

ATTACK SQUADRON TWENTY FIVE

FLEET POST OFFICE

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From: Commanding Officer, Attack Squadron TWENTY - FIVE

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1. Enclosed is the latest supplement to the history of Attack Squadron TWENTY-FIVE.

William E. Beaty

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By Direction**

Upon return to the States, most of the officers and men of VA-25 were ordered out of the Squadron. In April, 1968 Attack Squadron 25 retired the "Spad". This event marked the passing of an era; the retirement of a well proven, reliable, versatile, and beloved aircraft.

The A7B Corsair II was received by VA-25 in October 1968 at Lemoore Naval Air Station, California.

In November 1968, the "Fist of the Fleet" deployed to Fallon, Nevada with Carrier Air Wing 16 for an intensive weapons deployment. During the deployment, the Squadron logged an amazing 936 flight hours in 16 flying days, setting a record with the LTV Corsair II. The maximum effort at Fallon contributed greatly to pilot experience. The record is further significant in that it occurred only a month after the Squadron received its first A7B and less than two weeks after the VA-25 colors were painted on the last aircraft assigned to the Squadron. Another milestone of the deployment was a single days' effort of 84.5 flight hours.

VA-25 deployed for its fourth cruise to SEASIA on 1 February 1969 aboard USS TICONDEROGA (CVA-14).

During the 5 months on Yankee Station and in the Sea of Japan, VA-25 dropped 2,200,000 pounds of ordnance and flew 1115 sorties against the enemy. The fourth and final line period on Yankee Station saw unparalleled availability and reliability of the A7B weapons system when VA-25 pilots, in 33 flying days, established a mark of 1650 flight hours in sorties against the enemy. Pilots averaged better than 92 hours in the air during this period. A well earned rest was their reward upon returning to NAS Lemoore, on 18 September 1969.

After a month stand down, the Squadron started its transition training to the newest version of the Corsair II - the A-7 "Echo". The A-7E has an advanced avionics system unparalleled in the Navy to date. Its computer and inertial measuring set are similar to the gear used on the Apollo moon flights.

By mid-December, VA-25 had relinquished its last A-7B. Meanwhile, the pilots were going through a transition syllabus with VA-122. Most were completed by Christmas.

In early February, CDR FRED ORRIK flew to Dallas to receive VA-25's first "Echo". In the following weeks the other 13 aircraft were delivered from the LTV factory. The Squadron commenced its pre-deployment training cycle.

CDR BILL WHEAT, former CO of the Blue Angels, joined the Squadron as the prospective new XO when CDR HUMPHREYS took over the helm.

May 1970 saw the "Fist of the Fleet" flying to NAAS FALLON for a 2-week detachment. After working the bugs out of the radars and computers, VA-25 proved the Echo's bombing superiority by placing the majority of the bombs dropped within 50 feet of the target.

CDR HUMP HUMPHREYS relieved CDR FRED ORRIK in change of command ceremonies 26 June 1970. CDR ORRIK left to join CARDIVNINE staff in San Diego. The men and pilots under CDR HUMPHREYS tutelage became known as "HUMP's HACKERS"

VA-25 showed its readiness in July 1970 with a 93 ADMAT grade. Afterwards job changes were made and LCDR [REDACTED] took over as Operations Officer and LCDR [REDACTED] moved down to Maintenance.

It was during the Squadron's FALLON det in August that LT [REDACTED] ejected from his aircraft in a steep bombing run. The high speed (600 kts.) ejection was successful, but LT [REDACTED] received multiple leg and shoulder fractures as a result. He was rescued and sent to Balboa Naval Hospital

in San Diego to recuperate. Being so close to deployment, LT [REDACTED] was transferred from the Squadron and replaced by LCDR [REDACTED] from VA-122.

VA-25 completed its shakedown cruise on the USS RANGER (CVA-61) off Southern California in late September. The Squadron received the highest ORI grade of any of the Attack and Fighter Squadrons about - a 93.

The ship pulled into San Francisco on the 5th of October for a 3 week Stand-down before deployment to WESTPAC Oct 27, 1970.