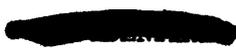


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PART I

I. CHRONOLOGY OF HIGHLIGHTS 1967.

- 1. 1-31 January 1967. Tonkin Gulf Combat.
- 2. 13 January 1967. LT WOODBURY and LT WALMAN attempt rescue of Law-case 345.
- 3. (C) 16 January 1967. CDR CHURCH, LTJG GARDINER, LT WOODBURY and LTJG MARCUS bomb 4 Batt. P. Laos.
- 4. 2 February 1967. Inport Cubi Point, P. I.
- 5. 5 February 1967. Departed Cubi Point, P.I.
- 6. 9 February 1967. Arrive NS Yokosuka, Japan.
- 7. 14 February 1967. USS CORAL SEA departed for NAS Alameda.
- 8. 15 February 1967. Most airwing officers airlifted to Travis AFB and NAS Lemoore to be reunited with their wives and families.
- 9. 23 February 1967. USS CORAL SEA arrived Alameda, squadron returned to NAS Lemoore. Commenced 30 day leave period.
- 10. 26 March 1967. Began 1967 training cycle.
- 11. 31 March 1967. VA-25 officers overnight party, called the "Hail and Farewell" Party, at the "Hacienda" in Fresno.
- 12. 31 March 1967. VA-25 transferred to CVW-15.
- 13. 14 April 1967. Personnel inspection and awards ceremony.
- 14. 19 April 1967. COMFAIRALAMEDA held VA-25's ADMAT Inspection.
- 15. 19 April 1967. VA-25 held an "ALL HANDS" party at NAS Lemoore EM Club.

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16. 23-29 April 1967. VA-25 deployed to NAAS Fallon, Nevada for its weapon deployment.
17. 3 May 1967. VA-25 pilots day qualified aboard USS CORAL SEA.
18. 17 May 1967. VA-25 CO, CDR BURDEN, held a party for all officers in residence.
19. 22-23 May 1967. VA-25 pilots day and night qualify aboard USS CORAL SEA.
20. 8 June 1967. COMFAIRALAMEDA held maintenance department portion of VA-25's ADMAT.
21. 9 June 1967. VA-25 celebrated the twentieth anniversary of receipt of the Douglas Skyraider in ceremonies at the squadron hangar.
22. 19 June 1967. Less than four months after returning to NAS Lemore from the 1966-67 WESTPAC cruise, VA-25 again transferred command to the USS CORAL SEA to begin exercises in preparation for the 67-68 WESTPAC cruise.
23. 20-30 June 1967. VA-25 participated in the WEPTRAEX (Weapons Training Exercise) as a component of Air Wing 15.
24. 1-6 July 1967. USS CORAL SEA inport at Alameda.
25. 7-13 July 1967. VA-25 with CVW-15, aboard USS CORAL SEA and in company with other task unit ships, participated in the operational readiness exercise, operation "Dynamic Action".
26. 14-25 July 1967. The officers and men of Attack Squadron 25 made final preparations for the forthcoming cruise as the USS CORAL SEA was inport at Alameda.

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27. 19 July 1967. LT Ronald H. WILLIAMSON was killed in the crash of a Piedmont Airliner in North Carolina.
28. 26 July 1967. USS CORAL SEA, with a full complement of men and aircraft got underway for her 1967-68 WESTPAC cruise.
29. 30 July 1967. VA-25 with CVW-15 aboard USS CORAL SEA, with other support ships, began a three day Operational Readiness Inspection.
30. 31 July 1967. USS CORAL SEA docked at Pearl Harbor for one day of liberty.
31. 1 August 1967. USS CORAL SEA again got underway to continue with operations in connection with the ORI.
32. 3 August 1967. The ORI was terminated with a flyoff of the squadron aircraft to NAS Barbers Point, and the USS CORAL SEA returned to Pearl Harbor for two days of liberty and debrief on the ORI. VA-25's score was 92.95, or Excellent.
33. 5 August 1967. USS CORAL SEA got underway for NS Yokosuka, Japan.
34. 13 August 1967. USS CORAL SEA arrived, NS Yokosuka, Japan.
35. 17 August 1967. USS CORAL SEA departed for NAS Cubi Point, P.I.
36. 19 August 1967. LCDR Fred H. GATES was killed when his engine failed while attempting recovery aboard the ship. Airwing 15 was conducting simulated strikes in the vicinity of Okinawa.

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37. 20 August 1967. Air Wing 15 participated in "Operation Blue Skies" with the Nationalist Chinese forces. ENS Larry R. RAMSEY made USS CORAL SEA's 170,000 landing. LCDR John G. McDERMOTT and LTJG Charles F. THOM II made an emergency landing at Hsin Chu AB, Taiwan, and spent three days learning about the nationalist Chinese people and her Air Force..
38. 21 August 1967. A memorial service was held on the hangar deck for LCDR F. H. GATES.
39. 22-24 August 1967. USS CORAL SEA moored to Leyte Pier at NAS Cubi Point, P. I.
40. 25 August 1967. USS CORAL SEA got underway for Yankee Station.
41. 27 August 1967. VA-25 and CVW-15 conducted warm-up air operations in the Gulf of Tonkin, preparatory to Yankee Team Operations.
42. 28 August 1967. VA-25, aboard USS CORAL SEA, began combat operations in the Gulf of Tonkin.
43. 30 August 1967. LTJG Lawrence E. GARDINER ditched his aircraft at sea and was rescued unhurt by an air force Jolly Green helicopter.
44. 15 September 1967. LTJG C. F. THOM II made USS HORNET's (CVS-12) 102,000th landing.
45. 17 September 1967. LTJG Aubrey A. NICHOLS made USS CORAL SEA's 172,000th landing.
46. 30 September 1967. VA-25 and USS CORAL SEA departed Yankee Station for an eight day rest period at NAS Cubi Point, P. I.
47. 1 October 1967. In ceremonies on the hangar deck, CDR Clifford E. CHURCH, Jr. relieved CDR James D. BURDEN as Commanding Officer of Attack Squadron TWENTY FIVE.

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48.(C) 2 October 1967. USS CORAL SEA and VA-25 began a nine day period inport NAS Cubi Point, P. I. Many of the officers were able to visit Bangkok, Thailand, during this period. ALE-29 and APR-27 electronic equipment was installed in all squadron aircraft.

49. 11 October 1967. USS CORAL SEA and VA-25 were again underway for Yankee Station.

50. 14 October 1967. LCDR Ralph W. SMITH and LCDR Ronald L. BOLT sighted an RA-3 on fire, and protected 2 downed crewmen until they could be picked up by a SAR helicopter.

51. 24 October 1967. LCDR's Rosario "ZIP" RAUSA and Ronald BOLT, with LCDR RAUSA acting as on-scene-commander, coordinated a swift and effective rescue of a downed Air Force pilot 2 miles south of the Do Son Peninsula.

52. 28 October 1967. USS CORAL SEA headed for R & R at NS Subic Bay, the first of VA-25's aircraft were taken into a hangar at AMD, NAS Cubi Point where installation of the Stanley Aviation Corp. built A1 Yankee Seat began. VA-25 A1's were the first in the fleet to be outfitted with the new escape system.

53. 29 October 1967. USS CORAL SEA arrived at NS Subic Bay, P. I.

54. 3 November 1967. Because of Typhoon "EMMA", USS CORAL SEA left a day early for Hong Kong, and VA-25 left all its aircraft at NAS Cubi Point, for completion of the installation of the Stanley extraction seat.

55. 8 November 1967. USS CORAL SEA, after running five days before Typhoon "EMMA", and rescuing 37 crewman from a freighter which had run aground on Pratas Reef, 175 miles southeast of Hong Kong, anchored in Hong Kong Harbor for three days R&R in the magic city.

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56. 11 November 1967. USS CORAL SEA got underway once more for Yankee Station.
57. 12 November 1967. VA-25 began flying its newly equipped A1's aboard from NAS Cubi Point for Yankee Team operations.
58. 13 November 1967. CVW-15 and VA-25 resumed operations against the enemy in North Vietnam.
59. 7 December 1967. After a statistically productive but relatively unexciting line period, the USS CORAL SEA and VA-25 departed Yankee Station for NAS Cubi Point, P. I.
60. 11 December 1967. The squadron held an all hands picnic at the Dungaree Beach at NAS Cubi Point, P. I.
61. 15 December 1967. Once again, USS CORAL SEA, with VA-25 embarked, got underway for Yankee Station, for her fourth line period, with flight operations commencing on 17 December 1967.
62. 21 December 1967. After 5 days of relatively routine combat missions, the officers and men received their first taste of the approaching Christmas season, as the Bob Hope Christmas Show visited the CORAL SEA for a one-hour, late afternoon show.
63. 22 December 1967. LCDR COOK of VA-155, was shot down and ejected north of Ha Tinh, North Vietnam, and LTJG's Bruce G. MARCUS and L. E. GARDINER, A. A. NICHOLS and Joseph P. DUNN were soon on the scene, but the rescue was unsuccessful.

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64. 22 December 1967. LCDR's William H. RITZMANN and Carter H. MOSER took part in an unsuccessful rescue attempt of "JASON FIVE", near Haiphong harbor.

65. CHRISTMAS At the end of the Christmas "CEASE FIRE", VA-25 SPADS began whittling down the huge number of trucks the Viet Cong were attempting to run north and south during the hours of the "Free Time."

66. 26 December 1967. LTJG B. G. MARCUS was hit by ground fire. Aircraft 401 received a large hole in the prop and a shattered windscreen.

67. 27 December 1967. LT John A. JORDAN and LTJG C. F. THOM II participated in the successful rescue of the pilot of "Carbine One", about 15 miles out to sea from Dong Hoi, North Vietnam.

68. 29 December 1967. LCDR R. L. BOLT, ENS L. R. RAMSEY, LCDR R. M. RAUSA, and LTJG J. P. DUNN took part in a successful rescue of the two crew members of Rock River 203 from VF-161.

69. 30 December 1967. LCDR "Zip" RAUSA captured USS CORAL SEA's 178,000th landing.

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PART II

II BASIC NARRATIVE

1. COMMAND ORGANIZATION AND RELATIONS.

A. COMMANDING OFFICERS AND DATES OF COMMAND. Commander James D. BURDEN assumed command of Attack Squadron TWENTY FIVE on 14 September 1966, when Commander C. W. STODDARD was killed while flying on a mission over North Vietnam, and remained in command until 1 October 1967, when Commander Clifford E. CHURCH, Jr. assumed command of the "Fist of the Fleet". LCDR Stuart A. SKELTON took over as Executive Officer and was later promoted to Commander, as of 1 September 1967.

B. LOCATION OF HEADQUARTERS OR HOMEPORT. Attack Squadron TWENTY FIVE was based aboard USS CORAL SEA until 23 February 1967, when command was transferred to NAS Lemoore. Except for the brief deployment to NAAS Fallon, Nevada, from 23-29 April, command remained at Lemoore until 19 June 1967, when VA-25 again moved aboard USS CORAL SEA, this time for her third Vietnam combat cruise. Command remained aboard the CORAL SEA for the remainder of 1967.

C. MISSION AND FUNCTION OF COMMAND: CHANGES DURING THE YEAR AND AUTHORITY FOR THEM. The mission of Attack Squadron TWENTY FIVE is that of a carrier attack squadron which is to conduct offensive air-to-surface attack operations with special emphasis on nuclear weapons delivery. VA-25 is assigned the following operational tasks:

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- (1) (U) Destroy enemy naval units and shipping.
- (2) (U) Demolish enemy installations including aircraft and submarines at their bases.
- (3) (U) Support amphibious or land combat operations.

(C) It is fitting to note that due to the unique nature of the Vietnam conflict VA-25 has employed several subsidiary techniques that fall under the general category of support of amphibious or land combat operations. These are well suited to the capabilities of the A-1 aircraft, and include rescue combat air patrol (RESCAP) and naval gunfire support. The "SPAD" is able to search for downed pilots for long periods of time and then remain overhead for extended periods and provide protection for them with its abundant supply of firepower and the capability of accurate delivery. Further, the A-1 can escort rescue helicopters, with comparatively slow speeds, to the scene, while continually providing protection for the helicopter and crew. In addition to this capability, the "SPAD" can act as spotters for naval gunfire, directing from the vantage point of altitude, accurate gunfire against hostile targets. The SPADS are also able to provide instant retaliation against shore batteries engaged in counterfire against participating ships.

D. (U) COMPOSITION OF COMMAND. VA-25 embarked in her 1967-68 cruise with 12 Douglas A-1H/J Skyraiders:

NL 401 - 142058	*NL 405 - 137575	NL 411 - 142077
NL 402 - 139734	NL 406 - 137622	*NL 412 - 135390
NL 403 - 134589	NL 407 - 135286	NL 413 - 139680
NL 404 - 134499	NL 410 - 142076	NL 414 - 142070

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** 135300

** 142014

(See the documentary Annex for a list of the squadron complement as of 31 December 1967. See also Section 3a for all aircraft transfers and receipts)

*Lost at sea

** Replacement Aircraft

2. OPERATIONS AND ACTIVITIES.

A. (C) In January, VA-25 continued combat operations in the Gulf of Tonkin, flying RESCAP (Rescue Air Patrol), Naval Gunfire Support, and in-country ground fire support missions over North and South Vietnam and Laos.

On 5 January, LCDR Robin BACON and LTJG Chuck THOM attempted rescue of JURY 200 in the highly defended delta area of the Kidney River near Thanh Hoa, North Vietnam. JURY 200's wingman observed a good chute and saw him fall into some trees, heard a beeper signal from his survival radio, but then saw many people in the area near the downed pilot. The beeper ceased, the chute disappeared, and all signs of life also disappeared. There was intensive small arms fire in the area, and a half hour low level search by the two VA-25 "SPADS" turned up nothing. Lawcase 345 went down on 13 January and LT's WOODBURY and WALMAN searched at low altitude near Hon Me Island, where his wingman had previously sighted a parachute on the ground. It disappeared, however, and the two SPAD's were never able to sight the survivor, despite numerous very low passes on which both aircraft were hit by small arms. LT Charlie HARTMAN, a part of another flight, also suffered several small arms hits searching the area.

(C) On 16 January, a four plane flight led by LTJG GARDINER and including

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(C) CDR CHURCH, LTJG MARCUS and LT WOODBURY was directed to attack an estimated force of four (4) battalions of enemy troops in central Laos. After 5 ordnance runs per aircraft, the FAC (Forward Air Controller) reported all ordnance on target, but could not confirm any troops KIA.

VA-25 departed the on-line forces of CTF-77 on 31 January 1967 for the last time. During this at-sea period squadron attack operations were severely hampered by the winter monsoon "crachin" weather, but VA-25 pilots managed to destroy 5 WBLC's, and damage 5, destroy 3 trucks and damage 3, destroy 5 military structures, destroy 2 bridges and damage 5, cut roads in 13 places and start 9 secondary fires.

The USS CORAL SEA spent 3 days at NAS Cubi Point, P. I. for debriefings before proceeding to NS Yokosuka, Japan on 5 February 1967, arriving on 9 February for more debriefings including the relieving carrier. On 14 February the CORAL SEA departed for CONUS and NAS Alameda. VA-25 shifted command to NAS Lemoore, California on 23 February and began a 30 day leave period for all hands.

The 1967 training cycle began in earnest on 26 March 1967, with concentration centered on ordnance delivery and carrier landing practice, necessary due to the planned short training cycle prior to VA-25's third Vietnamese combat deployment in July.

VA-25 officially became a component of Carrier Air Wing FIFTEEN at midnight 31 March 1967 upon detachment from Carrier Air Wing TWO.

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A personnel inspection was held in conjunction with an Air Wing TWO Awards Ceremony, in which officers and men of Attack Squadron 22, 23 and 25 received awards won during the previous cruise. (See Section III for individual awards).

COMFAIRALAMEDA held VA-25's ADMAT inspection in which the squadron received an overall grade of 93, or excellent. On the same evening the squadron held an "All Hands Party" at the NAS Lemoore Enlisted Men's Club.

VA-25 deployed to NAAS Fallon, Nevada from 23 April to 29 April for intensive training in conventional ordnance delivery techniques. Squadron aircraft were in the air from 0700 to 2300 each day. Squadron pilots also took part in strikes simulating probable combat conditions in Vietnam, flying its RESCAP role, and on each occasion directed a helicopter to "Rescue" at least one downed pilot, previously placed on the ground in an unlikely spot. The last two days were used for the competitive exercises in which each pilot was given an opportunity to prove his skill in each type ordnance delivery. Despite high winds of 20-30 knots gusting to 40, VA-25 pilots won a total of 26 E's for excellence in the competition.

The following week, on 3-4 May, most of VA-25's pilots day qualified in carrier landings aboard the CORAL SEA. Then on 22-23 MAY, the pilots again landed aboard the CORAL SEA, qualifying this time at night. During this period, VA-25 pilots made 43 day and 30 night carrier arrested landings.

On 17 May, the Commanding Officer, Commander Jim BURDEN, held a party for all the officers and their ladies at his home.

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COMFAIRALAMEDA held the MAINT/MAT'L portion of the ADMAT Inspection on 8 June 1967. A grade of 88.23, or good, was assigned as an overall average to the Maintenance Department.

In a ceremony held in the VA-25 hangar on 9 June 1967, RADM Fred E. BAKUTIS, COMFAIRALAMEDA, gave tribute to the Douglas Skyraider, flown by VA-25 for 20 years, since 21 September 1947. Other honored guests joined with squadron officers, men and their guests to celebrate the longevity of the venerable old craft, after which a reception was held at the Officers Club for all the guests. (See Section III, M and N for details. See also the Documentary Annex for photos and program)

On June 19, VA-25 transferred command to the USS CORAL SEA, and embarked on a ten day WEPTRAEX (Weapons Training Exercise), which included both conventional and nuclear evolutions. This was merely a familiarization operation designed to acquaint the new air wing and new personnel to the procedures necessary to accomplish the mission, and paved the way for the ORE (Operational Readiness Exercise) and ORI (Operational Readiness Inspection) soon to follow. The WEPTRAEX concluded with a flyoff to NAS Lemoore on 30 June.

Dependents of the officers and men were very fortunate on 1 July 1967 to accompany the 20 year old ship out to sea and observe carrier operations as CORAL SEA held a Dependents Day Cruise.

After seven days at Alameda, CORAL SEA got underway to participate in the Operational Readiness Exercise "Dynamic Action", which closely simulated actual conditions in the Gulf of Tonkin. VA-25 flew RESCAP, Armed RECCE, Naval Gunfire Support, and ASW Missions in preparation for the Operational Readiness Exercise.

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On 13 July 1967, at the completion of the ORI, CORAL SEA put in at Alameda and all hands made final preparations for the ORI and the forthcoming cruise.

LT Ronald H. WILLIAMSON, USN, 624772, was killed in a tragic civil air accident on 19 July 1967 while enroute home on predeployment leave. Also killed in the same airliner was the newly appointed Secretary of the Navy, John T. MCNAUGHTON. A memorial service was held on 21 July at NAS Lemoore, California Chapel for LT WILLIAMSON.

26 July 1967 saw Attack Squadron TWENTY FIVE, embarked in the USS CORAL SEA, sail under the Golden Gate Bridge bound once more for the Gulf of Tonkin, this time on her third Vietnamese combat cruise.

The Operational Readiness Inspection began early on the morning of 30 July 1967, with long range simulated strikes on Kahoolawe Island in the Hawaii chain. Although the ship put into port at Pearl Harbor for one day, the next four days kept all squadron hands busy in proving the skills they had mastered or improved during the previous training cycle. VA-25 pilots again flew Armed RECCE, strike, ASW, and aerial mining missions, in addition to a nuclear exercise. Total hours during ORI, 141.7 and flights 47, with 33 catapult shots, 33 day arrested landings and 8 night arrested landings. VA-25 reaped a score of 92.95 or excellent.

On 5 August, CORAL SEA departed for Yokosuka, Japan. VA-25 continued to conduct pilot briefings to prepare for the forthcoming combat.

Yokosuka welcomed VA-25 and CORAL SEA on 13 August, and for the rest of the day, squadron, Air Wing and ship's personnel were briefed by personnel from USS BON HOMME RICHARD which was homeward bound.

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CORAL SEA departed Yokosuka on 17 August and continued briefing on Yankee Team Operations.

19 August 1967 was another tragic day for VA-25. While flying practice strikes against ringed and raked targets in the vicinity of Okinawa, LCDR Fred H. GATES, USN, 584467/1310, was lost. His A-1H was ditched into the sea, $\frac{1}{4}$ mile behind the ship, when his engine failed as he was attempting to land aboard the ship with engine trouble.

The following day, as the airwing took part in "Operations Blue Skies", an operation involving saturation penetration of the Taiwan Air Defense identification zone, LCDR Jack McDERMOTT and LTJG Chuck THOM made an emergency landing at the Nationalist Chinese Hsin Chu Air Base, and spent two days awaiting mechanics and parts. On 22 August, the two aircraft flew the 640 miles from HSIN Chu to Cubi Point, Philippines where CORAL SEA had arrived that morning.

Ensign Larry RAMSEY made CORAL SEA's 170,000th landing, making her the first attack carrier ever to record this number of landings.

On 21 August 1967, on the hangar deck of the CORAL SEA, a memorial service was held for LCDR GATES. (See documentary Annex for photos)

Attack Squadron TWENTY FIVE and USS CORAL SEA departed Cubi Point on 25 August 1967 for Yankee Station Operations.

On 27 August, the Air Wing flew familiarization hops over South Vietnam to acquaint aircrews with Yankee Team Operations, and began combat operations in earnest on 28 August. VA-25 began the first day by flying RESCAP and Sea Dragon Sorties.

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LTJG Larry GARDINER, while making a rocket run on a logistics boat near Cap Falaise, North Vietnam, experienced engine failure and ditched successfully at sea on 30 August. An Air Force "Jolly Green" picked him up amid cascading waterspouts caused by enemy shore batteries taking pot shots at the rescue helo. This successful ditching restored confidence in VA-25 pilots who had been wary of the ditching characteristics of the "SPAD" since LCDR GATES was lost while attempting a ditching 11 days before. CDR CHURCH, LCDR McDERMOTT, LCDR W. H. RITZMANN, LCDR MOSER and ENS RAMSEY were instrumental in the successful rescue of LTJG GARDINER, when, disregarding their own safety, they effectively silenced enemy 37 mm shore batteries shooting at the SAR helo.

CDR J. D. BURDEN and Ensign Larry RAMSEY, on a single flight on 7 September, effectively directed naval gunfire for the USS DAMATO on enemy shore batteries, causing three spectacular secondary explosions. The SPADS drew light AAA Fire and also enemy radar lock-on associated with surface to air missiles, but remained on station to direct destroyer fire when the enemy shore batteries began returning fire at the destroyers. With time and ammunition remaining, the two pilots continued on a coastal armed recce, sinking two waterborne logistics craft and damaging two others.

Later the same day LCDR "Speed" RITZMANN and LTJG Chuck THOM, while working with other sea dragon surface units, effectively silenced a coastal gun site on Hon Matt Island, that had taken the three destroyers under concentrated fire.

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LCDR RITZMANN and LCDR Carter MOSER were awakened at 0200 on 11 September for a special RESCAP for a downed Air Force pilot north of the DMZ area. On arrival in poor weather, flares were dropped and LCDR MOSER made several passes to attempt exact location of the survivor with direction finding equipment. He then showed his aircraft external lights over the location for the Helo, and observed light AAA. The downed pilot fired a flare and the Helo was called in. LCDR MOSER then made a pass at 2000 feet and one at 500 feet to check for hostile fire that might endanger the Helo. No further response was evident from the survivor's radio except for the emergency "beeper" and the Helo departed for the sea. When even the "beeper" ceased and visual search was terminated, the SPADS stayed on station for another hour looking and listening for evidence from the survivor that he was still OK. Several ordnance runs were made on lights from the ground.

On 15 September, LTJG Chuck THOM diverted to the USS HORNET with a sump warning light. The deck was ready on arrival and a safe landing was made by LTJG THOM. He had just "stolen" HORNET's 102,000th landing, as the deck had been held open for the Air Group Commander to do the honors! He was airborne again $2\frac{1}{2}$ hours later, but not before cutting the traditional cake on the flight deck and receiving a piece with CORAL SEA printed on it for personal delivery to CORAL SEA's Commanding Officer, Captain SHAWCROSS, from HORNET's skipper. (See Documentary Annex for NAVAIR News Article).

Two days later, LTJG AL NICHOLS captured the honors by making the CORAL SEA's 172,000 landing. (See Documentary Annex for photos)/

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CDR CHURCH, LCDR MOSER, LTJG Joe DUNN and ENS Ted HILL dropped their ordnance under control of an airborne forward air controller on 27 September and succeeded in destroying 12 bunkers and uncovering a tunnel in the "Demilitarized" Zone..

All in all during the first on-the-line period of the 1967-1968 cruise, VA-25 pilots claimed 16 logistic craft destroyed, 31 damaged, 2 flak sites destroyed and one damaged, 5 enemy troops KIA in three engagements and 12 bunkers destroyed and one tunnel uncovered. Other damage is highly probable, but no bomb damage assessment was possible in many cases because of smoke, dust, vegetation or hostile fire.

VA-25 Officers and men began a well deserved rest on 30 September as CORAL SEA sailed for an 8 day stay in Cubi Point, P.I.

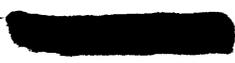
CDR Clifford CHURCH relieved CDR J. D. BURDEN in ceremonies on the hangar deck on 1 October 1967, as the public address system played "Those **Magnificent** Men in their Flying Machines". (See Documentary Annex for program).

Nine days of R&R began for the officers and crew of VA-25 on 2 October as the CORAL SEA put in at NAS Cubi Point. Transportation was provided for many officers to and from Bangkok, Thailand, where they were so impressed that Bangkok began to be described as "Little Hong Kong".

(C) During this period, the ALE-29 electronic gear with APR-27, was installed in all VA-25 aircraft. (See Section 3b for details).

The squadron found itself underway again for Yankee Station on 11 October, this time for only a little more than two weeks.

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The unique capabilities of the 20 year old A-1 were amply demonstrated by VA-25's Maintenance and Safety Officers, LCDR's Ralph SMITH and Ron BOLT on 14 October. LCDR SMITH spotted an RA-3 heading out to sea from the North Vietnamese coastline. It was on fire and a few moments later crashed into the water about 6 miles from land, killing the pilot. Another CORAL SEA aircraft saw two parachutes. LCDR SMITH quickly found that the two downed airmen had come down right in the middle of a large north Vietnamese fishing fleet. He immediately assumed the role of on-scene-commander, and set up a protective pattern around the survivors, who were in immediate danger of being captured by several of the nearest boats, which were rapidly converging on them. After six highly accurate rocket runs and strafing runs, all the boats veered away to the north and LCDR BOLT, who was on his first combat mission, departed to find and escort the SAR Helo, Clementine TWO, to the scene. At this time, enemy shore batteries began firing at the downed airmen, and soon established a bracket so accurate that due to the distance of the two small targets from the beach, it was suspected that the fishing fleet had radio contact and was directing fire. LCDR SMITH dispatched two A-4's to suppress the shore batteries, and soon the rescue helo was on hand. LCDR SMITH turned over on-scene-command to the Helo, which made the rescues in record time.

Later, it was learned from the two survivors that the fishing fleet was firing rifles all the time at the two "SPADS" and that the "SPADS" devastating fire had sunk 6 of the boats. They further stated that had it not been for the two A-1's, they would surely have been captured.

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Then again on 24 October, VA-25 A-1's contributed to the efficient rescue of a downed Air Force pilot 2 miles southwest of the Do Son peninsula. LCDR "Zip" RAUSA and LCDR Ron BOLT arrived over the scene almost immediately and kept the pilot in sight until Big Mother 570 arrived, closely followed by a Clementine Helo, escorted by two more VA-25 SPAD's flown by LCDR Carter MOSER and LTJG Chuck THOM. As the Big Mother neared, shore batteries opened up on the Helo, but a swift rescue was made before the enemy could bracket the target. (See Documentary Annex for congratulatory message)

During this two week period, working under favorable weather conditions, VA-25 pilots, in addition to their highly successful RESCAP and Naval Gunfire support missions, accounted for 19 Logistic craft destroyed and 50 damaged, 1 coastal defense site destroyed, 9 supply or military buildings destroyed and 11 damaged, 5 enemy KIA, and many fires and secondary explosions of unknown origin.

Once again, CORAL SEA left Yankee Station for R&R at NS Subic Bay on 28 October. VA-25 flew four aircraft off early to NAS Cubi Point, and that same afternoon, the first of VA-25's 12 aircraft were towed into a hangar at NAS Cubi Point, and installation of the long awaited Stanley Aviation Corporation Modification began. The old Douglas A-1, out of which pilots have "jumped" for 20 years, was being outfitted with an automatic escape system. AFC-723 heralded the advent of a new concept: EXTRACTION. (See part III for further details). VA-25 aircraft were the first in the fleet to have the new system installed.

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CORAL SEA arrived at NS Subic Bay on 29 October and left one day early, on 3 November, because of Typhoon "EMMA", which was rapidly approaching the area. VA-25 was forced to leave behind all its aircraft, as installation of the Yankee Seat was not complete. For five days CORAL SEA ran before "EMMA", which delayed her port of call in Hong Kong. On 7 November, Coral Sea helo's rescued 37 crewmen from the Liberian freighter "Loyal Fortune", which ran aground in Pratas Reef, 175 miles southeast of Hong Kong, and she finally anchored in Hong Kong Harbor on 8 November.

After three wonderful days in VA-25's favorite port, CORAL SEA was underway on 11 November for Yankee Station.

On 6 November, LTJG Bruce MARCUS flew the first hop in an A-1 (BUREAU NUMBER 142070) equipped with the new Stanley Extraction seat.

Then, on 12 November, ENS Ted HILL logged the first arrested landing with the new escape system, (BUREAU NUMBER 142058) as VA-25 pilots flew aircraft aboard from NAS Cubi Point, to take part in Yankee Team Operations.

The following morning, on 13 November, LTJG Chuck THOM logged the first catapult launch in an A-1 equipped with the extraction seat, (BUREAU NUMBER 142070), and four days later, on 17 November logged the first night catapult launch (BUREAU NUMBER 142076).

During this on-the-line period, VA-25 pilots were active at "picking away" at North Vietnam's communication and supply capabilities, but there were few significant single sorties flown. The winter monsoon season or "CRACHIN" weather had begun in earnest, hampering operations all over the Tonkin Gulf region.

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On 4 December, LTJG THOM and ENS RAMSEY answered a call for help from the destroyer OSBORNE, which had taken counter-battery hits from a coastal defense site north of Cape Mui Ron, wounding several of her crew. OSBORNE requested the SPADS retaliate on the defense site. Two S-2 aircraft, acting as spotters, pinpointed the target and, after several runs on the target, BDA (bomb damage assessment) by the spotter aircraft showed one medium fire in the site, and 100% coverage with 2.75 inch rocket clusters. Light automatic weapons were seen to be firing at the attacking SPADS.

This at sea period ended on 7 December with VA-25 pilots accounting for many secondary explosions, 6 logistic craft destroyed and 41 damaged, 8 coastal defense sites damaged, 7 supply buildings destroyed and 7 damaged, 4 bunkers destroyed, 3 enemy KIA, 9 road cuts, 1 bridge damaged and 8 trucks destroyed. Due to very poor weather, the statistics were down from previous periods. It is probable, however, that much more damage was sustained, but due to the weather and smoke, etc., pilots were unable on many occasions to assess damage.

Once again moored at NAS Cubi Point, the ship and embarked squadrons enjoyed six days of R&R, and on 11 December, VA-25 held an all hands party-picnic at Dungaree Beach. Sports, steaks and beer all served to help the squadron relax during the rigors of a combat cruise.

VA-25 and CORAL SEA departed NAS Cubi Point on 15 December for the fourth on-the-line period with CTF-77 Yankee Team.

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Combat operations began again on 17 December, and after five days of normal flight operations, the officers and men of VA-25 and the USS CORAL SEA received their first Christmas presents from the U. S. - Bob Hope's Christmas show came aboard the ship for a late afternoon, one hour show, also starring Raquel Welch, Barbara McNair, Phil Crosby, Elaine Dunne, Madelaine Hartog Bell, the newly crowned "Miss World", and Les Brown and, as Bob Hope called it, his "skimpy" orchestra.

On 22 December, LCDR Bill COOK of CVW-15's VA-155 was shot down near Ha Tinh, North Vietnam. His wingman observed a good chute, and soon four SPAD's, piloted by LTJG's Bruce MARCUS, Larry GARDINER, Al NICHOLS and Joe DUNN were overhead. LTJG's MARCUS and GARDINER left to escort the rescue helo to the scene. Although it appeared that he was lying face down in a rice paddy, it was believed he might be playing possum. The helo arrived and hovered a few feet over LCDR COOK only to be able to confirm that he was dead. The helo began taking very heavy automatic fire and the SPADS provided protection for the helo until it got clear of the enemy coast. Between the helo and the A-1's, many enemy gunners were KIA. Both SPAD's (MARCUS and GARDINER) took multiple small arms holes, as they swooped low to provide protection for the pilot and helo.

On the same day, LCDR "Speed" RITZMANN and LCDR Carter MOSER heard a mayday call. "Jason Five" had ejected near Haiphong. As the two SPADS approached, they encountered heavy flak, but skirted this threat, often firing back, and continued to receive an emergency "beeper" from the downed aviator for 45 minutes. At no time were they able to pinpoint his position.

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The best possible bearing they received was about half way up the Do Son Peninsula, where most of the flak had come from. Suddenly, all radio signals from the survivor ceased and no more was heard, though surveillance was continued for almost two hours. During this time, there were several "SAM" warnings, and action was taken to suppress these hazards.

On 24 December, after flight ops, Captain SHAWCROSS, CORAL SEA's Skipper, announced suddenly over the ships intercom system, that a very high-speed blip had been sighted by the radar, converging on the ship. A few minutes later, a helo landed, and out stepped a white bearded, fat, red-suited old man with a big bag of goodies for the flight deck crew and other men standing by!

The Viet Cong used the Christmas cease fire to move supplies en-masse south, and the end of the time period still found many trucks on the open road. VA-25 SPADS were quite busy during the night striking moving and parked trucks.

On 26 December, LTJG Bruce MARCUS was hit by ground fire, probably by a 14.5 mm automatic weapon, as he and LCDR Jack McDERMOTT were sinking 10 WELC's (Water Borne Logistic Craft). LTJG MARCUS's aircraft received a large hole in the prop, and a shattered windscreen, but he sustained no injury.

On 27 December while on a Sea Dragon mission, LT Jack JORDAN and LTJG Chuck THOM were diverted towards a mayday call by Carbine ONE, about 15 miles out to sea from Dong Hoi, and arrived in time to see the aircraft crash into the ocean. Within 10 minutes, there were a total of 6 aircraft, 3 helos and two destroyers converging on the two survivors, who had ejected.

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Radio contact was established with the downed pilots and soon the Crown aircraft and LT JORDAN simultaneously sighted the survivors and quickly vectored the helos to the scene. Unfortunately, one of the downed crewmen slipped from the sling at the helo door and was never found.

Rock River 203 (VF-161 of CVW-15) was shot down among the northern islands in the Gulf of Tonkin on 29 December and LCDR BOLT and ENS RAMSEY arrived overhead for search and protection. LCDR RAUSA and LTJG DUNN rendezvoused with "Big Mother" 71, a SAR Helo, and escorted it into the survivors. The air temperature was 40°F, and speed was important. The pickup was rapidly made, with no opposition, and soon two very happy CORAL SEA pilots, John DOWD and Garth FLINT, were back aboard. Their comments: "When we saw the SPADS, we knew we had it made!!" (See Documentary Annex for congratulatory message)

The year ended with VA-25 continuing to fly combat sorties as a component of Air Wing 15 and during this at-sea-period, VA-25 pilots took an active part in nine actual RESCAP incidents. Of these, two were successful, with VA-25 pilots taking credit for locating and protecting 4 downed airmen. Also during this period, VA-25 pilots accounted for 5 trucks destroyed and 3 damaged, 23 WBLC's destroyed and 62 damaged, 6 road cuts, 1 radar site damaged, 1 military structure destroyed and 2 damaged, 1 storage area damaged, 1 bridge destroyed and 1 damaged and 1 bunker damaged. Numerous other attacks produced no battle damage assessment due to weather, darkness, or foliage, but VA-25 did produce a total of 9 secondary explosions of unknown origin.

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During this year of 1967, not one VA-25 aircraft was lost to hostile fire in more than five months of actual combat. (See Section IIIa for battle statistic totals for the year).

The final significant event of 1967 came on 30 December, when LCDR "ZIP" RAUSA "bagged" CORAL SEA's 178,000th landing, further boosting her record as the "Landingest Attack Carrier in the Fleet".

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PART III

III. SPECIAL TOPICS

A. OPERATIONAL STATISTICS

1. HOURS FLOWN

JAN	1226.7	JUL	467.3
FEB	20.1	AUG	470.2
MAR	237.3	SEP	776.0
APR	568.8	OCT	563.5
MAY	337.3	NOV	549.1
JUN	488.9	DEC	846.4

2. FLIGHTS PER MONTH

JAN	328	JUL	167
FEB	14	AUG	148
MAR	101	SEP	261
APR	341	OCT	191
MAY	170	NOV	193
JUN	203	DEC	255

3. CARRIER LANDINGS PER MONTH

	<u>DAY</u>	<u>NIGHT</u>		<u>DAY</u>	<u>NIGHT</u>
JAN	277	51	JUL	68	18
FEB	0	0	AUG	111	30
MAR	0	0	SEP	225	12
APR	0	0	OCT	132	20
MAY	43	30	NOV	149	21
JUN	103	28	DEC	213	45

4. CATAPULT SHOTS PER MONTH

JAN	330	JUL	77
FEB	0	AUG	123
MAR	0	SEP	257
APR	0	OCT	159
MAY	52	NOV	160
JUN	100	DEC	259

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5. ENGINE CHANGES

Aircraft BuNo 134589 had an unidentified piece of metal in the rear oil scavenger strainer, requiring engine change. The engine had 427 hours on it since last overhaul. Change date was 25 October 1967, and required 173 man hours of labor.

Exhaust valve failure caused engine change on BuNo 142014, after 941 hours of operating time. Man hours expended were 167.5, on 24 November 1967.

A valve guide failure on BuNo 137622 caused an engine change after 1147 hours of operating time, requiring 171.5 man hours of labor.

The engine on BuNo 139734 was changed because of an exhaust valve failure after 1007 hours of operating time, requiring an estimated 184.7 man hours of labor.

It is worthy of note that of the four engine changes after the WESTPAC deployment began, three of them were on engines with "HIGH TIME" on them, attesting to the outstanding maintenance program within the squadron.

6. AIRCRAFT TRANSFERRED

During the short months of training between cruises, there was a considerable amount of reshuffling of aircraft. The following is the most accurate summary of exchanges available. In some cases, records were not retained, when a change of Aircraft Controlling Custodian was not made.

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6. AIRCRAFT TRANSFERRED (CONTINUED)

AIRCRAFT OWNED AT END OF 1966-67 CRUISE (26 FEBRUARY 1967)

135275	137593	139779
135286	139680	139780
135356	139713	139803
137517	139734	139821

AIRCRAFT SUBSEQUENTLY TRANSFERRED:

<u>AIRCRAFT</u>	<u>TRANSFERRED TO</u>	<u>DATE</u>
135275	VA-152	UNKNOWN (LATER REGAINED)
137517	VA-176	8 MAY
137593	Davis Monthan AFB	17 JUL
139713	VA-176	21 APR
139734	Quonset Point	16 MAY (LATER REGAINED)
139779	VA-152	UNKNOWN
139780	NARF Alameda	9 MAY
139803	VA-152	UNKNOWN (LATER REGAINED)
139821	VA-176	30 APR

AIRCRAFT RECEIVED 26 FEBRUARY — 17 JULY:

<u>AIRCRAFT</u>	<u>RECEIVED FROM</u>	<u>DATE</u>
134499	Quonset Point	31 MAY
134589	Quonset Point	7 MAY
135275	VA-152	5 JUL (LATER TRANSFERRED)
135390	Quonset Point	13 JUN
137575	Quonset Point	17 JUL
137616	VA-152	5 APR (LATER TRANSFERRED)
137620	VA-152	5 APR (LATER TRANSFERRED)
137621	VA-122	5 APR (LATER TRANSFERRED)
137622	Quonset Point	7 MAY
139734	Quonset Point	16 JUN
139735	VA-122	5 APR (LATER TRANSFERRED)
139803	VA-152	5 JUL (LATER TRANSFERRED)
142014	Quonset Point	8 MAY (LATER TRANSFERRED)
142058	Quonset Point	17 JUL
142070	Quonset Point	21 APR
142076	Quonset Point	12 MAY
142077	Quonset Point	5 JUN
142080	VA-122	7 APR (LATER TRANSFERRED)

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6. AIRCRAFT TRANSFERRED (CONTINUED)

OTHER AIRCRAFT TRANSFERRED — 26 FEBRUARY - 26 JULY:

<u>AIRCRAFT</u>	<u>TRANSFERRED TO</u>	<u>DATE</u>
137616	Davis Monthan AFB	17 JUL
137620	Davis Monthan AFB	6 JUL
137621	VA-122	26 JUN
139735	VA-122	UNKNOWN
142080	VA-122	23 MAY

AIRCRAFT OWNED ON DEPARTURE CONUS ON 26 JULY 1967:

<u>AIRCRAFT</u>	<u>SOURCE</u>	<u>DISPOSITION</u>
134499	Quonset Point	Retained as cruise complement (RACC)
134589	Quonset Point	RACC
135275	Retained from previous cruise and loaned to VA-152	Transferred to NAS Atsugi 14 AUG
135286	Retained from previous cruise	RACC
135356	Retained from previous cruise	Transferred to NAS Atsugi 14 AUG
135390	Quonset Point	RACC
137575	Quonset Point	RACC
137622	Quonset Point	RACC
139680	Retained from previous cruise	RACC
139734	Retained from previous cruise and overhauled at Quonset Point	RACC
139803	Retained from previous cruise and loaned to VA-152	Transferred to NAS Atsugi 14 AUG
142014	Quonset Point	Transferred to NAS Atsugi 14 AUG
142058	Quonset Point	RACC
142070	Quonset Point	RACC
142076	Quonset Point	RACC
142077	Quonset Point	RACC

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6. AIRCRAFT TRANSFERRED (CONTINUED)

Thus VA-25 departed CONUS with 16 aircraft, 4 of which were being "ferried" to NAS Atsugi, Japan.

VA-25 lost 2 aircraft at sea (137575 and 135390), and on 14 September received 2 replacement aircraft from NAS Atsugi (135300 and 142014). However, 135300 was so badly corroded that it was returned to NAS Atsugi for corrosion control, though VA-25 retained custody.

On 29 December, aircraft, BuNo 142014 suffered a broken wing, and was subsequently transferred for rework, and was replaced in January by 135356 (VA-25's aircraft from previous cruise!).

VA-25 AIRCRAFT COMPLEMENT AS OF JANUARY, 1968:

134499	135356	142058
134589	137622	142070
135286	139680	142076
135300	139734	142077

7.(C) ORDNANCE EXPENDED

In exercises aboard USS CORAL SEA from 22 June to 28 August 1967, VA-25 pilots expended a total of 167,563 pounds of live ordnance on practice targets.

In the period from 1 January to 31 January, and 28 August to 31 December 1967, VA-25 pilots expended 1,840,070 pounds of ordnance in action against enemy supply lines and in aircrewmember rescue attempts in the Gulf of Tonkin, North and South Vietnam and Laos. Ordnance expended by type, number and weight are enumerated on the following page.

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7. (c) ORDNANCE EXPENDED (CONTINUED)

<u>TYPE ORDNANCE EXPENDED</u>	<u>AV. WEIGHT OF EACH UNIT</u>	<u>NO. EACH TYPE EXPENDED</u>	<u>TOTAL WEIGHT EACH TYPE EXPENDED (LBS)</u>
MK-81, 250 lbs. GP Bomb	270 lbs.	1232	332,640 lbs.
MK-82, 500 lbs. GP Bomb	520 lbs.	1002	521,040 lbs.
MK-117, 750 lbs. GP Bomb	800 lbs.	32	25,600 lbs.
LAU 60A, Pack of 19 2.75 in. rocket	431 lbs. per pack	1415 packs	609,865 lbs.
LAU 10, Pack of 4 Zuni 5 in. rocket	545 lbs. per pack	630	343,350 lbs.
MK-24 Paraflare	25 lbs.	303	7,575 lbs.

TOTAL WEIGHT — 1,840,070 lbs.

An unrecorded amount of 20 MM ammunition was expended, and considering that the A1 carriers 800 rounds, has 4 cannon, and each fires at a rate of about 600 rounds per minute, it is apparent that a considerable amount of this ordnance was expended. The squadron belts the ammo in groups of five — APT, HEI, HEI, API, API — (Armor Piercing Tracer, High Explosive Incendiary, Armor Piercing Incendiary). This devastating and highly accurate weapon was put to good use in the action against the supply lines of North Vietnam.

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B.(C) BATTLE STATISTICS

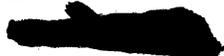
Attack Squadron TWENTY FIVE battle statistics during the year were impressive despite the handicaps on its attack role. The onset of the winter monsoon, or "crachin" weather, often seriously hampered operations throughout the whole Gulf of Tonkin and surrounding land areas. Due to the nature of the defensive environment, no aircraft was allowed to go below 3000 feet, and in order to engage the enemy, weather was required to be at least;

1. 5000 feet broken or overcast or better,
2. at least 5 miles visibility.

Typical "crachin" weather was 500 feet overcast and one mile visibility, with rainshowers. Every few days, the weather would clear, and a new "crachin" cycle would begin. This weather began in October, and hampered operations from then on, often causing cancellation of sorties, and causing airborne aircraft to jettison their ordnance into the sea.

In addition, VA-25 aircraft were not allowed to seek targets over North Vietnam (see section D. in the SPECIAL TOPICS for a detailed explanation) but were restricted to Coastal Armed Recce's and in-country work. VA-25's primary role remained RESCAP, and its pilots flew attack missions only as scheduled RESCAP sortie commitments allowed.

<u>MISSIONS AND SORTIES (CONFIDENTIAL)</u>						
	<u>JAN</u>	<u>AUG</u>	<u>SEPT</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC — TOTAL</u>
MISSIONS	137	25	106	64	76	117 — 525
INDIVIDUAL SORTIES	324	54	234	133	156	248 — 1149



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B. (C) BATTLE STATISTICS (CONTINUED)

MISSIONS BY TYPE (CONFIDENTIAL)

	<u>JAN</u>	<u>AUG</u>	<u>SEPT</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>TOTAL</u>
RESCAP —	80	17	72	47	39	78	333
COASTAL							
ARMED RECCE —	0	1	12	10	16	11	50
SEA DRAGON —	17	5	11	4	2	6	45
LAOS, DMZ, SVN, PCKAGE ONE-	41	1	11	3	20	26	102

BATTLE STATISTICS — TOTAL 1967 (CONFIDENTIAL)

<u>ROAD CUTS</u>	<u>MILITARY</u>		<u>WBLC</u>		<u>TRUCKS</u>	
	<u>SECONDARY FIRES</u>	<u>BRIDGES DEST-DAM.</u>	<u>STRUCTURES DEST-DAM.</u>	<u>DEST-DAM.</u>	<u>DEST-DAM.</u>	<u>DEST-DAM.</u>
28	27	3 7	29 27	69 189	16 6	
	<u>FLAK SITES DEST-DAM.</u>		<u>RADAR SITES DAMAGES</u>	<u>ENEMY KIA</u>	<u>UNDERGROUND STRUCTURES DEST. - DAM.</u>	
	3 9	5	13	17	1	

C. PERFORMANCE OF MATERIAL

All squadron aircraft underwent a "post cruise" corrosion control inspection almost immediately upon arrival in CONUS in February. VA-25 posted the highest score in the Air Wing (CVW-2) with an 88, or GOOD.

A COMFAIRALAMEDA inspection team inspected the Maintenance Department on 8 June 1967, and awarded a score of 88.23, or GOOD, and the mid-cruise inspection resulted in a composite 91.8, or EXCELLENT.

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C. PERFORMANCE OF MATERIAL

Attack Squadron TWENTY FIVE pilot received MK-3C life preservers in July, and quickly affirmed that they far surpassed the old bulky Mae West for comfort in the cockpit. When LTJG L. E. GARDINER ditched at sea, he said that the MK-3C "worked like a charm". With the installation of the Stanley Extraction Seat, torso harnesses were required, and most pilots switched to the SV-2 survival vest and MK-6 life vest. Some retained the SV-1 and MK-3C. The SV-2 - MK-6 combination gave superior weight distribution and was less clumsy, but was more complicated in design and incorporated a piece around the neck, which was a little uncomfortable in the cockpit. The SV-1 - MK-3C combination, though bulky, is a one piece affair and simple in design and use.

A cockpit rear view mirror was added to each side of the forward windscreen and increased pilot visibility 100%, and especially gave him the capability of seeing at his six o'clock position, which previously had been a blind spot. The position of the mirrors, however, prevented the canopy from being fully opened without striking the guide rails of the new extraction seat and were subsequently moved to remove this obstruction.

(C) ALE-29 equipment was installed during the first October inport period, which included the APR-27 and chaff dispenser. The APR-27 functioned almost without maintenance in a manner which was highly satisfactory, and was an indispensable part of the aircraft equipment. The chaff dispenser was not used to the extent that a good evaluation could be made.

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C. PERFORMANCE OF MATERIAL (CONTINUED)

AFC 723 (Airframes Change), the Stanley Aviation Corporation's Yankee Seat installation, was installed in all VA-25 aircraft from 28 October to 8 November 1967. See Part (D) for details on the Stanley Extraction Seat.

During 1967, VA-25 was embarked in the USS CORAL SEA a total of eight months. About five months were in the combat zone, and these two factors contributed to a great percentage of maintenance problems. Toward the end of the year, battle damage accounted for a large amount of repair and aircraft down time. As is generally the case with the necessarily close quarters on an aircraft carrier, there were 51 separate mishaps caused in moving the aircraft, in which VA-25 aircraft were damaged. (See Documentary Annex for photo of a typical crunch which, in this case, took less than 72 hours to repair.)

The following accounts are those cases of major flight and hangar deck "crunches", and major battle damage, all but one of which accounted for more than 72 hours of down time, excluding aircraft lost at sea.

6 August - CRUNCH. Aircraft BuNo (Bureau Number) 137575 was damaged in a flight deck mishap, and required 214 man hours of labor to replace the entire rudder assembly.

13 October - CRUNCH. An unattended tow tractor rolled into the port side of aircraft BuNo 134589, and 94.5 man hours of labor was required to repair the damage.

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C. PERFORMANCE OF MATERIAL (CONTINUED)

22 November - BATTLE DAMAGE. Small arms fire hit the port wheel well of aircraft BuNo 142077, passed out the top of the wing and entered the fuselage. The aircraft was down for 11 days for repair.

3 December - CRUNCH. On the catapult stroke, the shuttle turtleback fitting was thrown into aircraft BuNo 134499, tearing off the starboard inboard main landing gear wheel well door, damaging the landing flap and centerline drop tank, the aircraft was in a down status for 11 days.

18 December - BATTLE DAMAGE. A 14.5 MM projectile broke the spar on the horizontal stabilizer on aircraft BuNo 139680, which was down 13 days until a part was cannibalized from another dud aircraft.

22 December - BATTLE DAMAGE. Small arms fire damaged the fuel tank support assembly of aircraft BuNo 142076, and as of 15 January 1968, was still not repaired, due to lack of parts, although the aircraft was returned to flying status after inspection.

22 December - BATTLE DAMAGE. On the same rescue attempt, aircraft BuNo 135286 took a small arms hit in the starboard wheel well, which passed through the tire, and punctured a wing rib. Repair was not complete as of 15 January 1968, although the aircraft was returned to flying status after inspection.

24 December - CRUNCH. While being moved off an elevator by tractor, the tow bar engaged the tailhook of aircraft BuNo 134499, requiring an estimated 800 man hours of labor to fix. Repair was estimated to be completed on 27 January, 1968.

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C. PERFORMANCE OF MATERIAL (CONTINUED)

26 December - BATTLE DAMAGE. Although the aircraft was repaired in one day, it is worthy to note that aircraft BuNo 142058 took a projectile through a propeller blade, causing a three inch hole, the missile or debris shattered the port windscreen side panel, punctured the engine wrap cowling, and tore a foot-long gash in the port side of the aircraft of the cockpit.

29 December - CRUNCH. While awaiting a catapult launch, aircraft BuNo 142014 encountered high turbulence from a jet in afterburner about to be catapulted. The resulting oscillations ultimately caused material failure of the starboard rear shear web which allowed the wing to spread causing further damage. Damage to the outer wing panel, a broken wing shear web fitting, structural damage to the starboard inboard wing butt, skin ruptures, broken stiffeners, and popped rivets. The estimate was 1200 man hours for repair, and the aircraft was subsequently transferred to a rework facility, and the squadron was awaiting a replacement aircraft.

It is appropriate to note that VA-25 maintenance personnel did an outstanding job in returning damaged aircraft to an "up" status in as short a time as possible. In some cases, parts were not available, or the repair was beyond the scope of organizational maintenance. In the end, only 5 of 51 "crunches" required longer than 72 hours to repair.

One other problem encountered by the maintenance department was never solved for certain, beginning with operations around Hawaii during the ORI,

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C. PERFORMANCE OF MATERIAL (CONTINUED)

VA-25 aircraft began experiencing fuel pressure fluctuation problems, that continued when the fuel boost pump was turned on. Aircraft began making emergency landings at the nearest field and on the carrier. Fuel samples were taken and carburetors and fuel pumps and lines were examined, all to no avail. One aircraft was lost at sea due to engine failure of unknown cause, and then another one made an emergency landing at a Taiwan airfield. The fuel pump was changed on this aircraft and no further difficulties were encountered on the flight home. After combat operations had begun, two more aircraft in quick succession encountered fuel pressure difficulties, and an extensive investigation was begun, after the squadron downed all the aircraft. It was found that there was fuel contamination between the fuel pump and the carburetor in several aircraft, and it was suspected that the SECO fuel pump was disintegrating and clogging the fuel lines, possibly in the carburetor jets. All the fuel pumps were replaced with Thompson pumps, and the problem ceased. However, a few days later, the squadron lost another aircraft due to engine failure of unknown cause. The pilot stated that the fuel pressure warning light illuminated at the instant the engine quit. The aircraft was equipped with the Thompson fuel pump. Since that time, no more fuel pressure problems have occurred.

D. MAJOR CONVERSIONS AND MODIFICATIONS

AFC-723 was installed in all squadron aircraft from 28 October to 8 November 1967, and from the beginning was beset with problems. The aircraft were inducted into special rework at NAS Cubi Point for installation,

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D. MAJOR CONVERSIONS AND MODIFICATIONS (CONTINUED)

which included removal of the pilot's seat assembly, removal of some pieces of cockpit armor, rework of the cockpit canopy system, installation of the special extraction rocket firing and erector assemblies, replacement of the NS-3 parachute with an NS-5 seat type chute, which required pilots to wear torso harnesses, removal of the standard headrest and inertia reel assemblies, and installation of various operating mechanisms for the Stanley System.

Early in the installation it was discovered that physical interference problems prohibited installation of the system kit as designed. These interference problems primarily involved the ALE-29 amplifier bracket and the ALE-29 programmer installed in AFC-724 during the previous line period, although canopy manual opening handles and rear view mirrors had to be repositioned to avoid interference with the seat mounting rails.

With the assistance of deputy COMFAIRWESTPAC maintenance personnel, the Stanley alternate power source bracket was modified to fit to the ALE-29 amplifier bracket, the programmer was moved to the forward lower accessory compartment and other hardware items were reworked or relocated as necessary.

Other problems were encountered in packing the survival equipment/pararaft container due to its smaller size. Even with the addition of the survival equipment pockets in front of the seat it was impossible to provide

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D. MAJOR CONVERSIONS AND MODIFICATIONS (CONTINUED)

for the same quantity of equipment formerly carried. A deviation from the prescribed packing instructions provided enough room for the survival equipment considered most vital and ultimately the parachutes were installed, but delays encountered had postponed the planned flyoff to the ship until it had arrived in Hong Kong. Personnel remaining at NAS Cubi Point flew test flights and routine training flights from Cubi until 15 November, when the squadron returned to the ship with all aircraft equipped with the system, with the exception of BuNo 139734, which remained at NAS Atsugi, Japan, after the corrosion control process.

From the time the first aircraft was completed pilot comfort complaints commenced. These complaints centered around the reduced head clearance, harness straps between pelvic bones and seat cushion, lack of head support during catapult shots, limited range of travel of shoulder straps, inability to set the compass to correct headings without unstrapping, resulting from the straps on the torso harness and related seat restraint equipment. Numerous attempts were made to overcome some of these problems, such as an additional removable headrest pad, but overall pilot discomfort continued.

Then on 26 November, routine removal of the seat for other maintenance revealed severing of the ballistic messenger assemblies under the pilot's seat on BuNo 142058. Eight of ten aircraft inspected showed similar severing and fraying. All aircraft were grounded pending development of a

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D. MAJOR CONVERSION AND MODIFICATION (CONTINUED)

change which would prevent a reoccurrence. The discrepancy was reported to higher authority, and to the USS ORISKANY by voice radio, where another A1 squadron was using the same escape system. Replacement messengers were brought to the ship by the Stanley Technical Representative, and were subsequently installed in conjunction with a modification designed by AMSC CARLSON of VA-25. This modification incorporated the use of plastic retainer strips to maintain proper routing and restraint on the ballistic messengers and was approved by the Stanley Representative. Photographs and detailed descriptions of the problem, its cause, and recommended solutions were dispatched to the NAVAIRSYSCOM HQ, via the Chain of Command, with the situation returning gradually to normal after a period of intensive administrative action and message traffic between all concerned parties. (See Documentary Annex for photos of damage and seat modification)

E. DEVELOPMENTS IN TACTICS OR DOCTRINE

In November of 1966, A1 aircraft were flying daily armed reconnaissance missions over lightly defended areas in North Vietnam. During the preceding months, a large number of A1's were shot down while over land. As a result, it was concluded that the increasing capability of the enemy defensive environment over North Vietnam precluded utilization of the slow, vulnerable A1 in an active attack role over North Vietnam. From that time on, A1's were restricted to use outside the boundaries of North Vietnam, with the following exceptions:

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E. (C) DEVELOPMENTS IN TACTICS OR DOCTRINE (CONTINUED)

1. When ordered by proper authority only, usually the SAR Team Commander on the Northern SAR destroyer, A1 aircraft could proceed overland in order to attempt rescue of downed aircrewmembers. This was ordered only when an aircraft already on the scene could state that he saw a good parachute, had radio or visual contact with the survivor, and that, in his opinion, considering enemy defense capability, a successful rescue could be effected with minimum exposure to the A1's and rescue helo.

2. During Sea Dragon operations, when enemy shore batteries fired at the Sea Dragon ships, A1's could attack overland as necessary to silence the enemy gunners and protect the ships until they were able to steam out of range.

3. In PACKAGE AREA ONE (North Vietnam from the DMZ up to about 18°00' North latitude) SPAD's were allowed to work only under control of a FAC (Forward Air Controller).

It is evident that the Attack role of VA-25 was drastically reduced as a result. Less ordnance was expended and battle statistics were reduced after this change.

However, VA-25 SPAD's were allowed to conduct Coastal Armed Recces, the prime targets being WBLC's, (Water Borne Logistic Craft) and in-country missions in PACKAGE AREA ONE, the DMZ, South Vietnam, and Laos. VA-25's primary missions, after November 1966, remained RESCAP, in which 2 to 4 aircraft orbited over the Gulf of Tonkin from one to four hours,

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E. (C) DEVELOPMENTS IN TACTICS OR DOCTRINE (CONTINUED)

ready to speed to the rescue of downed aircrewmembers in the event they were shot down.

(See the Documentary Annex for the SPECIAL NEWS article entitled, "NAVY'S SKYRAIDER'S BOUND FOR THE AIR FORCE," which pertains to this discussion.)

F. CRUISE REPORTS

Cruise Reports for the 1967-68 cruise were not completed in time for this report.

G. SUPPLY AND LOGISTICS

VA-25 Material Division took on a new twist with advent of the 1967-1968 WESTPAC deployment. Upon embarking in the USS CORAL SEA, the squadron Material Division was turned over in its entirety to the ship, and ceased to function as a part of VA-25. The ship then took the responsibility for all the squadron material functions as well as the Air Wing requirements, as outlined by COMNAVAIRPAC Instruction.

Although not a new concept, it was new to VA-25, and was met with some skepticism. This, however, was overcome by the excellent service and relatively few problems encountered.

The only apparent disadvantage in the program is that at the squadron level, the only personnel available is the Material Division Officer. As a result, the supply problems that do arise are always brought to the attention of the Material Division Officer. This quite often involves a good amount

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G. SUPPLY AND LOGISTICS (CONTINUED)

of time consuming "leg-work" that normally would be accomplished by an AK rating in the division. It also results in delay since pilots are normally engaged in 8 hours of flight associated effort during each day.

H. CASUALTIES OF MEN AND EQUIPMENT

EVANS, Reuben T., USN, 913 31 01, AO2 suffered a broken leg at NAS Fallon, Nevada, during the squadron weapons deployment in April, when he fell from the wing of an aircraft, early in the morning after light snow had fallen during the night. During the entire year, this was the only significant on the job injury to VA-25 personnel.

On 25 May 1967, HARKEY, Richard R., USN, 772 39 57, AE3 and CLENDENING, Michael L., USN, 698 69 99, AN were involved in an automobile accident in Fresno, seriously injuring HARKEY, who was subsequently transferred to the Naval Hospital at Oakland, and then to his home.

LT Ronald H. WILLIAMSON, USN, 624772/1310 was killed in the crash of a Piedmont Airline aircraft while proceeding to his home, 19 July 1967, for predeployment leave.

LCDR Fred H. GATES, USN, 584467/1310 was lost at sea when his engine failed while attempting a landing aboard the ship on 19 August 1967.

During this reporting period, two aircraft were lost at sea. Aircraft BuNo 137575 crashed into the sea east of Okinawa on 19 August 1967,

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H. CASUALTIES OF MEN AND EQUIPMENT (CONTINUED)

due to engine failure of unknown cause. Aircraft BuNo 135390 was lost at sea just south of Hon Me Island, in the Gulf of Tonkin, on 30 August 1967, due to engine failure of unknown cause. Double fuel pump failure was suspected in each case.

Engine changes during the cruise are covered in section (A), and battle damage and flight and hangar deck mishaps are covered in section (B).

I. ADEQUACY OF MANNING

Attack Squadron TWENTY FIVE experienced no significant manning problems during the year. During the short turn around period there were the usual problems of personnel turnover, but changes were programmed so as to minimize the problem. Throughout the year the squadron has been manned to its authorized allowance with one exception. That was in the Administrative Department where the squadron was manned at 63% during the last five months of the year. Inexperienced personnel were required to assume the additional responsibilities normally assigned to a senior petty officer. Officer manning levels were adequate throughout the year including pilots and ground officers. The squadron deployed with eight Lieutenant Commanders out of twenty-two officers assigned, which has both advantages and disadvantages.

Generally, manning levels, both officer and enlisted, were adequate throughout the year to maintain the squadron at a high level of readiness.

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I. ADEQUACY OF MANNING (CONTINUED)

The following officer personnel were promoted to the following ranks during the year:

<u>NAME</u>	<u>BRANCH</u>	<u>SERV. NO.</u> <u>DESIGN.</u>	<u>PROMOTED TO</u>	<u>DATE</u>
John A. JORDAN	USN	667205/1310	LT	
Jimmy S. LYNNE	USN	669269/1310	LT	
Nicholas T. DARAMUS	USN	668962/1310	LT	
Dale R. PELLOT	USNR	708036/1315	LTJG	1 August 1967
Stuart A. SKELTON	USN	575835/1310	CDR	1 September 1967
Robert H. HAGEN	USNR	709692/1315	LTJG	1 November 1967
Charles F. THOM II	USNR	679279/1315	LT	1 November 1967
Aubrey A. NICHOLS	USN	678463/1310	LT	1 December 1967

The following enlisted personnel were advanced during this reporting period:

<u>NAME</u>	<u>NUMBER</u>	<u>BRANCH</u>	<u>ADVANCED TO</u>	<u>MONTH</u>
DESHAZO, R. E.	771 45 03	USN	A03	January
SPEER, P. G.	686 35 27	USN	ADR3	
HILLMAN, D. K.	794 16 44	USNR	ATR3	
JONES, B. S.	914 62 54	USN	A03	
WALL, D. L.	918 96 63	USN	AMH3	
FIORILLO, R. L.	697 15 37	USN	PN3	
MITCHELL, J. P.	119 69 67	USN	ATR3	
KEYS, I.	795 58 81	USN	AZ2	April
BAKER, J. T.	698 16 78	USN	PN3	
GARRETT, J. C.	692 67 01	USN	ADR3	August
GILBERT, L. C.	918 60 39	USN	ATR3	
HASHU, T. N.	688 74 63	USNR	YN3	
HEBERT, C. W.	138 87 36	USN	ATN3	
KAUFMAN, C.B.	773 62 18	USNR	YN2	
PHILLIPS, J. H.	691 20 81	USN	ADR2	
POSTEL, M. K.	689 70 95	USN	ADR3	
TOMLINSON, N. D.	998 43 17	USN	AK3	
WINTERS, J. F.	776 52 27	USN	AMS3	
HERRICK, R. A.	792 57 00	USN	AMSC	September
CROMMETT, R. J.	B61 21 42	USN	A03	October
DAVIS, A. A.	B98 09 34	USN	ATN3	
LEE, D. G.	999 53 78	USN	ATN3	
MYER, M. D.	682 58 55	USN	ADR3	
SORENSEN, K. V.	B98 08 19	USN	ATN3	
STEWART, D. R.	390 98 36	USN	ATN3	
YOUNGBLOOD, W. E.	B80 84 98	USN	ADJ3	
LAND, D. A.	476 15 86	USN	AZ2	
WILLIAMS, R. V.	974 40 99	USN	AMHC	

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I. ADEQUACY OF MANNING (CONTINUED)

<u>NAME</u>	<u>NUMBER</u>	<u>BRANCH</u>	<u>ADVANCED TO</u>	<u>MONTH</u>
CREDLAND, C. W.	B50 02 22	USN	ATM2	November
HENRY, L. T.	228 36 49	USN	AOC	
KNAUEL, D. A.	321 92 76	USN	CSC	
PRENTICE, M. D.	237 24 85	USN	ADR2	
SIMMONS, A. D.	521 20 56	USN	ADR1	
LLOYD, H. R.	B70 26 68	USN	AZ2	December
FUNKHOUSER, J. C.	999 17 06	USN	AE2	
DAVIS, J. W.	B88 92 81	USNR	AZ3	

The following enlisted personnel were reenlisted during the year, on the 16th of the month indicated:

<u>NAME</u>	<u>NUMBER</u>	<u>BRANCH</u>	<u>RATE</u>	<u>MONTH</u>	<u>YEARS ENL. FOR</u>
MATTHEWS, L. W.	319 97 55	USN	AMH1	JAN	4 YR.
WILLIAMS, R. V.	974 40 99	USN	AMHC		6 YR.
CASSOUTT, J. M.	353 08 14	USN	AE1	FEB	6 YR.
KNAUEL, D. A.	321 92 76	USN	CSC		6 YR.
HOGARTH, G. H.	388 50 98	USN	AEC		6 YR.
WALTER, G. O.	512 29 43	USN	AO1		6 YR.
HERRICK, R. A.	792 57 00	USN	AMSC	JUN	4 YR.

J. MEDICAL AND DENTAL ACTIVITIES

All VA-25 personnel were treated by the USS CORAL SEA and NAS Lemoore Dental Departments with the fluoridation process.

K. COMMUNITY RELATIONS AND CIVIC ACTION

LTJG Chuck THOM gave an informal talk on Flight Operations in the Gulf of Tonkin to the Coalinga, California Rotary Club on 14 June. (See Documentary Annex for news article.)

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L. AWARDS, COMMENDATION OR SPECIAL CONGRATULATORY MESSAGES RECEIVED

The following officers and men of VA-25 were recommended for and received the following individual awards. ADR2 WALKER was transferred from this command prior to receipt of his award, consequently it is not certain whether the award recommendation was approved by higher authority and he actually received it.

<u>NAME</u>	<u>NUMBER</u>	<u>BRANCH</u>	<u>RANK/RATE</u>	<u>AWARD RECEIVED</u>
SMITH, R. W.	585904	USNR	LCDR	DISTINGUISHED FLYING CROSS
NICHOLS, A. A.	678463	USN	LTJG	DISTINGUISHED FLYING CROSS, NAVY COMMENDATION MEDAL
GARDINER, L. E.	690210	USNR	LTJG	DISTINGUISHED FLYING CROSS, NAVY COMMENDATION MEDAL
LIVESAY, H. M.	669 584	USN	LTJG	DISTINGUISHED FLYING CROSS
WOODBURY, L. O.	656487	USN	LT	NAVY COMMENDATION MEDAL
LYNNE, J. S.	669269	USN	LT	NAVY COMMENDATION MEDAL
WALMAN, M. W.	657182	USN	LT	NAVY COMMENDATION MEDAL
HARTMAN, C. W. III	660843	USN	LT	NAVY COMMENDATION MEDAL
RODRIGUEZ, A. B.	650366/6852	USN	LT	SECRETARY OF THE NAVY COMMENDATION FOR ACHEIVEMENT
STONE, J. C.	685243	USNR	LTJG	SECRETARY OF THE NAVY COMMENDATION FOR ACHEIVEMENT, VIETNAMESE DISTINGUISHED SERVICE ORDER 2ND CLASS
SMITH, D. A.	302 26 59	USN	ATC	SECRETARY OF THE NAVY COMMENDATION FOR ACHIEVEMENT
WALKER, A. R.	314 35 08	USN	ADR2	CINCPACFLT LETTER OF COMMENDATION
MITCHELL, C. L.	464 07 09	USN	ADR1	CINCPACFLT LETTER OF COMMENDATION
REID, J. E.	692 11 10	USN	AN	CINCPACFLT LETTER OF COMMENDATION
BABCOCK, R. J.	669 12 61	USN	ADR3	CINCPACFLT LETTER OF COMMENDATION
MCGEE, J. W.	661261	USN	LT	VIETNAMESE DISTINGUISHED SERVICE ORDER 2ND CLASS
MARCUS, B. G.	684568	USNR	LTJG	SINGLE STRIKE AIR MEDAL

All of the pilots received from two to five air medals, for flying combat missions in the Vietnamese area. (See the Documentary Annex for Congratulatory Messages received.)

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M. (C) NOTABLE RECORDS OR "FIRSTS"

In this case, a "Last". VA-25 is the last A-1 squadron in the Navy to deploy operationally. The SPAD has been used continuously by the Navy for 20 years, and VA-25 is the last squadron to transition to the use of a newer, more modern type aircraft, in this case, the A7B Corsair II. VA-25's first deployment with the A-1 was aboard the USS CORAL SEA in 1948 on her maiden voyage. It is fitting that its last deployment is also with the USS CORAL SEA, now the landingest attack carrier in the Navy with almost 180,000 landings. (See the Narrative Section for details of the ceremony commemorating VA-25's 20 years with the A-1, held on 9 June 1967.) Upon completion of the 1967-68 cruise, VA-25 will transfer the A-1's to the Air Force, who will use them in lightly defended areas of South Vietnam and Laos. (See Documentary Annex for news article.)

N. PUBLICITY RELEASES RELATING TO THE COMMAND

On March 5, 1967, KMJ-TV, Fresno, California, covered the arrival of the CORAL SEA at Alameda from her 1966-67 WESTPAC cruise, and interviewed three of VA-25's enlisted personnel, ASM2 Tom W. REID, 483 61 22, USN, ADR3 Milford E. TOWNE, 681 79 75, USN, and Berwyn G. STEELE, A02, 353 56 78, USN. These filmed interviews later appeared on KMJ-TV.

The 20th Anniversary Celebration of Utilization of the A-1 by VA-25 was covered on KMJ-TV, Fresno, on 9 June, and broadcast throughout the San Joaquin Valley.

See also the Documentary Annex for News Article relating to the Command.

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O. DISTINGUISHED VISITORS

On 9 June, ADM. Fred E. BAKUTIS, COMFAIRALAMEDA, Mr. N. A. CARHART, Vice-President of Douglas Aviation, Mr. Ed HEINEMANN, Chief Engineer of Douglas, and Mr. L. J. DEVLIN, one of the Co-Designers of the A-1 Skyraider, were among the honored guests of the 20th Anniversary Celebration of VA-25's use of the reliable and versatile aircraft. (See Documentary Annex for photos.)

P. SPECIAL CEREMONIES

14 April - VA-25 held a personnel inspection, as a part of the annual COMFAIRALAMEDA ADMAT Inspection, and followed it with an awards ceremony, in which VA-25 officers and men received awards earned during the previous year.

9 June - VA-25 held a 20th Anniversary Celebration of the use of the A-1 Skyraider.

21 July - A Memorial Service was held at the NAS Lemoore Chapel for LT Ronald H. WILLIAMSON, who was killed in the crash of a Piedmont Airliner.

21 August - On the hangar deck of the USS CORAL SEA, VA-25 held a Memorial Service for LCDR Fred H. GATES, who was killed when his aircraft ditched at sea after suffering an engine failure.

1 October - In change of Command Ceremonies on the hangar deck of the USS CORAL SEA, CDR Clifford E. CHURCH, Jr. relieved CDR James D. BURDEN, to the theme song from the movie, "Those Magnificent Men in their Flying Machines."

18 October - LT James W. MCGEE and LTJG John C. STONE received the Vietnamese awards presented by high ranking members of the South Vietnamese military in ceremonies on the hangar deck of the USS CORAL SEA.

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P. SPECIAL CEREMONIES (CONTINUED)

It has been the policy of the command to award all promotions and advancements, and to reenlist VA-25 personnel in the presence of all the available personnel so the during the year the squadron held many of these small ceremonies from time to time. (See Documentary Annex for photo of a typical squadron advancement ceremony.)

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