



1975

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

VA25:GEF:wfm
5750
Ser 65

10 MAR 1976

From: Commanding Officer, Attack Squadron TWENTY FIVE
To: Chief of Naval Operations, Navy Department (OP-05D2)
Washington, D.C. 20350

Subj: Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12 (series)

Encl: (1) Attack Squadron TWENTY FIVE Command History

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

JWC
P. W. OGLE

Copy to:
Director of Naval History
CINCPACFLT

ATTACK SQUADRON TWENTY FIVE COMMAND HISTORY

In January 1975, Attack Squadron TWENTY FIVE was shore based at Naval Air Station Lemoore, conducting training in preparation for a WESTPAC Deployment aboard USS RANGER, scheduled to begin in November of 1975,

Human Resources Availability Week (HRAV) was conducted during the week of 10 - 14 February. The Command Action Plan was devised from information gained during HRAV and with the assistance of the Human Resources Management Center (HRMC) team from Alameda. Awareness and understanding of individual needs increased as a result of this program and the effective operation of the Human Relations Council.

The Command Inspection was conducted by Commander, Attack Carrier Air Wing TWO on 20 and 21 February. The Squadron was found to be "Administratively Sound" and a grade of EXCELLENT was awarded.

On 9 March, the Squadron deployed to Naval Air Station Fallon, Nevada, for a two week period of weapons training. Intensive training was conducted in all modes of bombing, strafing, and search and rescue procedures,

Upon return to Naval Air Station Lemoore, the Squadron continued training with flights to targets at Fallon, Nevada; Yuma, Arizona; and El Centro, California. Low level navigation and radar training missions were flown throughout the Western United States,

One year of aircraft accident free operations was completed on 18 March 1975,

During the week of 14 to 20 April, Attack Squadron TWENTY FIVE extended its air combat maneuvering capabilities by conducting training flights with Fighter Squadron ONE FIVE FOUR, at Naval Air Station Miramar. Squadron pilots flew numerous training sorties off the Southern California coast, practicing air combat tactics with the F-4 aircraft in the advisory role.

On 28 April, the Squadron had its only aircraft accident of the year, when NE407 BUNO, 159266, suffered a catastrophic engine failure, due to material failure of the turbine inlet guide vanes. Lieutenant [REDACTED] was forced to eject from the aircraft near Owens Dry Lake, California. Lieutenant [REDACTED] was not injured and was picked up shortly after the accident by a Search and Rescue (SAR) helicopter from Naval Air Station China Lake. The engine wreckage was recovered in this accident and subsequent investigation led to the discovery of the cause of the failure and engineering investigation and proposals to correct the problem in other fleet aircraft.

Enclosure (1)

The Conventional Weapons Technical Proficiency Inspection was satisfactorily completed on 29 and 30 April,

The Squadron began stretching its sea legs again, with a carrier refresher period aboard USS RANGER from 7 to 11 May. This was a training period for the RANGER flight deck, catapult and arresting gear crews, as well as an opportunity to refresh the Squadron pilots. 43 day carrier arrested landings were completed,

From 9 - 30 June, the Squadron was embarked aboard USS RANGER for the Refresher Training Exercise (REFTRAEX). PQS was stressed during this period, with damage control drills, equipment familiarization, and general military training for all hands. One week of this period was devoted to carrier refresher landings, during which the pilots of the "Fist" completed 109 day arrested carrier landings. Overall, the REFTRAEX was very successful for the Squadron,

The Commander Light Attack Wing, U. S. Pacific Fleet (COMLATWINGPAC) Bombing Derby IX was conducted during the last week of June and first week of July. Although the major Squadron effort was, by necessity, devoted to the REFTRAEX, the Squadron did compete in the Derby and placed second (Silver Bomb Award) of 12 squadrons competing. The Squadron placed second in the best A-7C/E Day Visual Attack (Golden Bomb Award) event and third in the Black Bomb (Radar Bombing) event. Squadron pilots placed first and third in the individual, Best Day Visual Dive Bomb event.

On 8 July, Commander Peter W. Ogle, United States Navy, relieved Commander George R. Vezina, United States Navy, as Commanding Officer, Attack Squadron TWENTY FIVE,

15 July, Attack Squadron TWENTY FIVE returned to Naval Air Station Fallon for the Commander Attack Carrier Air Wing TWO weapons deployment. The two week deployment period included intensive training in multi-plane Coordinated Strikes, War-at-Sea strikes, Walleye, Electronics Warfare, inflight refueling, and field carrier landing practice. The Squadron flew 208 sorties for 430 flight hours during the deployment.

The Squadron deployed aboard USS RANGER from 14 - 29 August for carrier refresher and cyclic operations. The "Fist" really got down to business during this period, tallying 178 day and 71 night arrested landings and over 400 flight hours.

Upon return to Naval Air Station Lemoore on 29 August, all Navy A7E and Air Force A7D aircraft were temporarily grounded, due to TF-41 engine problems. The aircraft were returned to an up status on 18 September with new temperature limitations in force and a change in maintenance practices. During this period ashore the Squadron passed its most important technical inspection of the training cycle, the NWAI,

The Squadron once again deployed aboard USS RANGER from 21 September to 15 October, this time for the Ship/Air Wing WEPTRAEX and Operational Readiness Exercise/Operational Readiness Inspection (ORE/ORI). The WEPTRAEX was conducted from 21 September to 5 October and included extensive training in SSSC and War-at-Sea tactics, day and night bombing, and Air Wing Coordinated Strikes. During this period, new tactics were devised and tested for use in the War-at-Sea environment, against high speed patrol boats and larger surface combatants. Attack Squadron TWENTY FIVE took the lead in the development of these new and improved tactics. The WEPTRAEX was climaxed with a 54 hour ENDUREX, ending with a NOREX.

Following a weekend in San Diego, the RANGER/Air Wing TWO team plunged into an extended ORE/ORI. Commander Naval Air Force, U. S. Pacific Fleet conducted the Operational Readiness Inspection (ORI). Included were demonstrated capability in Coordinated Strikes, SAREX, MINEX, War-at-Sea, ENDUREX, and NOREX. Attack Squadron TWENTY FIVE received a grade of EXCELLENT during this inspection. The Squadron maintained a 60% Full Systems Capable (FSC) rate and an Operational Readiness (OPREADY) rate of 91% for the ORE/ORI. Lessons learned in the WEPTRAEX were put to the test, when the Air Wing evaluated its War-at-Sea tactics, in coordination with VX-5, against the USS NORTON SOUND. Information received from VX-5 has proven the value of these new techniques.

At the completion of the ORE/ORI, Attack Squadron TWENTY FIVE and Commander Attack Carrier Air Wing TWO (CVW-2) were ready to deploy to WESTPAC aboard USS RANGER, with 100% of the required training completed as of 9 November. However, a change was made in the carrier force level in the Seventh Fleet and the deployment date was changed to January of 1976.

Human rights was again the topic, as the Squadron entered into Phase II Equal Opportunity Training on 28 October.

On 8 November a new trophy "The LTJG William F. SCHOLTEN Memorial Award" was presented for excellence in overall weapons delivery. Recognition was also made for excellence in laydown, loft, and dive bombing; and strafing. The recipients of this year's awards were: LT [REDACTED] for Laydown delivery; LT [REDACTED] and LT [REDACTED], who tied for first place in Loft delivery; LT [REDACTED] for Dive delivery; LT [REDACTED] for 20MM strafing; and LT [REDACTED] for Overall Excellence.

These awards were conceived, initiated, and presented by Mr. Robert McAuley of South Lake Tahoe, CA, in memory of LTJG William F. Scholten, an outstanding pilot and Naval Officer who was due to report to Attack Squadron TWENTY FIVE, but lost his life on a training mission in Attack Squadron ONE TWO TWO. The award will be a regular event in the training cycle, utilizing the complex results to determine the recipients.

Throughout the turnaround training cycle, Squadron pilots competed in numerous competitive exercises. Each pilot flew at least six competitive events, for a total of 119 events entered. The "Fist of the Fleet" earned 83 Commander Light Attack Wing, U.S. Pacific Fleet "E"s and 29 qualifying scores. The Squadron also earned an "E" in the group SAREX.

During the year, the Squadron flew a total of 2363 day and 860 night sorties for more than 5500 flight hours.

Squadron activities included extensive participation in athletics, which led to a Base Championship in Flag Football, first place in Rifle/Pistol team competition, second place in Basketball and Track and third place in Bowling. Several members of the "Fist of the Fleet" football team also competed as part of the Naval Air Station Lemoore Championship Flag Football Team, which won the West Coast Championship.

During the year, pilot turnover saw Commander Vézina, LCDR [REDACTED], LCDR [REDACTED] and LT [REDACTED] leave; while five pilots, including Commander [REDACTED], LCDR [REDACTED], LCDR [REDACTED], LT [REDACTED] and LTJG [REDACTED] joined the Squadron. LTJG [REDACTED] the Squadron Air Intelligence Officer (AIO) was replaced by ENS [REDACTED]. At the end of 1975, the Squadron had eighteen pilots of which there were eight combat veterans and two EX-POW's. In December CWO [REDACTED] relieved CWO [REDACTED] as the Squadron Gunner. CWO [REDACTED] departed the Squadron in December without relief as did LCDR [REDACTED], the "Fist" Flight Surgeon. Unfortunately, one member of the Squadron, ADJ3 Jackie Wall, lost his life in a swimming accident while on leave in September.

Thus, the year for Attack Squadron TWENTY FIVE was spent in workup for the BI-CENTENNIAL cruise aboard USS RANGER.

The Squadron finished the year in high state of readiness; ready, with modern tactics, to protect the interest of the United States in whatever projection role it may be called upon to initiate.