

1985



DEPARTMENT OF THE NAVY  
USS CONSTELLATION (CV 64)  
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From: Commanding Officer, USS CONSTELLATION (CV 64)  
To: Chief of Naval Operations (Op-05D2)

Subj: USS CONSTELLATION (CV 64) COMMAND HISTORY FOR CALENDAR YEAR 1985  
(OPNAV REPORT 5750-1)

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Encl: (1) 1985 Chronology  
(2) USS CONSTELLATION (CV 64) 1985 Narrative Command History  
(3) Welcome Aboard

1. Enclosures (1), (2) and (3) are forwarded in accordance with reference (a).

  
M. D. MUNSINGER

Copy to:  
Director of Naval History

## 1985 CHRONOLOGY

01 JAN - 14 JAN Up Keep, inport San Diego, California

14 JAN - 26 JAN Operational Readiness Evaluation (ORE), Southern California Operations Area

26 JAN - 19 FEB Preparations for Overseas Movement (POM), inport San Diego, California

19 FEB - 20 FEB Carrier Air Wing 14 Carrier Qualification, Southern California Operations Area

20 FEB - 21 FEB Preparations for Overseas Movement (POM), inport San Diego, California

21 FEB - 08 MAR Transit Exercise 85-8 (Transit to Pearl Harbor, Hawaii)

08 MAR - 12 MAR Inport, Pearl Harbor, Hawaii

12 MAR - 28 MAR Transit to Subic Bay, Republic of the Philippines Transit Exercise 85-8

28 MAR - 02 APR Inport, Subic Bay, Philippines

02 APR - 07 APR Transit to Singapore, South China Sea

07 APR - 10 APR Inport, Singapore, Malaya

10 APR - 21 MAY Malacca Straights/Indian Ocean/North Arabian Sea, Antisubmarine Warfare Exercise 85-8

21 MAY - 26 MAY Inport, Mombasa, Kenya

26 MAY - 19 JUL Indian Ocean/Gonzo Station, Exercise Beacon Flash 85-4, Antisubmarine Exercise 85-6, 85-3

19 JUL - 24 JUL Inport, Perth, Australia

24 JUL - 01 AUG Indian Ocean/Celebes Sea/Sulu Sea. Transit to Subic Bay

01 AUG - 03 AUG Upkeep, inport Subic Bay, Philippines

03 AUG - 15 AUG Western Pacific, Transit to Hawaii. Transit Exercises with Kitty Hawk Battle Group

15 AUG - 17 AUG Inport, Pearl Harbor, Hawaii

17 AUG - 24 AUG Eastern Pacific, Transit to San Diego

24 AUG - 01 OCT Inport, San Diego, California

01 OCT - 31 DEC Ship's Restricted Availability, inport San Diego, California

13 DEC Change of Command, CAPT Munsinger releived CAPT Calhoun

## USS CONSTELLATION (CV 64) 1986 NARRATIVE COMMAND HISTORY

Two major evolutions punctuate CONSTELLATION'S 1985 command history. The first, which commenced 21 February, was CONSTELLATION'S 1985 Western Pacific/Indian Ocean (WESTPAC/IO) deployment. Following the ship's return to its homeport in San Diego 24 August, Ship's Restricted Availability (SRA) encompassed the period 1 October through 31 December.

CONSTELLATION spent the period 1 January through 13 January in her homeport at North Island, San Diego undergoing final flight deck non-skidding in preparation for upcoming operational evaluations.

CONSTELLATION returned to sea 14 January through 26 January, engaging in Operational Readiness Exercises (ORE) in the Southern California Operations Area. On 17 January 1985, a class alpha (VF-154) and class bravo (VF-154) aircraft mishap occurred simultaneously. The incident transpired when an F-14A drifted right while crossing the ramp on a night approach and impacted the radome of an A-6E parked on the foul line; there were no fatalities. Following ORE, CONSTELLATION returned to North Island for Preparations for Overseas Movement (POM). Included in the POM evolution was the resurfacing of 60,000 square feet of non-skid and the repair of eight Flight Deck Power Hatches.

Returning to sea 19 - 20 February, CONSTELLATION conducted final Carrier Qualifications in preparation for WESTPAC deployment; final POM at North Island was conducted 20 - 21 February.

The period 21 February through 8 March saw CONSTELLATION and Carrier Air Wing 14 participating in Transit Exercise (TRANSITEX) 85-8 in the Hawaiian Operations Area. In port in Pearl Harbor for their first port call and liberty of the deployment 8 - 12 March, CONSTELLATION sailors got a first hand look at the exciting diversions at Waikiki and Honolulu.

CONSTELLATION, underway 12 March bound for Subic Bay in the Philippines, commenced the second half of Transit Exercise 85-8. Arriving at Cubi Point on 28 March, CONSTELLATION sent five days in its first foreign port of the WESTPAC deployment. CONSTELLATION sailors were active in "Project Handclasp" during the Subic Bay visit, helping out those in need and strengthening the bonds of international brotherhood between the U.S. and the Philippines.

Entering the South China Sea on 2 April, CONSTELLATION steamed for Singapore, arriving 7 April in the City of the Lion. Liberty parties reached the city after a 30 minute ride in a motor junk from where CONSTELLATION was anchored. The crew was unanimous that the sights of the people from India, China and Malaysia, their customs and cultures, along with the Buddhist, Moslem and Hindu temples were a fascinating and rewarding experience. Among honored guests of CONSTELLATION during her Singapore visit was the Commander in Chief, Royal Singapore Navy. Underway 10 April, CONSTELLATION passed through the Malacca Straights enroute to the Indian Ocean and Gonzo Station in the North Arabian Sea. In May, while in the North Arabian Sea, CONSTELLATION conducted Anti-Submarine Exercise Beacon Flash (ASWEX 85-5) with the Oman Air Force.

The months spent in the North Arabian Sea were not without entertainment. On April 28, Kris Kristofferson visited the ship with a touring USO show while CONSTELLATION lay at anchor off the coast of Oman. The show contributed to the team's already high morale as the Kristofferson band kept crewmembers enthralled for hours with a wide variety of songs.

CONSTELLATION'S next port call was Mombasa, Kenya, which she visited from 21 - 26 May. Besides being another opportunity to relax in a foreign port, the Mombasa visit became a visible symbol of the brotherhood and good will that CONSTELLATION brings with her wherever she travels. An all hands fundraising drive netted over \$5,000 dollars for the Kenyan Red Cross, and the effort made CONSTELLATION'S latest nickname, "America's Flagship for Africa", especially appropriate.

Back at Gonzo Station from 26 May through 19 July, CONSTELLATION resumed Exercise Beacon Flash (Multiple 85-4/ASWEX 85-6/ASUEX 85-3). Multinational

exercises were conducted with the navies of Oman, Great Britain, France and Australia during the months of May and June. Also in June, CONSTELLATION participated in an anti-surface warfare exercise to evaluate the ship and airwing's capability of existing in a surface warfare scenario.

Commander Seventh Fleet, VADM Paul F. McCarthy, visited CONSTELLATION June 28, taking time from his busy schedule to speak to the crew on closed circuit television. After over 50 days at sea, CONSTELLATION anchored off Perth, Australia on 19 July. Perth, the "City of Lights", proved to be the most enjoyable liberty port of the WESTPAC deployment. Included among the many distinguished visitors CONSTELLATION entertained during her five day visit to the "Land Down Under" was the Honorable Noel Atcherly, Australian Chief of Supply and Support.

On 24 July, CONSTELLATION embarked on the first leg of her homeward journey, passing back through the Indian Ocean, Celebes Sea and Sulu Sea enroute to an upkeep visit in Subic Bay 1 - 3 August.

Steaming for Pearl Harbor, Hawaii, CONSTELLATION engaged in Transition Exercises with KITTY HAWK and her Battle Group. CONSTELLATION paid her second port call to Pearl 15 -17 August, then embarked on the last lap of her long journey homeward to San Diego.

To conclude her WESTPAC deployment, CONSTELLATION invited male dependents and friends of the crew (referred to as "Tigers") to ride along with her from Hawaii to San Diego. During this short cruise, over 900 Tigers were treated to three Underway Replenishments, surface ship tactical maneuvering and gunfire demonstration, flight operations, an air show, a flight deck picnic and the "Ring of Fire" night gunfire illumination demonstration.

After six months at sea, CONSTELLATION arrived at NAS North Island, San Diego, on the bright and shiny morning of 24 August. During the deployment, CONSTELLATION steamed over 53,533 nautical miles. Throughout the WESTPAC, CONSTELLATION spent only 26 days in various ports, twice visiting Pearl Harbor, Hawaii and Subic Bay in the Republic of the Philippines. Other visits included three days in Singapore, five days in Mombasa, Kenya and five days in Perth, Australia.

During 175 days at sea in 1985, the CV-64/CVW-14 team safely conducted 9789 catapult launches, 9790 arrestments and 1799 helicopter launches and landings. Two strike-fighter squadrons, VFA-113 and VFA-25, the "Stingers" and "Fists of the Fleet" respectively, made up the first squadrons to operationally deploy with the new F/A-18 "Hornet" strike fighter. VFA-113 and VFA-25 performed exceptionally, operating the new equipment to the limits of its capabilities. As a result, the excellent reputation of the F/A-18 was firmly established as a valuable and flexible battle group asset.

Both strike fighter squadrons were instrumental in the development of new war at sea and power projection ashore tactics using the ultra-modern systems of the Hornet strike fighter. The F/A-18's versatility in switching from air-to-ground to air-to-air roles provides the battle group with an aircraft which performs equally well as a medium range interceptor, providing protection to the battle group or an aircraft capable of large scale strikes.

CONSTELLATION'S FOD and Crunch Prevention Programs have never looked better. Of the 81,000 aircraft evolutions in 1985, only one reportable crunch occurred. Likewise, CONSTELLATION had an impressive FOD rate of only .282, including 69 consecutive days FOD free. This success was based mainly on the strong FOD program established during CY-85 deployment, leading to a significant decrease in the FOD rate as the deployment progressed.

CONSTELLATION'S Safety Department submitted 19 personnel injury/death reports, 13 motor vehicle reports, one material property report and 33 explosive mishap reports during CY-85. Included were four class alpha personnel mishaps. Two were automobile related fatalities and two motorcycle related fatalities.

Following a week of upkeep, CONSTELLATION entered Selected Restricted Availability (SRA), a period from 1 October through 31 December. Included in the SRA work package was the resurfacing of the entire flight deck and hangar

bay with non-skid, the replacement of 300 padeyes, installation of a Jettisonable LOX Farm, removal of six aircraft air-conditioning hatches and trunks, and the installation of maintenance platforms on Deck Edge Elevators.

On 13 December, CAPT Melvin D. Munsinger relieved CAPT John F. Calhoun to become CONSTELLATION'S 20th Commanding Officer. CAPT Calhoun had the helm for one-and-one-half years on CONSTELLATION, and was selected for promotion to Rear Admiral. CAPT Calhoun's next assignment was to the staff of the Commander-in-Chief, U.S. Pacific Fleet in Hawaii.

CAPT Munsinger reported to CONSTELLATION with over 27 years of naval experience. Before reporting to CONSTELLATION, CAPT Munsinger served as Chief of Staff for Commander, Cruiser-Destroyer Group One.

Operationally, CONSTELLATION'S 1985 was highlighted by the first major deployment of the Navy's new F/A-18 Hornet strike-fighter. Additionally, CONSTELLATION'S crew implemented the Battle Flex-deck concept as a standard operational procedure. Other operational highlights included the implementation of Quality Assurance, Tool Control and Critical Maintenance Programs within the Air Department. These were the first of their type for a Pacific Fleet Carrier and serve as a prototype for other ships.

In the area of Supply, over 100 Underway Replenishments (UNREPS) were conducted, including 25 refuelings, 16 combined refueling and reprovisionings, seven reprovisionings, and 15 destroyer refuelings. CONSTELLATION received 26,427,943 gallons of propulsion fuel and 17,379,213 gallons of aviation fuel via Alongside Connected Replenishment, while 706,298 gallons of propulsion fuel was sent to escorts via Alongside Connected Replenishment.

Keeping CONSTELLATION in constant contact with the outside world was the mission of the Communications Department. During the WESTPAC Deployment, the Communications Department sent and received over 170,000 radio teletype messages and visual signals. Additionally, the department reproduced over 6,000,000 copies for distribution to all areas of the ship.

The Weapons Department off-loaded over 1,800,000 pounds of ordnance by helicopter and CONREP stations without accidents or incidents. Weapons also completely rehabed 20 magazines and four weapons transfer areas ahead of schedule during SRA, and was instrumental in the first operational deployment of the AGM-123A (Skipper) laser guided bomb.

During 1985, CONSTELLATION'S Legal Department processed approximately 450 cases for XOI/Mast, 50 Summary Courts-martials, 25 Special Courts-martials, 200 legal assistance cases covering a wide variety of civil and military matters, and over 2,000 powers of attorney for the crew and air wing personnel.

The Educational Services Office administered Navy-wide exams in January, March and September for over 1,000 crew members, and over 1500 non-rated personnel were advanced.

The Training Department sent over 1,000 crew members to formal schools in the San Diego area, as well as over 300 to Navy schools nation-wide. An impressive quota utilization figure of 104 percent overall was achieved by sending numerous stand-by personnel to courses with traditionally high no-show rates.

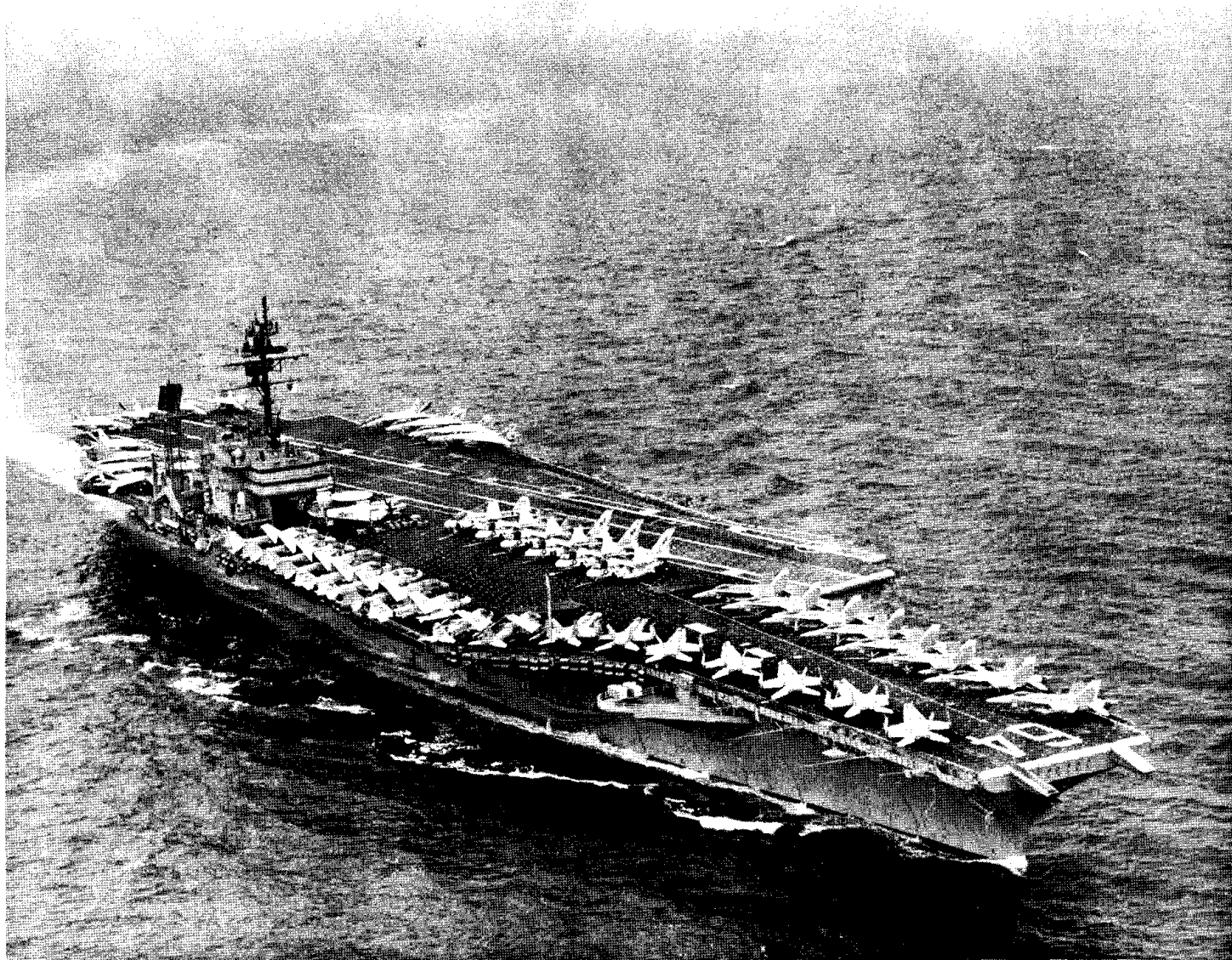
1985 was an outstanding year for CONSTELLATION'S Career Counselors. In addition to providing counseling services, they conducted over 400 reenlistments and compiled an impressive set of statistics: of 478 CONSTELLATION sailors eligible for reenlistment, 238 actually reenlisted. This is a five percent increase over 1984, a seven percent increase over 1983 and a 23 percent increase over 1982. In recognition of a superior command retention program encompassing leadership throughout its entire chain of command, CONSTELLATION was awarded the coveted Golden Anchor Award by the Commander in Chief, U.S. Pacific Fleet for 1985.

In the field of Public Affairs, CONSTELLATION continued to enhance its already outstanding relationship with its community, both local and worldwide. During 1985, CONSTELLATION hosted over 10,000 people who were part of official Public Affairs tours and events. Prior to WESTPAC deployment, the Campfire

Candy Sale Kick Off in early January attracted over 900 Campfire children and adults. In early February, more than 300 Boy Scouts and sponsors attended the Eagle Scout Recognition Dinner, and following WESTPAC, over 400 attended the Father/Daughter Dinner Dance.

During the deployment, the 1984 RADM William Thompson Award winning Public Affairs Office conducted tours in Singapore, Perth and Subic Bay, allowing nearly 4,000 foreign citizens to visit a small piece of America and to meet some of our country's finest young ambassadors.

**WELCOME  
ABOARD  
USS CONSTELLATION  
'America's Flagship'**



**'Spirit of the Old, Pride of the New'**

# Commanding Officer

CAPT. M.D. Munsinger

CAPT. Melvin D. Munsinger was born in [REDACTED] Calif., and graduated from Chico State College prior to entering the Naval Service in September 1958.

He was commissioned an Ensign in January 1959 through the Aviation Officer Candidate Program and designated a Naval Aviator in July 1960.

His first aviation assignment was VAW-11 in August 1960. In February 1964, he was ordered to VA-122 as an instructor, flying A1 "Spads." During his tour, he served an in-country tour as an advisor to the South Vietnamese Air Force.

In 1967, he returned to sea duty with VA-97 flying the A7 Corsair Two. Departing in February 1969, he returned to VA-122 as an instructor, departing in July 1970 for a year's study at the Naval War College where he earned a Masters Degree from George Washington University.

The following year, he served as Maintenance Officer and later Operations Officer of VA-192. After a tour with COMLATWINGSPAC, CAPT. Munsinger served as Executive Officer and then Commanding Officer of VA-113 from November 1973 to May 1976. From July 1976 through July 1978 he served as Executive Officer, Air Test and Evaluation Squadron Five.

From January 1979 to July 1980, CAPT. Munsinger commanded Carrier Air Wing NINE on board USS CONSTELLATION.

In August 1980, he reported to the Office of the Chief of Naval Operations where he was Air Launch Weapons Requirement Branch Head in the Aircraft and Weapons Requirement Section



of DCNO (Air Warfare).

From August 1982 to May 1984, CAPT. Munsinger commanded the USS San Jose (AFS-7), homeported at Naval Station Agana, Guam.

He then served as Chief of Staff for Commander, Cruiser-Destroyer Group One from July 1984 until October 1985.

On Dec. 13, 1985, CAPT. Munsinger relieved CAPT. John F. Calhoun as Commanding Officer of USS CONSTELLATION (CV-64), making him the 20th skipper of "America's Flagship."

CAPT. Munsinger has been awarded the Silver Star, six Distinguished Flying Crosses, the Meritorious Service Medal, seven Air Medals, and the

Navy Achievement Medal.

He is authorized to wear the Combat Action Ribbon, Presidential Unit Citation, Meritorious Unit Commendation and numerous Vietnam decorations.

He is one of the few aviators who has flown in excess of 500 combat missions and made more than 1,000 or more carrier arrested landings.

He was the first pilot to have flown more than 3,000 hours in the A7 Corsair Two aircraft.

CAPT. Munsinger is married to the former Mary Elizabeth Hines of San Francisco, Calif. They have two daughters, Carrie and Kimberly.



# Executive Officer

CAPT. T.B. Latendresse

CAPT. Thomas B. Latendresse was born and raised in [redacted] Wash. He attended Yakima Valley College prior to enlisting in 1963. He entered flight training in Pensacola, Fla. under the Naval Aviation Cadet Program. On Feb. 15, 1965, he was commissioned an Ensign and designated a Naval Aviator.

CAPT. Latendresse's first fleet assignment was with Airborne Early Warning Squadron 13, homeported in Alameda, Calif. In August 1967, he reported to Training Squadron 26 in Beeville, Texas, for a 26 month tour. From October 1969 to June 1970, CAPT. Latendresse was separated from active duty. When he returned to active duty, he was assigned to Attack Squadron 127. In December 1970, CAPT. Latendresse reported to Attack Squadron 55, homeported at NAS Lemoore, Calif.

On May 27, 1972, CAPT. Latendresse was shot down and captured while on a strike mission over North Vietnam. During his internment in Hanoi's P.O.W. camps, CAPT. Latendresse was assigned to the Fourth Allied Composite P.O.W. Wing. He was returned to United States Military jurisdiction on March 28, 1973. For one year following his return to the United States, CAPT. Latendresse was assigned to the U.S. Navy Hospital in Oakland, Calif.

In March 1974, he reported to the United States Naval Post Graduate School in Monterey, Calif. After graduating Cum Laude he reported to Attack Squadron 122 in Lemoore for A-7E "Corsair II" replacement pilot training. In September 1976, CAPT. Latendresse reported to Attack Squadron 192, homeported at NAS Lemoore.



In May 1979, he reported to the Staff of Commander Light Attack Wing, U.S. Pacific Fleet in Lemoore. In July 1979, he again reported to VA-192 as Executive Officer, assuming command of the squadron on June 27, 1980. In September 1981, CAPT. Latendresse reported to the U.S. Naval War College in Newport, R.I. CAPT. Latendresse graduated with distinction from the Naval War College in November 1982 and reported to Carrier Air Wing Reserve 30 as Commander, Air Group.

In September 1984, CAPT. Latendresse reported to USS CONSTELLATION as Executive Officer and made the Western Pacific/Indian Ocean deployment in 1985. He is

scheduled to leave CONSTELLATION in April 1986.

In the course of his Naval career, CAPT. Latendresse has flown over 4,800 hours and accumulated over 1,000 carrier landings.

His awards include the Silver Star, Bronze Star, Meritorious Service Medal, two individual Air Medals, 26 Strike/Flight Air Medals, six Navy Commendation Medals, two Purple Hearts and various other campaign and personal awards.

CAPT. Latendresse is married to the former Nancy Miller of Hoquiam, Wash. The Latendresses and their children, Tom, Carter, Greg, and Lisa Marie reside in the San Francisco Bay area.

# Command Master Chief

AOCM G.R. Zehm

AOCM Gordon R. Zehm was raised in Spokane, Wash. After high school and four years in the National Guard, he entered the Navy in 1952 and went to boot camp in San Diego, Calif. He attended Airman Prep. School in Norman, Okla., and then went through AO school in Jacksonville, Fla.

His first ship was USS Cabot (CVL-28), homeported in Norfolk, Va. In 1954, he was transferred to FASRON 77 in Naples, Italy for three years. His next assignment was VX-1 in Key West, Fla. for two years.

From there, he went to USS Essex (CVA-9) for four years, homeported in Mayport, Fla. and later as a CVS in Quanset Pt., R.I.

Next, he was assigned to VA-44, Cecil Field, Fla., and in 1965 he was sent to VA-212 (CAG 21) on USS Hancock (CVA-19) off North Vietnam. In 1967, his squadron was assigned to USS Bon Homme Richard (CVA-31) on which he completed combat cruises in 1967 and 1968.

During this time, his squadron was first to introduce a new weapons system into combat, the Walleye weapon. In 1969 his squadron was back on USS Hancock for another combat cruise.

In early 1970, AOC Zehm was sent to Millington, Tenn. to attend instructor training and after graduation, was assigned to NAMTD, Lemoore, Calif. where he instructed A-4 and A-7 armament maintenance and MK4 gun pod. After being promoted to AOCS in 1971, he was sent to USS Coral Sea (CV-43) where he served as LCPO for flight deck maintenance, G-div. and weapons dept.



In 1978, AOCM Zehm became Command Master Chief of Coral Sea. In 1982 he went to shore duty at NAS Fallon, Nev. He reported aboard USS CONSTELLATION in 1985 just prior to the WESTPAC/Indian Ocean deployment.

Master Chief Zehm has seen most of the world at sea and in the air. He has made numerous Mediterranean, North Atlantic and WESTPAC cruises and four Vietnam cruises.

He has earned the Meritorious Service Medal, Navy Commendation Medal, Navy Achievement Medal with star, three Navy Unit Commendations, three Meritorious Commendations, eight Good Conduct Awards, three Navy

Expeditionary Medals, Navy Occupation Service Medal and the National Defense Service Medal.

He has also been awarded the Armed Forces Expeditionary Medal, Vietnam Service Medal with eight stars, Humanitarian Service Medal, four Sea Service ribbons, RVN Armed Forces Mug (Gallantry Cross), and Republic of Vietnam Campaign Ribbon with device. He is authorized to wear the Surface Warfare emblem.

In 1982, AOCM Zehm was a candidate for Master Chief of the Navy, and was among the top 10 selectees. His total devotion is to represent our finest and most valuable assets — our sailors.

# America's Flagship

On Oct. 27, 1961, USS **CONSTELLATION** was placed in commission in the United States Navy by Mrs. Christian Herter. **CONNIE**, as her crew refers to her, is older than the average age of her crew which is 20.

She was named for one of the six frigates built by the Continental Congress in the late 1790's. The first of those frigates, wooden sailing ships which were to make American naval history, was named for the ring of 13 stars in a field of blue that formed a "new constellation" on the flag of the new United States.

The new ship was little like its namesake. Nearly four years prior to the commissioning, her keel was laid in the New York Naval Shipyard. The entire construction cost of the ship was \$400 million, less than one fourth the cost of building a ship like her today.

The second ship in the "modified Forrestal" class of aircraft carriers and the largest conventionally powered warship in the world, **CONSTELLATION** is 270 feet wide and 1079 feet long, which is almost four football fields long and is also longer than the Empire State Building is tall.

Her flight deck has an area of 4.1 acres, enough space to hold eight houses on half acre lots. On her flight deck, 70 feet above the water, **CONNIE** has enough parking space for 900 cars or 55 aircraft.

**CONSTELLATION** is 17 stories tall from the ship's keel or bottom up to the signal bridge. She has an average draft (how far the ship sticks down into the water) of 35 feet.

**CONNIE's** weight displacement is an awesome 85,000 tons with her airwing

onboard. Despite her massive size she moves faster than her namesake, the old "Yankee Racehorse," at speeds in excess of 30 knots. Her power comes from eight 1200 psi steam boilers. This steam, when passed through her four turbine engines, produces 250,000 horsepower, 70,000 horsepower in each of four propeller shafts; enough to turn her 21-foot manganese-bronze screws at 170 rpm. The ship is agile as well; her twin 35-ton rudders give her a turning circle of less than one mile.

When the air wing is aboard, **CONSTELLATION's** population reaches a staggering 5000 men, making her quite literally a small city. Although the citizens of this city do not pay any city taxes, she provides all of the same services to them that any other American city would provide. There is a complete hospital and dental office, a bank, a tailor, a gas and electric company, a water company and five restaurants.

Those restaurants serve over 20,000 meals each day, using 1,000 loaves of bread, 10,000 pounds of vegetables,

5,000 pounds of meat, and 3,000 pounds of potatoes. In all **Connie** can carry over 2 million pounds of dry stores, 405,000 pounds of vegetables, 370,705 pounds of meat, and 86,600 pounds of dairy products. Her ice plant can produce 5,200 pounds of ice per day.

In addition to the restaurants, "**CONNIE-ville**" also sports a police and fire department, three television stations, a newspaper, seven stores, and two barbershops; not to mention her own airport.

**CONSTELLATION** launches her aircraft from four steam powered catapults. Each "cat" has the power to accelerate a 30-ton aircraft from zero to 160 miles an hour in just two and a half seconds. The "cats" have so much power that it is rumored they could throw a small automobile five miles before the car hit the ground, if the bow were angled up out of the water at just the right elevation. The catapult gives the aircraft only 250 feet to take off instead of nearly 5000 that a civilian or Air Force jet would have. Using all four of her catapults, **CONNIE** can



**CONSTELLATION** made two visits to San Francisco in the past four years to be a part of the City by the Bay's Fleet Week celebration. **CONNIE** hosted over 70,000 Bay area residents during the two visits.

launch her planes at a rate of four every two minutes.

Aircraft returning to CONSTELLATION are "trapped" by one of four 110 foot arresting cables, also called cross deck pendants. The aircraft's tailhook snags the pendant, which is linked to a hydraulic engine below the flight deck. This engine reels out the cable to bring an airplane to a smooth controlled stop in just over 250 feet, less than one tenth the distance required by land based aircraft.

Her evaporators can produce 400,000 gallons of water each day and she carries several million gallons of jet and diesel fuel for herself and her airplanes.

Her career in the United States Navy has been a long and illustrious one. In July 1962, having completed her sea trials, CONSTELLATION departed from New York Naval Shipyard destined to sail around "The Horn" to her new homeport of San Diego. Seven months later she sailed west again, this time for her first deployment to the Western Pacific.

CONSTELLATION's crew was awarded the Navy Unit Commendation and the Armed Forces Expeditionary Medal for actions in the Gulf of Tonkin (off the coast of North Vietnam) in November 1964. During that same deployment CONSTELLATION's air wing launched retaliatory air strikes against North Vietnam for unprovoked attacks by North Vietnamese PT boats on the destroyers USS MADDOX and USS TURNER JOY in international waters.

In 1968 President Lyndon B. Johnson paid the ship a visit prior to her fourth deployment to the Western Pacific in June. In November 1968, while assigned to the U.S. Seventh Fleet, Connie pilots flew the last strike missions into North Vietnam prior to the declaration of the bombing halt.



On October 1, 1971, CONSTELLATION sailed from San Diego to begin her sixth combat deployment to Vietnam. Seven months later, LT. Randy Cunningham and LTj.g. Willie Driscoll became America's first fighter aces of the war by downing three MiGs (including North Vietnamese Ace of Aces, "Col. Tong") during vicious dog-fighting over North Vietnam. The score brought their total to five enemy aircraft in four months.

In 1973, CONSTELLATION received a Presidential Unit Citation from President Richard Nixon.

In 1975, Connie underwent a complex overhaul, enabling

her to carry the Navy's newest air superiority fighter, the F-14 "Tomcat." Additionally, she was redesignated CV from CVA becoming a multi-mission carrier with full anti-submarine capabilities. This included the addition of the Navy's S-3A "Viking" submarine hunter/killer to her air wing.

In September 1978, Connie sailed west once again, beginning her 11th deployment. Entering the Indian Ocean for the first time since 1974, CONSTELLATION was extended on station in the Persian Gulf because of the crisis in the Middle East. Her service earned her the Navy and Marine Corps

Expeditionary Medals. While on her 12th deployment to the Western Pacific and Indian Oceans, CONSTELLATION set a new endurance record by remaining on station for an exhausting 110 consecutive days.

In late summer 1981, Connie played host to President Ronald Reagan. During the visit, President

Reagan presented the Presidential Flag to the ship and officially proclaimed CONSTELLATION as "America's Flagship."

Connie began her 13th deployment in October 1981, returning to San Diego in May 1982. After her return, "Connie" visited San Francisco for "Fleet Week" and hosted 35,000 residents of "The City

by the Bay."

In December 1982, CONSTELLATION sailed north to Puget Sound Naval Shipyard in Bremerton, Wa. to begin a 14 month complex overhaul.

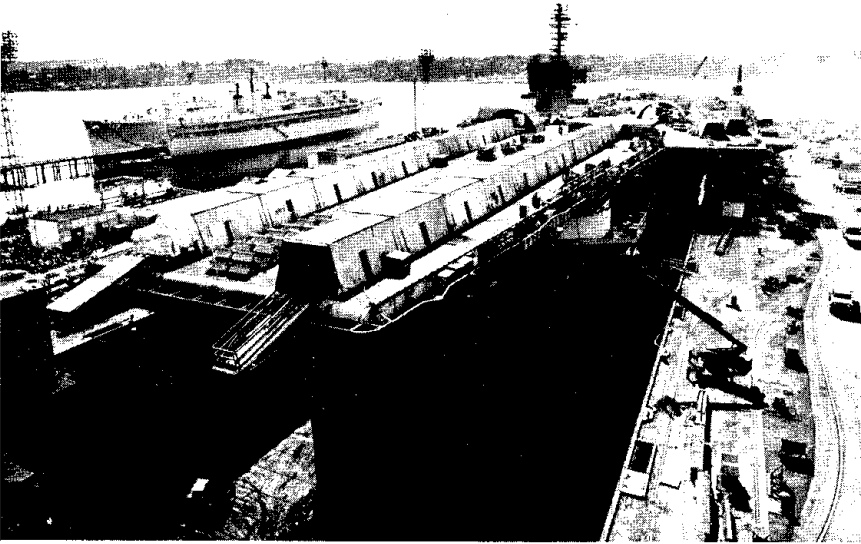
During the overhaul, "America's Flagship" was modified to carry the Navy's newest strike-fighter jet, the F/A-18 "Hornet." Connie was the first carrier to receive the new aircraft. She was also fitted with the new PHALANX radar guided gattling-gun, two new flush deck catapults and the NATO Sea Sparrow Missile System.

Connie completed the \$235 million overhaul two weeks early and on budget, something which a carrier had not accomplished since the 1940s, according to the shipyard.

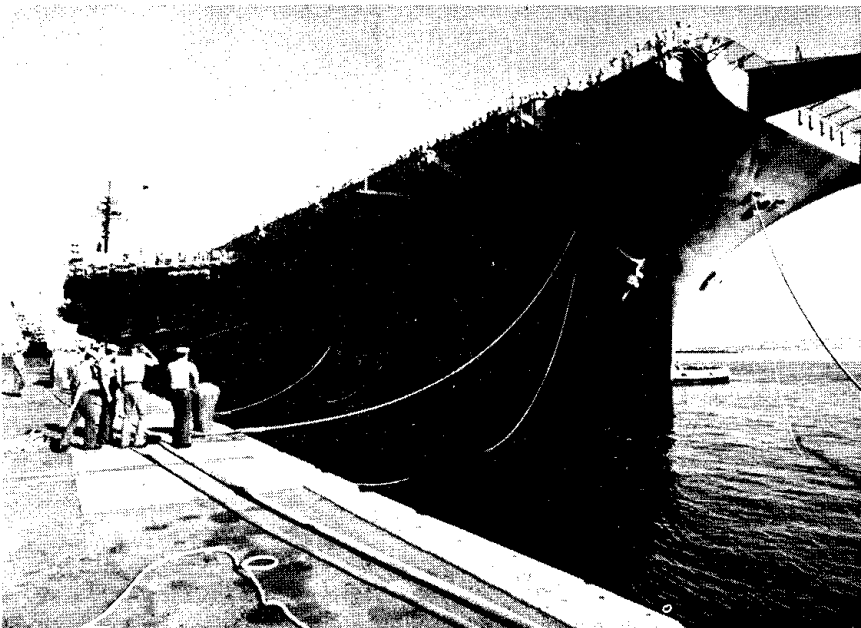
A few months after the overhaul and her return to San Diego, and while she was getting ready for another major deployment, the ship made another trip to San Francisco for yet another Fleet Week celebration, and again hosted over 35,000 people.

The first carrier to deploy with the F/A-18 Hornet, CONSTELLATION set sail on her 14th deployment in February 1985. After a cruise that included port visits to Singapore, Kenya and Western Australia, Connie returned to her homeport of San Diego in late August.

Like all American warships, Connie is American soil, representing the United States in any corner of the globe at a moment's notice. The power that she and her carrier battle group can project will keep CONSTELLATION a major element in the front line of America's defense well into the 21st century. Answering her country's call on the oceans of the world, CONSTELLATION truly lives up to her nickname, "America's Flagship... Spirit of the Old, Pride of the New."



Above, CONSTELLATION is in drydock undergoing a major overhaul in Bremerton, Wash. (1984). Below, CONSTELLATION gets tied up to the pier arriving at its homeport, NAS North Island, San Diego, Calif. after its 14th major deployment.



# Yankee Racehorse

The first ship to be commissioned in the United States Navy, the first to put to sea and first to engage, defeat and capture an enemy vessel was the three-masted, square-rigged U.S. Frigate CONSTELLATION.

From the undeclared naval war against France in 1798 through World War II, the CONSTELLATION, America's oldest floating warship, has for more than 188 years and five wars survived the tempers of the seas and the wiles of belligerent nations.

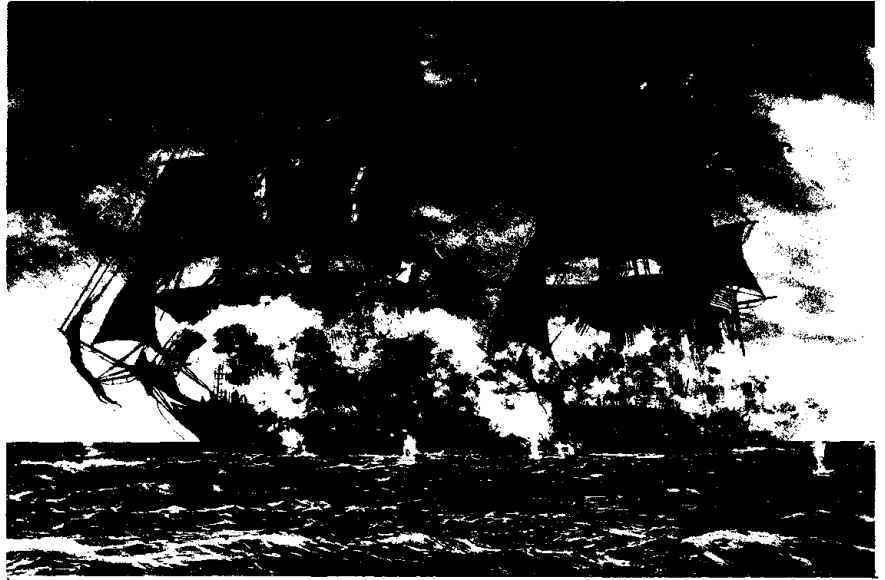
It all started on March 27, 1794, when a special act of Congress provided for the formation of the United States Navy and for the building of six frigates.

The ships were given symbolic names which the new country could rally around; names such as CONSTITUTION, CONGRESS, CHESAPEAKE, UNITED STATES, and PRESIDENT. But the first to be commissioned received the name held in highest esteem by the fledging Congress; the name for that ring of stars, white in a blue field, on the new American flag: **CONSTELLATION.**

She was built by master designer David Stoddard. The wood for her construction was live oak from Georgia and the Carolinas, and work began in late 1795 at the Harris Creek shipyard in Baltimore.

Stoddard changed the War Department's plans for CONSTELLATION in several significant ways. He incorporated a much sharper bow as well as constructing the ship to carry 38 cannon instead of the 36 she was designed for.

On Sept. 7, 1797, CONSTELLATION slid down the ways into the Patapsco River, launching a career that



The 38-gun CONSTELLATION (right), under the command of Captain Thomas Truxtun, clashes with the 54-gun French frigate LA VENGEANCE on Feb. 1, 1800 in this spirited single-ship duel. Truxtun was robbed of the prize by the untimely loss of CONSTELLATION's mainmast, but emerged with credit for the victory from the encounter with the ship of superior force.

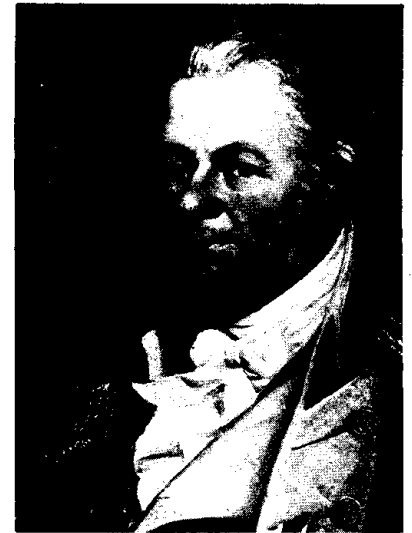
would span over 157 years. She became known as the "**Yankee Racehorse**" because she could attain the thrilling speed of 13 knots while sailing under nearly an acre of canvas sails.

The ship was finished just in time, because in June 1798, the United States was already involved in its first naval war, undeclared with France.

The outstanding American achievement in this 'quasi-war' was when CONSTELLATION, under the command of Captain Thomas Truxtun, fought and captured the 40-gun French frigate L'INSURGENTE in West Indian waters on Feb. 9, 1799. It was the first battle fought by one of the 'original six' frigates. In the battle, which only lasted 75 minutes, 29 Frenchmen were killed and 41 wounded, compared to only one dead and three wounded on the Yankee Racehorse.

When news of this victorious battle reached the U.S., there was celebration everywhere, and the battle tested crew and their fearless leader, Captain Truxtun, were given heroes' welcomes.

After his triumph over L'INSURGENTE, Truxtun and



**Captain Thomas Truxtun**

CONSTELLATION fought a second single-ship action in February 1800: a night encounter with France's LA VENGEANCE of 54 guns.

The battle lasted for five hours, and so violent was the fighting that LA VENGEANCE struck her colors in signal of surrender three times and no one noticed. She finally managed to escape only because CONSTELLATION's mainmast snapped and went

over the side, allowing the French warship to slip away into the darkness.

Even though Truxtun was robbed of a second prize, he emerged safely with enhanced credit and a victory from this encounter with a ship of superior force. LA VEN-GEANCE suffered about 50 dead and more than 100 wounded while CONSTELLATION only suffered 14 dead and 25 wounded.

Both battles were indeed cause for rejoicing. CONSTELLATION had aggressively defended America's right of safe passage on the seas for its merchant ships. These first Naval victories served notice to the world that impressment, imprisonment and harassment of American merchant seaman and their vessels would no longer be tolerated.

While the victories of Truxtun and CONSTELLATION were most important, they also together made another,

even greater, contribution to the infant United States Navy. This was the system of conduct, discipline, gunnery, signals and naval operations put into effect by Truxtun while in command of CONSTELLATION. His system set a pattern of success and efficiency that is the basis of U.S. Naval procedure to this day.

By 1800, Truxtun had left, but his discipline and tradition had started CONSTELLATION on one of the great sea sagas of the sea. The saga continued as CONSTELLATION fought with honor in the Barbary wars and the War of 1812, helping to prevent an imposing British Fleet and invasion forces from coming ashore in Hampton Roads, Va.

In the 1840s she circumnavigated the globe and served as flagship of the East India Squadron for Commodore Lawrence Kearny. Under him, she became the first United States ship-of-war to enter the inland waters of China.

Kearny's success on CONSTELLATION opened Chinese ports to American shipping and led to our first commercial treaty with China in 1845. With Kearny, she also helped to prevent the British annexation of Hawaii.

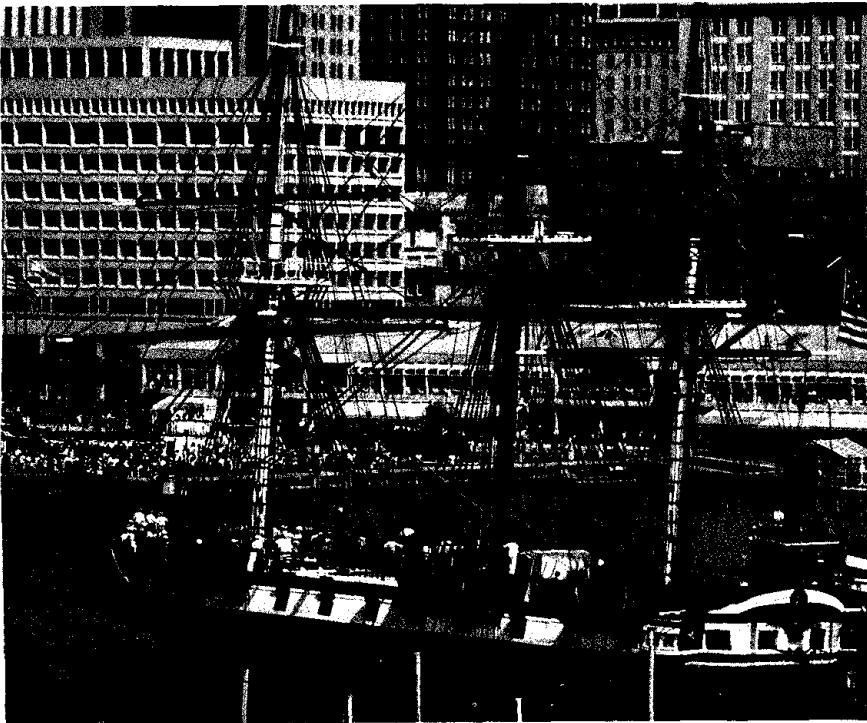
During the Civil war, CONSTELLATION helped to break up the slave trade and served mostly in the Mediterranean Sea protecting Union merchant ships, but she did serve a stint with Admiral David Farragut's blockade squadron in 1864.

In the following years, the Yankee Racehorse served as a training ship for Naval Academy midshipmen, and during this time Naval records show that the Yankee Racehorse sailed on six special missions, including sailing to Queens-town, Ireland with food for the famine-stricken.

In 1894, CONSTELLATION became a receiving and training ship for the Naval Training Center in Newport, R.I. and during World War I, she helped train over 60,000 recruits. She closed out over 60 years of training and special missions when she was decommissioned June 28, 1933.

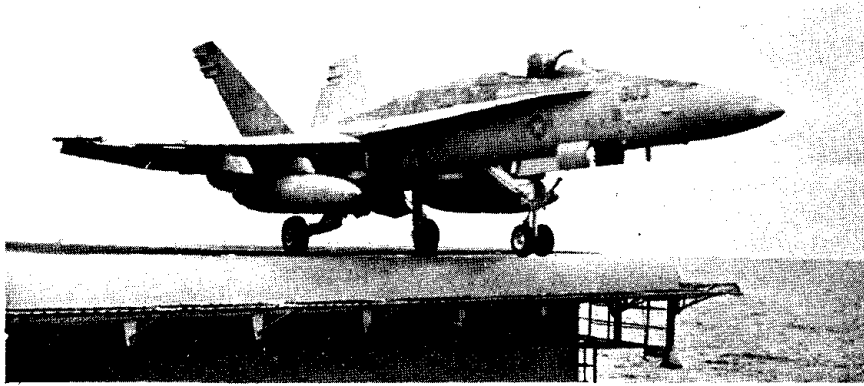
But that didn't last long as she was recommissioned as a National symbol on Aug. 24, 1940 by President Franklin D. Roosevelt. Shortly after the country's entry into World War II, CONSTELLATION became the Atlantic Fleet Flagship. From her, Admiral Royal E. Ingersoll organized the movements of thousands of ships across the Atlantic.

The Navy's treasured warship ended her commissioned naval service on Feb. 4, 1955 and her name was struck from the Navy list Aug. 15, 1955 after she returned to the city of her birth to be restored. In July, 1980, after \$1.5 million worth of repairs, America's oldest warship returned to its permanent berth at Harborplace in Baltimore, where it is this day, a National Shrine and still afloat after 188 years.

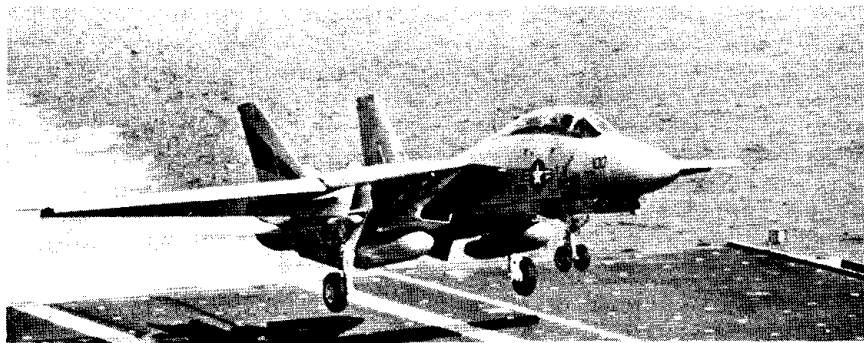


**In July, 1980, after \$1.5 million worth of repairs, America's oldest warship returned to its permanent berth at Harborplace in Baltimore, where it is this day, a National Shrine and still afloat after 188 years.**

# Carrier Air Wing Fourteen



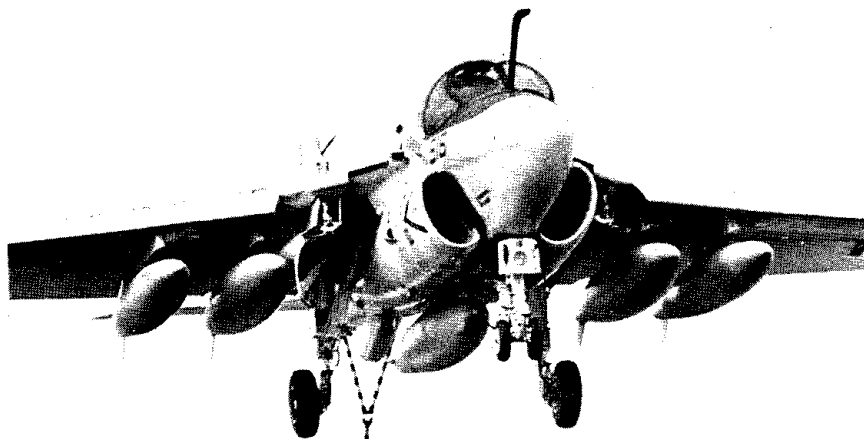
F/A-18 "Hornet" of the VFA-113 "Stingers"



F-14 "Tomcat" of the VF-154 "Blacknights"



E-2C "Hawkeye" of the VAW-113 "Black Eagles"



A-6 "Intruder" of the VA-196 "Milestones"

The awesome "bite" behind CONSTELLATION's "bark" comes from 85 aircraft in nine squadrons of Carrier Air Wing 14. Consisting of two fighter and two fighter/attack squadrons, one attack squadron, one early warning squadron, one electronic countermeasures squadron, one anti-submarine squadron, and one helicopter squadron, Carrier Air Wing 14 gives CONSTELLATION the ability to defend her country's interests around the globe at a moment's notice.

CONNIE is the first West Coast carrier to receive the Navy's new F/A-18 "Hornet" strike fighter, and the first carrier to make a major deployment with the Hornet.

These new aircraft from Fighter Attack Squadrons 25, the "Fist of the Fleet," and 113, the "Stingers," are capable of flying nearly 500 miles to attack enemy shore targets and still fight their way back to the carrier.

SH-3 "Seaking" helicopters from Helicopter Anti-Submarine Squadron EIGHT use their dipping sonar to locate and prosecute hostile enemy submarines.

Additionally, helicopters from the "Eightballers" can be used for personnel rescue and medevac, as well as plane guard and logistics. These so-called "secondary" missions take on primary importance if a crewman finds himself "over the side" some dark night, or injured on a destroyer and waiting to be flown to the carrier.

Leading in the attack roll are the A-6 "Intruders" from Attack Squadron 196. Carrying a bomb load second only to the Air Force's B-52, the A-6's from the "Milestones" are all weather aircraft as well suited



to night and low visibility missions as those they carry out in broad daylight.

The Milestones' secondary mission is to support air wing operations with airborne refueling.

Using a revolving radome similar to the "AWACS" aircraft, E-2C "Hawkeyes" from Airborne Early Warning Squadron 113, the "Black Eagles," are the long range eyes of the carrier battle group 250 miles in front of the force.

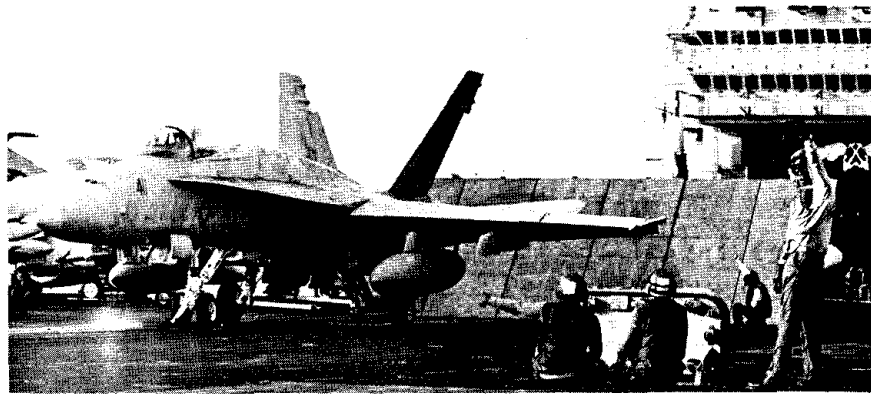
"Any time, baby," is the challenge of the F-14 "Tomcat" the Navy's swing-wing air superiority fighter. Armed with Sidewinder, Sparrow and Phoenix missiles, "Tomcats" from Fighter Squadrons 21, the "Freelancers" and 154, the "Black Knights" form the carrier battle group's forward rings of defense against an inbound enemy threat.

The F-14 Tomcat is considered to be the most capable fighter aircraft in the world today. VF-21's role is to achieve and maintain air superiority whenever called upon, and they are routinely called upon during deployments to intercept, identify and escort unidentified aircraft hundreds of miles from the battle group.

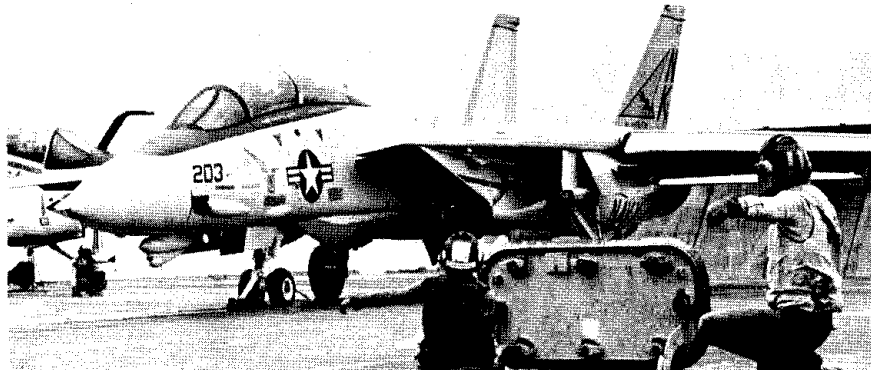
The "Sawbucks" of VS-37 fly the Lockheed S-3A "Viking" in their primary role of anti-submarine warfare. VS-37 also performs surface search, electronic surveillance, and many other tasks.

The squadron has proved itself as one of the most versatile and flexible airborne resources performing multiple missions in support of the battle group.

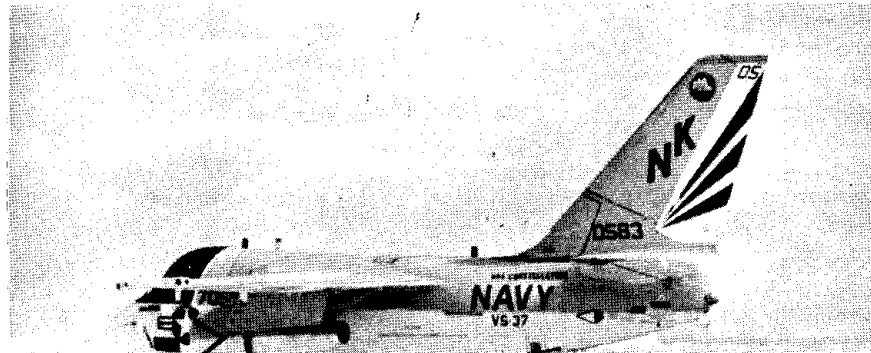
The "Cougars" of VAQ-139 fly the Grumman EA-6B Prowler, the only U.S. Navy aircraft specifically designed and built for tactical electronic warfare. The crew of the aircraft supports air strike and fleet operations by deceiving, degrading or



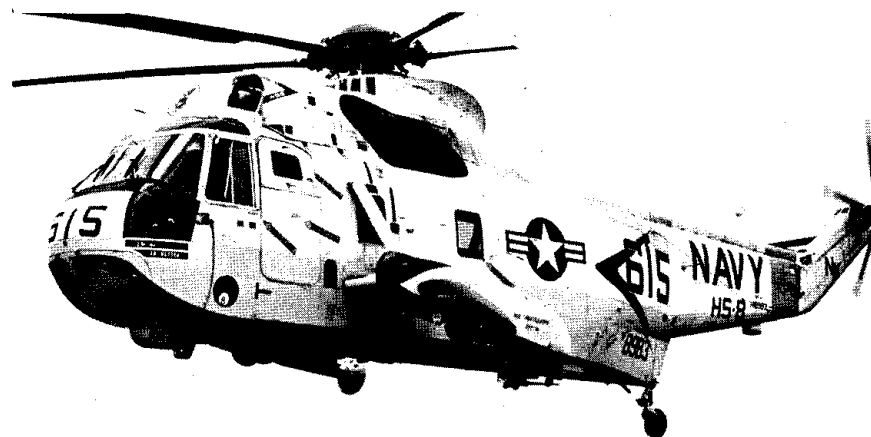
**F/A-18 "Hornet" of the VFA-25 "Fists of the Fleet"**



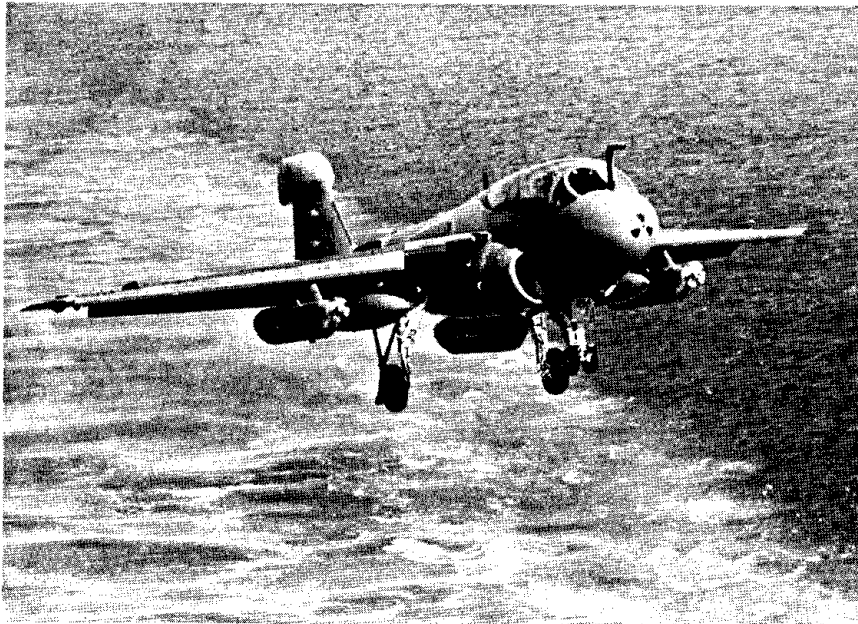
**F-14 "Tomcat" of the VF-21 "Freelancers"**



**S-3A "Viking" of the VS-37 "Sawbucks"**



**SH-3 "Seaking" of the HS-8 "Eightballers"**



**EA-6B "Prowler" of the VAQ-139 "Cougars"**

completely suppressing the enemy's electromagnetic equipment.

The EA-6B Prowler is 60 feet long, has a wing span of 53 feet, and an empty weight of 34,000 pounds. With its two Pratt and Whitney engines developing 10,400 pounds of thrust each, the Prowler can launch from the carrier weighing 58,600 pounds and attain speeds approaching 600 knots.

With her 85 aircraft that make up the nine squadrons in Carrier Air Wing 14, USS CONSTELLATION, "America's Flagship" remains a vital part of America's defense program, remaining true to her motto, "Spirit of the Old, Pride of the New."

### **WELCOME ABOARD**

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