a fly over by two vintage Stearman aircraft, the primary trainer for Navy pilots in WW II. Even the squadron mascot "Charger Green the Supergoat" was decked out in dress whites and standing at attention.

Two days later the squadron embarked aboard Ranger for its third Westpac cruise with the "Top Gun of the Pacific". On the morning of 7 May Ranger and CVW-2 again sailed west making way beneath the Golden Gate. First stop on our twenty-one day voyage would be Pearl Harbor.

We arrived in Pearl the afternoon of 13 May to refuel and coordinate with local commands for briefings pertaining to practice target areas we would be using for coordinated strikes.

On the morning of 14 May we were again surrounded by the blue of the Pacific and Ranger launched the first sorties of the 1974 Westpac cruise.

Enclosure (1)

23 May Ranger set course for the Philippines, a transit that would take fourteen days. Most of the passage was devoted to preparing squadron pilots for operations in the South China Sea, and maintaining a high degree of readiness for a probable overflight by Russian long-range reconnaissance aircraft.

The overflight did occur on the morning of 29 May; however, no VA-25 aircraft was utilized in escort operations, although many hours of alert were stood by the Fist of the Fleet as a back-up for the fighter aircraft.

On 6 June 1974 Ranger entered Subic Bay, Republic of the Philippines and spent 13 days in port prior to departing for our first at sea period in the South China Sea. Most of the time in port was spent establishing shore detachments and coordinating with various commands for briefings, rules and procedures for operating in the Cubi Operations area.

19 June through 28 September 1974, Ranger and CVW-2 trained in the Philippine Operation areas sharpening the skills of both aviators and sailors, to maintain peak combat readiness.

Several exercises were employed to preserve the coordination between CVW-2 and Ranger, amongst the best was the Air-to-Air Warfare Exercise (AAWEX). In this exercise CVW-2 aircraft defended Ranger against incoming "unfriendly" aircraft, which were provided by other airwings operating in the Cubi area.

The only divergence to an otherwise peaceful cruise occurred when Ranger was enroute to Hong Kong 10 August 1974. Due to increasing tension in Southeast Asia Ranger was tasked by the Joint Chief's of Staff (JCS) to sail into the Gulf of Tonkin. This marked the first time a major United States combatant had been in the Gulf of Tonkin since the ceasefire in Vietnam.

After a day in the Gulf, the Ranger again steamed for Hong Kong, for seven days of liberty.

After departing Hong Kong the Ranger headed for Subic Bay and the last operating period in the South China Sea. Most of this at sea period was devoted to maintaining carrier landing proficiency by CVW-2 pilots.

Following a 12 day stay, used to cross deck arriving assets to other carriers, Ranger and Attack Squadron TWENTY FIVE departed Subic Bay enroute to Alameda, California via Pearl Harbor. During the cruise the squadron flew a total of 1027 sorties, logged 1683.1 flight hours, and made 1156 carrier landings.

The squadron aircraft flew off the Ranger on the morning of 16 October 1974, with the remainder of the squadron returning with the Ranger at Naval Air Station, Alameda the following day.

After a welcomed standdown and Thanksgiving vacation, the squadron prepared for a short carrier qualification period in early December. During this period VA-25 totaled 32 carrier arrested landings on the deck of the Ranger while the ship was steaming off the coast of California.

The year ended as it began with the squadron conducting training flights from Naval Air Station, Lemoore in preparation for its next deployment with the Seventh Fleet.