



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 1986
(OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12C

Encl: (1) 1986 Chronology
(2) USS CONSTELLATION (CV 64) 1986 Narrative Command History
(3) Welcome Aboard

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

A handwritten signature in black ink, appearing to read "M.D. Munsinger".

M.D. MUNSINGER

Copy to:
Director of Naval History

1986 CHRONOLOGY

1 JAN - 10 JAN Ship's Restricted Availability, inport San Diego, California

10 JAN - 22 JAN Upkeep, inport San Diego, California

22 JAN - 22 JAN TRE

22 JAN - 27 JAN Upkeep, inport San Diego, California

27 JAN - 04 FEB Independent Steaming Exercise (ISE), Southern California Operations Area

04 FEB - 10 FEB Upkeep, inport San Diego, California

10 FEB - 14 FEB 3M Inspection

14 FEB - 18 FEB Upkeep, inport San Diego, California

18 FEB - 25 FEB Independent Steaming Exercise (ISE), Southern California Operations Area

26 FEB - 10 MAR Upkeep, inport San Diego, California

10 MAR - 21 MAR Refresher Training, Southern California Operations Area

21 MAR - 25 MAR Inport San Diego, California

25 MAR - 31 MAR Fleet Replacement Squadron Carrier Qualification (FRSCQ), Southern California Operations Area

31 MAR - 24 APR Upkeep, inport San Diego, California

24 APR - 08 MAY Air Operations and Command Inspection, Southern California Operations Area

08 MAY - 27 MAY Upkeep, inport San Diego, California

27 MAY - 04 JUN Fleet Replacement Squadron Carrier Qualifications (FRSCQ), Southern California Operations Area

04 JUN - 12 JUN Inport San Diego, California

12 JUN - 14 JUN Independent Steaming Exercise (ISE), Southern California Operations Area

14 JUN - 16 JUN Inport San Diego, California

16 JUN - 19 JUN Operational Propulsion Plant Examination (OPPE), Southern California Operations Area

19 JUN - 18 AUG Temporary Availability (TAV) inport San Diego, California

18 AUG - 22 AUG Air Operations, Southern California Operations Area

23 AUG - 23 AUG Dependent's Cruise

24 AUG - 24 AUG Inport San Diego, California

25 AUG - 29 AUG Air Operations, Southern California Operations Area

1986 CHRONOLOGY (Con't)

29 AUG - 03 SEP	Upkeep, inport San Diego, California
04 SEP - 06 SEP	Carrier Qualifications, Southern California Operations Area
07 SEP - 10 SEP	Operations enroute Vancouver, British Columbia
11 SEP - 14 SEP	Vancouver Port Visit
15 SEP - 23 SEP	MARCOT 2-86
24 SEP - 26 SEP	Anchorage Port Visit
27 SEP - 11 OCT	FLEETEX 86
12 OCT - 15 OCT	Seattle Port Visit
16 OCT - 19 OCT	Air Operations enroute San Diego
20 OCT - 03 NOV	Upkeep, inport San Diego, California
04 NOV - 06 NOV	Carrier Qualifications, Souther California Operations Area
07 NOV - 24 NOV	READIEX 87-1
25 NOV - 08 DEC	Upkeep, inport San Diego, California
09 DEC - 15 DEC	Fleet Replacement Squadron Carrier Qualifications (FRSCQ), Southern California Operations Area
16 DEC - 31 DEC	Upkeep, inport San Diego, California

USS CONSTELLATION (CV-64) 1986

COMMAND HISTORY NARRATIVE

CONSTELLATION celebrated her Silver Anniversary year by compiling an outstanding list of achievements during 1986, winning the CNAP Battle "E", seven of nine departmental "E's" and the Meritorious Unit Commendation. Underway operations were highlighted by a seven-week deployment to the Gulf of Alaska, during which CONSTELLATION visited Vancouver, British Columbia, Anchorage, Alaska and Seattle, Washington.

"America's Flagship" spent the period Jan. 1 through Jan. 10 completing a five-month Ship's Restricted Availability (SRA) following her return from a six-month Western Pacific deployment Aug. 24, 1985. During the SRA, a jettisonable LOX platform was installed by the Air Department, as well as elevator service platforms on deck edge elevators one (1) and four (4). These platforms were successfully utilized in accomplishment of monthly elevator PMS.

10 Jan. through 22 Jan. was spent in Upkeep, inport San Diego.

The Training Readiness Evaluation (TRE) was conducted by Fleet Training Group San Diego on Jan 22. CONSTELLATION received an overall grade of Satisfactory with many areas receiving Outstanding evaluations.

CV-64 returned to San Diego for Upkeep from Jan. 22 to Jan. 27.

From 27 Jan. to 4 Feb., CONSTELLATION was at sea in the Southern California Operations area conducting a successful Independent Steaming Exercise (ISE), and returned home for Upkeep 4 Feb. through 10 Feb.

The CNAP Maintenance and Material Management (3M) inspection was conducted from 10 Feb. to 14 Feb. CV-64 received an overall grade of Satisfactory, and was outstanding in several areas.

Following an Upkeep period from 14 Feb. to 18 Feb., CONSTELLATION returned to the Southern California Operations area to conduct another successful Independent Steaming Exercise from 18 Feb. to 25 Feb., and returned to San Diego for Upkeep during the period 26 Feb. to 10 March.

Refresher Training (REFTRA) was conducted by Fleet Training Group San Diego from 10 March through 21 March in the Southern California Operations Area. CV-64 received an overall Satisfactory evaluation, while several departments were judged Outstanding.

CONSTELLATION was inport San Diego from 21 March to 25 March, returning to the Southern California Operations Area for Fleet Replacement Squadron Carrier Qualification (FRSCQ) during the period 25 March to 31 March.

The period 31 March through 24 April was spent in Upkeep, inport San Diego, and returned to the Southern California Operations Area for Air Operations and an overall Outstanding Command Inspection from 24 April to 8 May.

On May 8, CONSTELLATION and Carrier Air Wing Fourteen were presented the Secretary of the Navy's Meritorious Unit Commendation to CONSTELLATION's Commanding Officer, CAPT Melvin D. Munsinger and CDR Robert F. Johnson, CVW-14 commander.

The Honorable John F. Lehman's citation, covering the period Jan. 1, 1984 to Aug. 24, 1985, neatly encapsulated the accomplishments of "America's Flagship" over the 20-month period. "Faced with total reorganization caused by a dramatic technology upgrade from the Nav's oldest aircraft to the newest, including the first fleet F/A-18 squadrons, replacement of five of the remaining squadrons, and embarking in a carrier recently out of overhaul, ship and air wing personnel united to rapidly transform nine diverse individual squadrons into the most capable ship/air wing team in the U.S. Navy," SECNAV wrote.

The award was presented by Commander Carrier Group Seven, Rear Admiral Dennis M. Brooks, who praised CONSTELLATION for "far exceeding every training goal, every operational commitment and every challenge." Among the challenges that CV-64 met and mastered was the integration of a "unique aircraft mix and the concept of Battle Flex Deck Operations which will serve carrier aviation for years to come."

CONSTELLATION was inport San Diego for Upkeep from 8 May through 27 May, and returned to the Southern California Operating Area for Fleet Replacement Squadron Carrier Qualification (FRSCQ) during the period 27 May to 4 June.

The period 4 June to 12 June was spent inport San Diego, followed by an Independent Steaming Exercise (ISE) in the Southern California Operations Area from 12 June to 14 June.

After an inport period 14 June through 16 June, CONSTELLATION underwent the Operational Propulsion Plant Readiness Examination (OPPRE) from 16 June to 19 June. CONSTELLATION successfully completed OPPRE in the "unheard of" time of three days, culminating over five months of hard work, long hours and intensive coordination by the Engineering Department with support provided shipwide.

RADM Brooks was relieved as Commander Carrier Group Seven by RADM Lyle F. Bull on 10 June.

CONSTELLATION was in a Temporary Availability (TAV) status, inport San Diego, from June 19 to Aug. 18, and returned to the Southern California Operations Area for Air Operations from 18 Aug. to 22 Aug.

The Dependent's Cruise was held 23 Aug., with over 10,000 family members on board for the luncheon and air show. CONSTELLATION was inport San Diego 24 Aug., returning to sea for Air Operations in the Southern California Operations area 25 Aug. through 29 Aug.

During this time the announcement was made that CONSTELLATION had won the CNAP Battle "E" and seven of nine departmental Battle "E's" for the competition cycle Jan. 1, 1985 through June 30, 1986. As Rear Admiral Lyle F. Bull, Commander Carrier Group Seven, remarked in the Aug. 20, 1986 Plan of the Day, "I'm super impressed with Connie's overwhelming victory. Winning seven out of nine available departmental "E's" is almost unheard of. Commander Naval Air Forces Pacific Fleet, Vice Admiral James E. Service made the official Battle "E" presentation to commanding officer CAPT Melvin D. Munsinger at an all-hands ceremony Jan. 9.

"The Battle "E" is the Oscar, the Super Bowl, the Pulitzer Prize, all the awards in the world rolled into one," VADM Service said in praise of CONSTELLATION'S achievement. According to VADM Service, the award has special significance in that no carrier in recent history has put together so many individual accomplishments as CONSTELLATION did in winning the Battle "E".

Previous awards "America's Flagship" has received within the last year and a half include the Golden Anchor Award, the Meritorious Unit Commendation and the Environmental Protection Award.

CONSTELLATION swept the Battle Efficiency Awards in the following categories: Operations, Air, Damage Control, Engineering (CV), Medical, Navigation/Seamanship and Weapons.

CONSTELLATION returned to San Diego for Upkeep from 29 Aug. to 3 Sept. On 4 Sept. deployed to the Southern California Operations Area for Carrier Qualifications until 6 Sept., at which time CV-64 embarked enroute Vancouver, British Columbia, conducting Air Operations while in transit.

From 11 Sept. to 14 Sept. CONSTELLATION was inport, Vancouver, B.C. Returning to sea 15 Sept., CONSTELLATION deployed to the Gulf of Alaska with Battle Group Delta in support of MARCOT 2-86, a joint U.S./Canadian exercise that concluded 23 Sept.

From 24 Sept. to 26 Sept. CONSTELLATION was inport, Anchorage, Alaska.

On 27 Sept., CONSTELLATION deployed again to the Gulf of Alaska to join

the USS RANGER and USS NEW JERSEY Battle Groups in conducting Battle Force Operations (FLEETEX 86). FLEETEX 86 was completed 11 Oct., and CONSTELLATION was inport Seattle, Washington 12 Oct. to 15 Oct.

On 16 Oct. CONSTELLATION embarked enroute San Diego, conducting Air Operations until 19 Oct. From 20 Oct. to 3 Nov., CV-64 was inport San Diego for Upkeep.

CONSTELLATION returned to the Southern California Operations Area for Carrier Qualifications from 4 Nov. to 6 Nov., prior to engaging in Battle Group Exercises (READIEX 87-1) from 7 Nov. to 24 Nov.

From 25 Nov. to 8 Dec., CONSTELLATION was inport San Diego for Upkeep.

On 9 Dec., CONSTELLATION conducted Fleet Replacement Squadron Carrier Qualifications (FRSCQ) in the Southern California Operations Area, returning to San Diego for Upkeep from 16-31 Dec.

CONSTELLATION enjoyed an exceptionally safe year in 1986. The majority of the CY-86 reporting period saw the integration of CONSTELLATION and CVW-14 into the challenging environment of battle group manuevers and NORPAC '86. As always, CONSTELLATION's Safety Program was critical in ensuring superior combat readiness.

During 158 days at sea, the CV-64/CVW-14 team safely conducted 11,918 launches, 11,955 arrestments and 2,208 helicopter launches/recoveries. One Class "A" mishap and three Class "B" mishaps occurred in 1986, with no aviation-related fatalities. Additionally, there was one reportable crunch (VFA-25 Class C Flight Mishap 01-86).

CONSTELLATION'S Safety Department submitted 32 personnel injury/death reports, 14 motor vehicle mishap reports, 17 material property damage report and one automobile fatality report during 1986. A total of 493 workdays were lost to injuries from all sources in CY-86 (average of 11 days/injury).

Keeping CONSTELLATION in constant contact with the outside world is the mission of the Communications Department. During FLEETEX 86, USN/USAF interoperability was tested through a SATCOM PARKHILL circuit test. The overwhelming success of this test caused the circuit to become the primary interservice communications link.

During MARCOT 2-86 and FLEETEX 86, Communications participated in the initial utilization of the Dual-DAMA concept in satellite communications, enabling the OCE to coordinate the combined warfare effort over a record number of satellite circuits while minimizing the impact on limited satellite assets.

The Weapons Department coordinated nine ammunition onloads requiring 234 lifts to move a total of 3,710,759 pounds of ammunition, while two offloads required 168 lifts to move 472,000 pounds of ammunition.

After winning the 1985 Golden Anchor Award, CONSTELLATION took second in the FY-86 competition, as the Training Department continued to post high retention statistics. Of 438 members eligible for reenlistment, 300 actually reenlisted. Of those choosing to continue their Naval careers, 173 were first termers, 52 were in their second reenlistment and 75 were designated carrerists.

The Medical Department implemented an effective quality assurance program to ensure that safe quality care is provided aboard CONSTELLATION. This includes review of physician care, non-physician provider care, occurrence screens and patient satisfaction. During 1986, Medical accommodated 9,312 outpatient visits, with 158 patients being admitted to quarters for a total of 170 patient days. 3,980 laboratory tests were administered, 6,874 pharmacy units were dispensed, 1,644 X-Rays were taken and 944 physicals were completed. Medical now employs manual and automated hematology and chemistry procedures in the lab, including a state of the art blood gas analyzer and a NA/KCL analyzer.

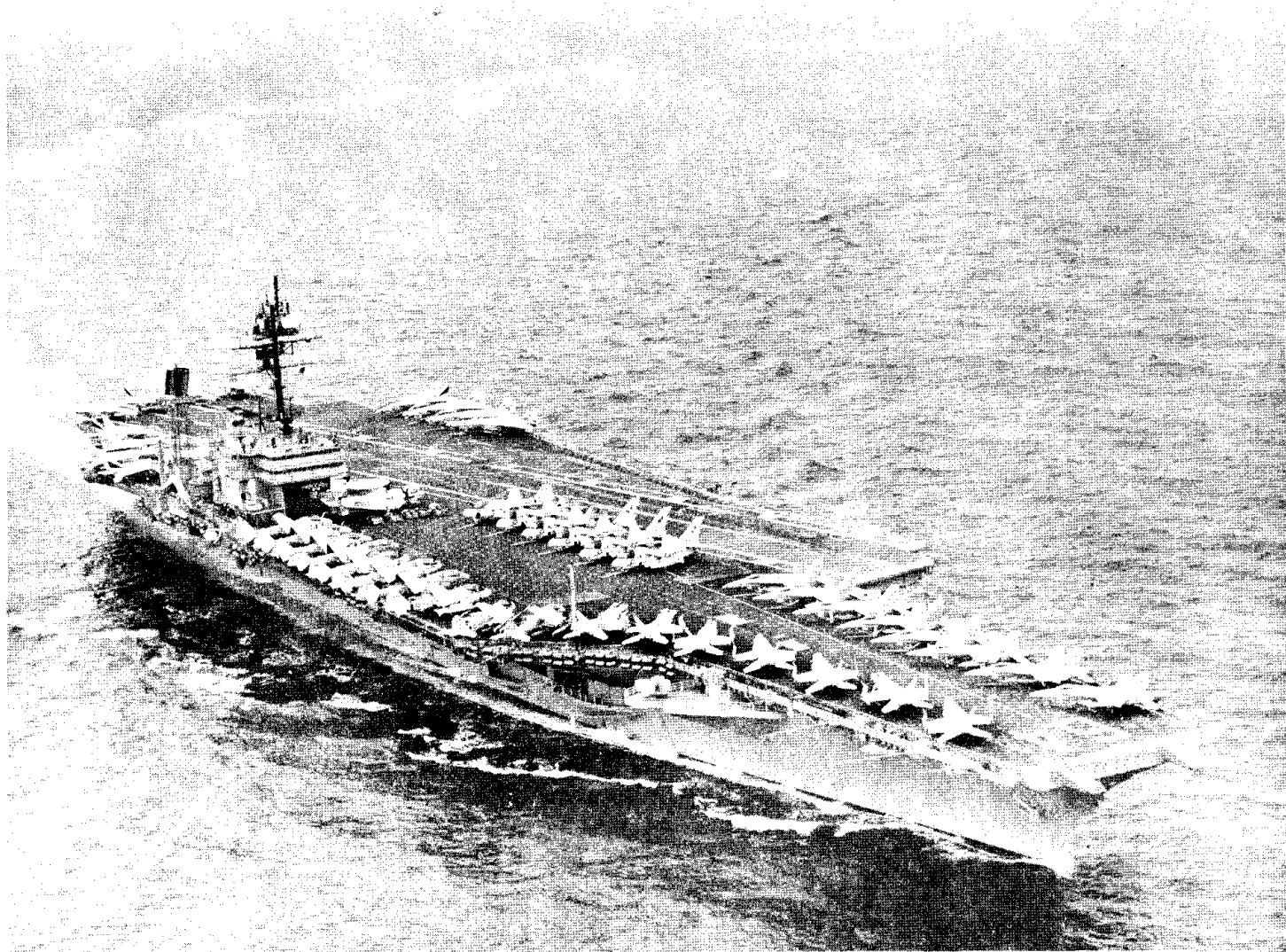
During 1986, the Legal Department processed approximately 385 cases for XOI/Mast, 50 Summary Court-Martials, 58 Special Court-Martials, 103 administrative separations, 42 personnel claims, 21 JAGMAN Investigations, numerous legal assistance cases on virtually a daily basis covering a wide variety of civil and military matters and approximately 500 powers of attorney for the crew.

CONSTELLATION'S Dental Department performed a total of 40,581 services, including 10,929 diagnostic, 7,426 preventive, 3,564 restorative, 4,698 periodontic and 10,661 adjunctive (general services). A new computerized dental recall accounting system and stock control program were recently developed by departmental personnel. These programs greatly enhance accountability and control of both patient treatment and materials, and are currently being made available to PACFLT Ships.

In the field of Public Affairs, the 1984 RADM William Thompson Award winning Public Affairs office continued its efforts to present CONSTELLATION to her public whenever and wherever the opportunity arose. During the NORPAC Deployment, CONSTELLATION hosted 45,000 visitors in Seattle, and despite being anchored out while visiting Anchorage and Vancouver, over 15,000 interested locals were ferried out to visit "America's Flagship". CONSTELLATION'S visit to Anchorage was the first ever by an aircraft carrier, and the response by native Alaskans was overwhelming. Additionally, CONSTELLATION hosted over 7,000 San Diego area residents as an "Open House" was held in conjunction with Armed Forces Day May 17.

Finally, on Oct. 27, CONSTELLATION and her proud crew celebrated 25 years of success with a gala Silver Anniversary birthday party.

**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

CDR. L.L. Ernst

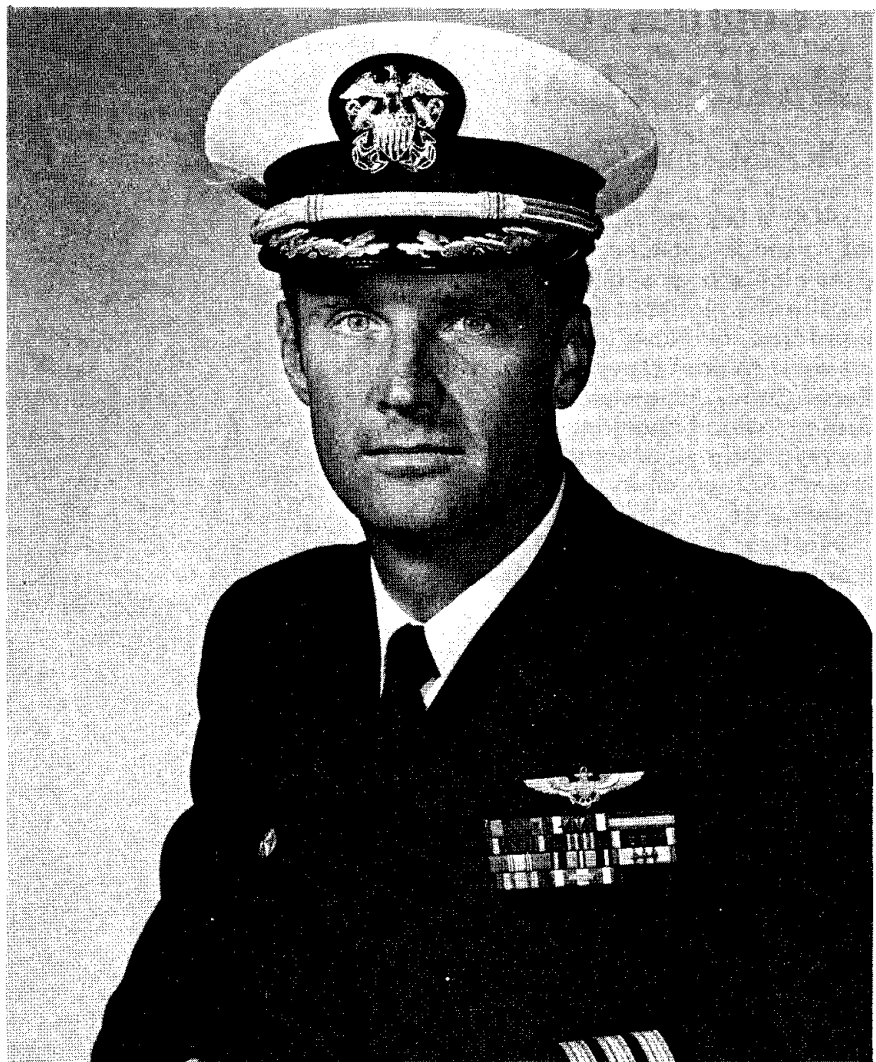
CDR. Larry L. Ernst was born in ██████████ W.V., on ██████████. He graduated from Woodrow Wilson High School, Beckley, W.V. in 1961. He attended Ohio State University, graduating with a Bachelors Degree in Aeronautical Engineering in 1966. He entered the Naval Flight Training Program in June 1966 and was designated a Naval Aviator in August 1967.

CDR. Ernst was subsequently assigned to VF-121 for training in the F-4 Phantom. Upon completion of training in January 1968, he joined VF-114 for his fleet squadron tour. During this tour he completed two Western Pacific deployments aboard the USS KITTY HAWK (CV-63), flying 136 combat missions in Southeast Asia.

In August 1970, CDR. Ernst reported for instruction at the U.S. Navy Test Pilot School, Patuxent River, Maryland. Graduating in March 1971 he served in the Flying Qualities and Performance Branch of the Flight Test Division.

In September 1972, CDR. Ernst reported to Royal Air Force in Boscombe Down, England for exchange duty. He served as a Test Pilot and tutor at the Royal Air Force Empire Test Pilot School. In February 1975, CDR. Ernst again reported to VF-121 for refresher training in the F-4 Phantom. He joined VF-111 in November 1975 and served as the Operations and Maintenance Officer during their Mediterranean cruise aboard USS ROOSEVELT (CVA-41).

In September 1977, CDR. Ernst reported to the Navy Fighter Weapons School (Topgun). He served as Operations Officer until March 1979 when he assumed the duties of



Executive Officer. In March 1980, CDR. Ernst reported to VF-124 for training in the F-14 Tomcat. He completed training in November 1980, and joined the Fighting Checkmates of VF-211. He served as the Commanding Officer of VF-211 from June 1982 until July 1983 before reporting to the National War College in Washington, D.C. In July, 1984, he assumed command of VF-101.

CDR. Ernst assumed the duties of Executive Officer, USS CONSTELLATION on March 20, 1986.

CDR. Ernst has accumulated over 4,527 flight hours and 524 carrier landings. He has flown over 40 different aircraft from the United States, England, Germany, the

Netherlands, France, Sweden and Italy. Fighter aircraft he has flown include the F-9 Panther, F-8 Crusader, F-4 Phantom, F-104 Starfighter, F-5 Tiger, F-14 Tomcat, F-15 Eagle, Lightning, Hawker Hunter, Jaguar and Mirage 3. He has been awarded the Air Medal with seven subsequent awards and the Navy Commendation Medal with Combat "V" for his combat action. On Sept. 16, 1985, CDR. Ernst was awarded the prestigious VADM. James B. Stockdale Leadership Award for outstanding, inspirational leadership.

CDR. Ernst is married to the former Roberta Jo Ralston of Mansfield, Ohio. They have two daughters, Jacqueline and Jennifer.

Command Master Chief

AOCM G.W. Zehm

AOCM Gordon W. 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 AOC 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.

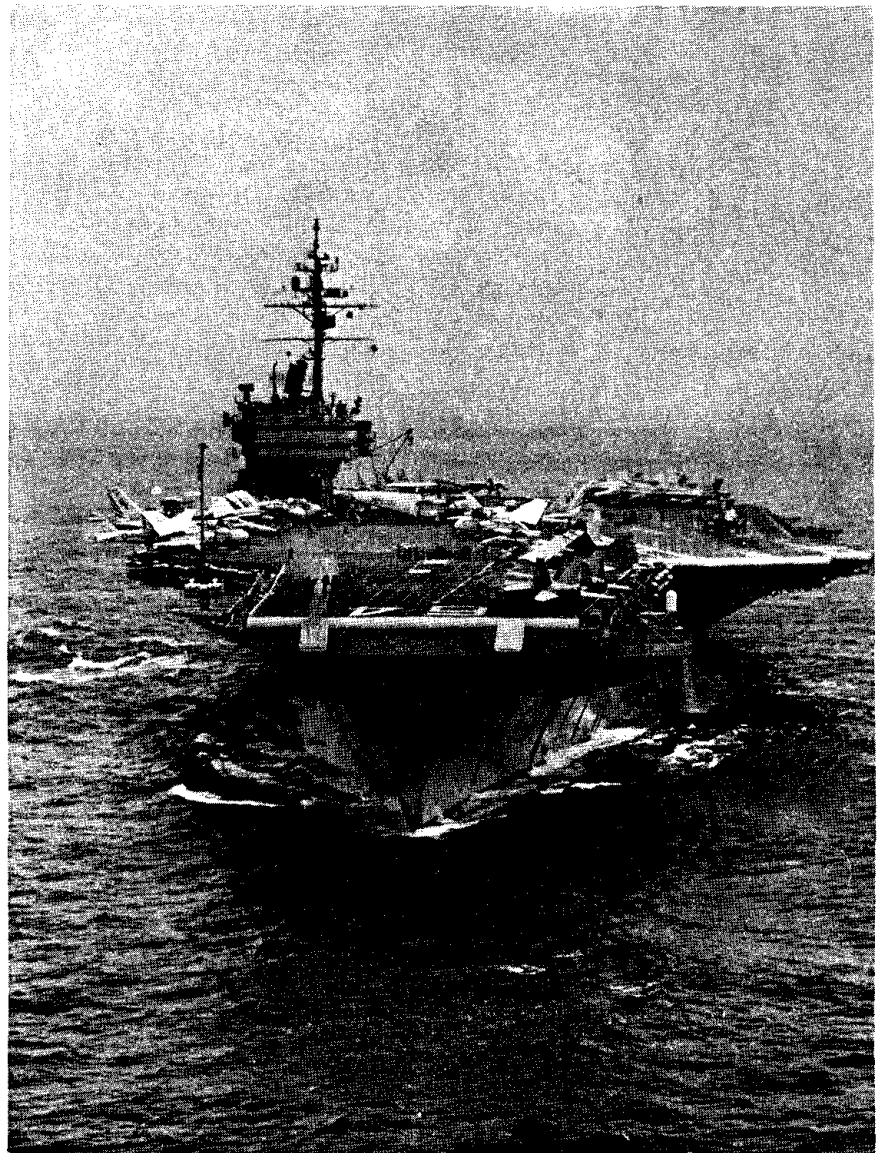
Aircraft returning to CONSTELLATION are "trapped" by one of four 110 foot arresting cables, also called cross deck pendants. The aircraft's tailhook snags the pendant, which is linked to a hydraulic engine below the flight deck. This engine reels out the cable to bring an airplane to a smooth controlled 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.

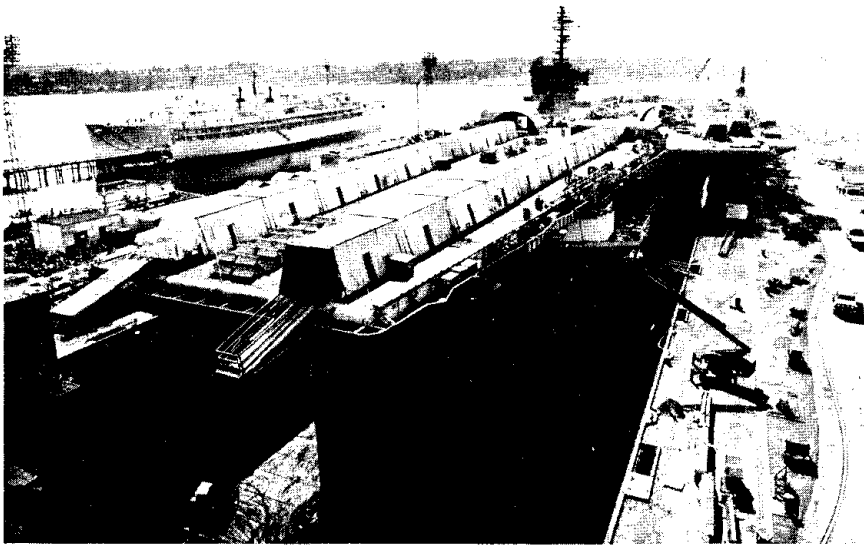
During the overhaul, "America's Flagship" was modified to carry the Navy's newest strike-fighter jet, the F/A-18 "Hornet." Connie was the first carrier to receive the new aircraft. She was also fitted with the new PHALANX radar guided gattling-gun, two new flush deck catapults and the NATO Sea Sparrow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

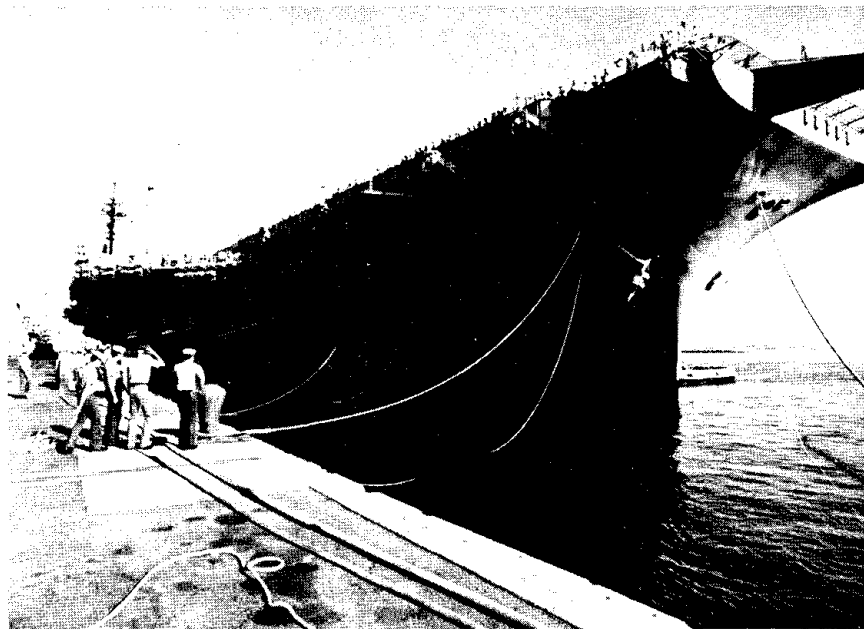
A few months after the overhaul and her return to San Diego, and while she was getting ready for another major deployment, the ship made another trip to San Francisco for yet another Fleet Week celebration, and again hosted over 35,000 people.

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 tempests 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.

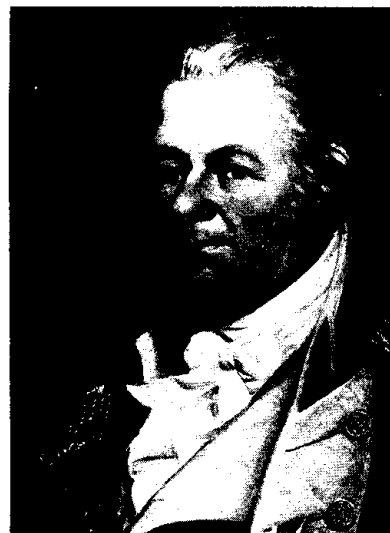
would span over 157 years. She became known as the "Yankee Racehorse" because she could attain the thrilling speed of 13 knots while sailing under nearly an acre of canvas sails.

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 VENGEANCE 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.

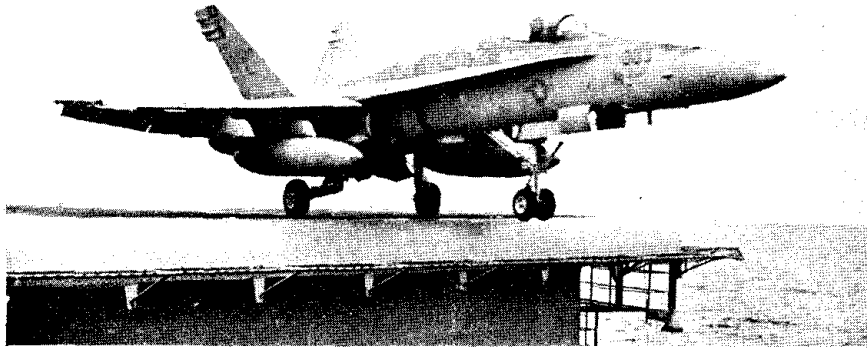
But that didn't last long as she was recommissioned as a National symbol on Aug. 24, 1940 by President Franklin D. Roosevelt. Shortly after the country's entry into World War II, CONSTELLATION became the Atlantic Fleet Flagship. From her, Admiral Royal E. Ingersoll organized the movements of thousands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

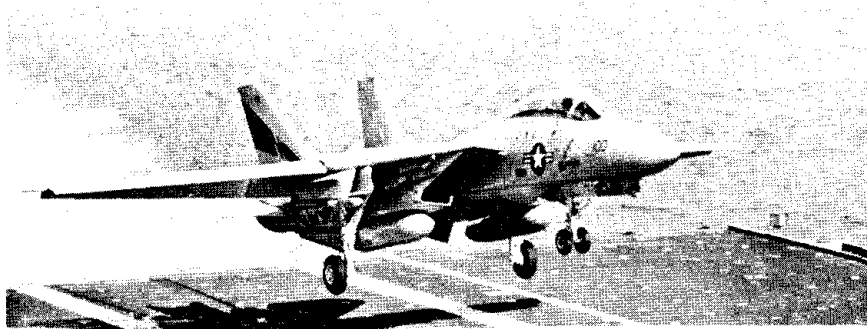


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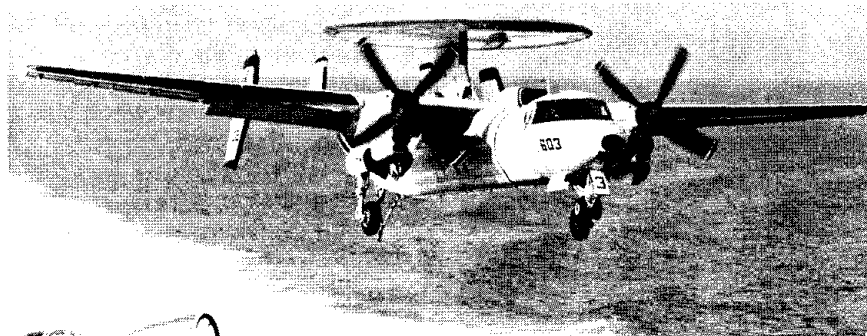
Carrier Air Wing Fourteen



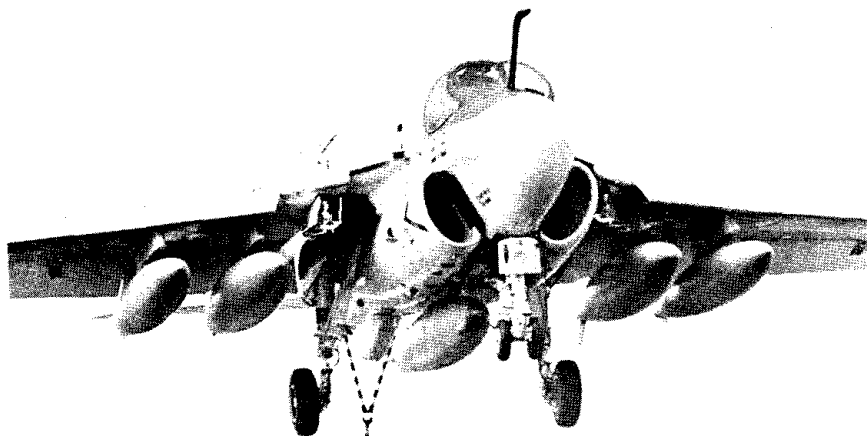
F/A-18 "Hornet" of the VFA-113 "Stingers"



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.

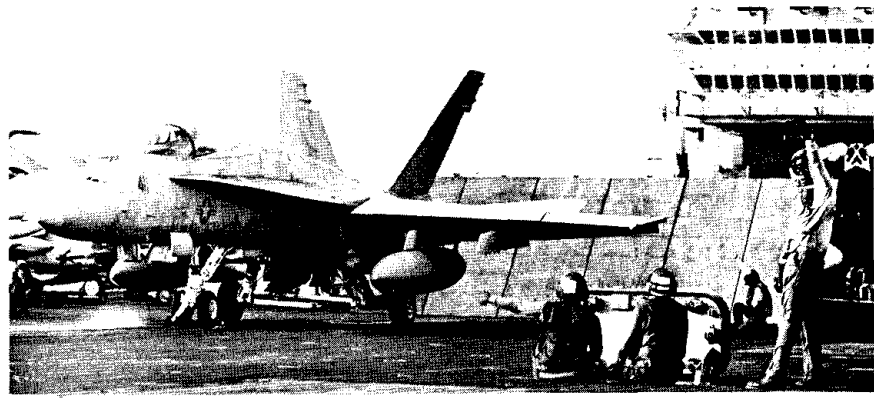
"Any time, baby," is the challenge of the F-14 "Tomcat" the Navy's swing-wing air superiority fighter. Armed with Sidewinder, Sparrow and Phoenix missiles, "Tomcats" from Fighter Squadrons 21, the "Freelancers" and 154, the "Black Knights" form the carrier battle group's forward rings of defense against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

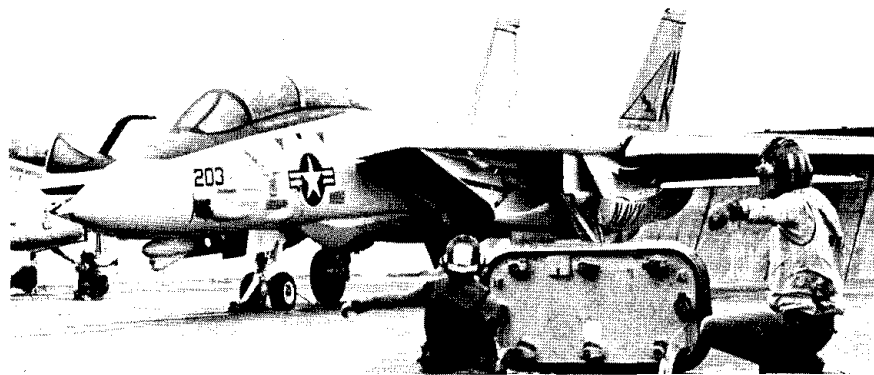
The "Sawbucks" of VS-37 fly the Lockheed S-3A "Viking" in their primary role of anti-submarine warfare. VS-37 also performs surface search, electronic surveillance, and many other tasks.

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

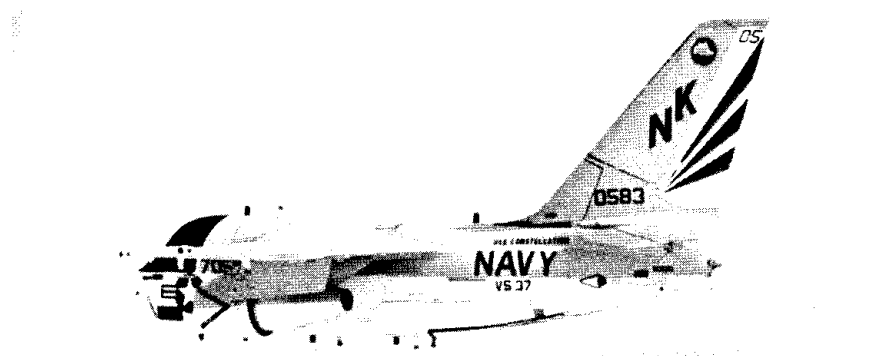
The "Cougars" of VAQ-139 fly the Grumman EA-6B Prowler, the only U.S. Navy aircraft specifically designed and built for tactical electronic warfare. The crew of the aircraft supports air strike and fleet operations by deceiving, degrading or



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



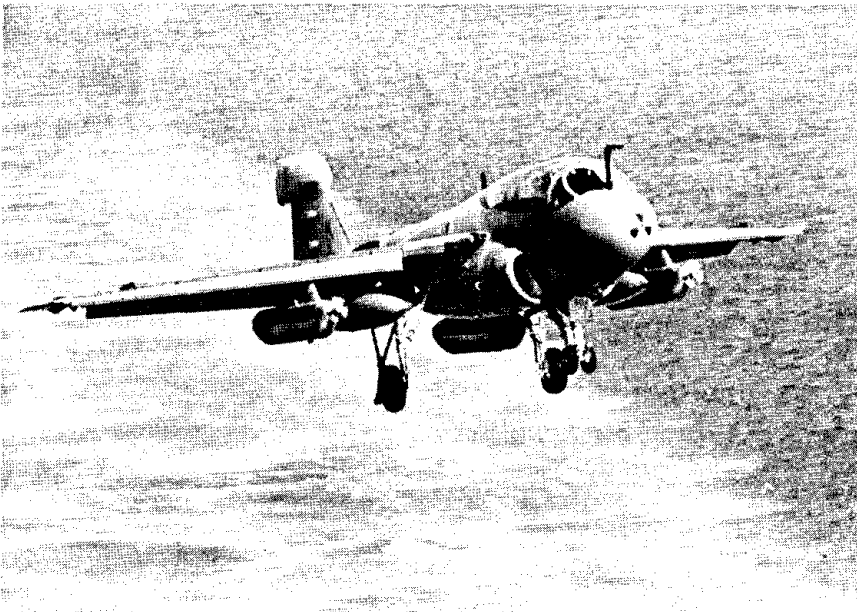
F-14 "Tomcat" of the VF-21 "Freelancers"



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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