

1969

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USS R [redacted]  
FPO San Francisco 96601

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CVA61/30  
5750  
Ser 0083

[redacted] - (Unclassified upon removal of enclosures)  
[redacted] NOT RELEASABLE TO FOREIGN DISSEM

25 MAR 1970

From: Commanding Officer, USS RANGER (CVA-61)  
To: Chief of Naval Operations (OP-05D2)  
  
Subj: Command History (OPNAV Report 5750-1); submission of  
  
Ref: (a) OPNAVINST 5750.12A  
  
Encl: (1) USS RANGER (CVA-61) Command History for 1969 with Documentary Exhibits  
(2) Project SPRA

1. In accordance with reference (a), the Command Historical Report for 1969 is submitted as enclosures (1) and (2).

*J. P. Moorer*  
J. P. MOORER

Copy to:  
CNO (OP-09B9)  
CINCPACFLT  
COMNAVAIRPAC  
COMCARDIV THREE

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Authority: EO 13526  
Reviewed by DON/AA DRMD  
Date: OCT 29 2015

Department of the Navy *50.5052*  
DON/AA DRMD  
Date: *27 Oct 2015* Authority: EO 13526  
Declassify: \* Deny in Full: \_\_\_\_\_  
Declassify in Part: \_\_\_\_\_  
Reason: \_\_\_\_\_  
MDR *2016 -M- 0024*

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*Reg 61-293X  
4/8/70*  
[redacted]

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DOC *2a*  
2016-M-0024 *RI*



[REDACTED]

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PART I

CHRONOLOGY (S)

[REDACTED]

[REDACTED]

January

- 1-5 Inport Subic Bay, Republic of the Philippines with Rear Admiral G. E. MILLER, USN, COMCARDIV THREE, embarked.
- 6-7 Enroute to Yankee Station in the Gulf of Tonkin.
- 8-18 Arrived on Yankee Station and commenced launching combat flights. (Special Operations (SPECOPS))
- 17 An A4 from VA-155 crashed at sea after launch. The pilot's body was recovered.
- 18-30 SPECOPS.
- 31 Departed Yankee Station for Subic Bay.

February

- 1-8 Inport Subic Bay.
- 9 Departed Subic Bay enroute Hong Kong, BCC.
- 10-14 Inport Hong Kong.
- 15 Enroute Yankee Station.
- 16 SPECOPS.
- 17 An F4J from VF-21 suffered complete hydraulic failure. Both crewmen ejected and were recovered.
- 18-19 SPECOPS.
- 20 An F4J from VF-21 crashed at sea after an unsuccessful catapult launch. RIO successfully ejected and was recovered; pilot's body was not found.
- 21-28 SPECOPS.

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March

- 1-15 SPECOPS.
- [REDACTED]
- [REDACTED]
- [REDACTED]

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CHRONOLOGY (cont'd)

March

- 16-23 Departed Yankee Station enroute Yokosuka, Japan.
- 24-29 Inport Yokosuka for Upkeep.
- 30 Rear Admiral G. E. MILLER, USN, COMCARDIV THREE, departed. CO USS RANGER assumed CTG 77.8.
- 31 Departed Yokosuka enroute Yankee Station.

April

- 1-4 Enroute Yankee Station.
- 5-11 SPECOPS Yankee Station.
- 12 An A7A from VA-147 crashed in South Vietnam after a flameout followed by unsuccessful re-light attempts. Pilot ejected and was recovered.
- 13-15 SPECOPS.
- 16-22 Departed Yankee Station enroute to Sea of Japan. CO USS RANGER is CTG 71.8/77.8.
- 23-25 Conducted Contingency Operations in the Sea of Japan.
- 26-27 Conducted Contingency Operations in the Yellow Sea.
- 28-29 Enroute Subic Bay. CO USS RANGER is CTG 77.8.
- 30 Inport Subic Bay for offload of Yankee Station assets.

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May

- 1-3 Inport Subic Bay.
- 4-8 Departed Subic Bay enroute NAS Alameda, California. RANGER chopped from COMSEVENTHFLT to COMFIRSTFLT. CO USS RANGER assumed CTG 17.1.
- 10-16 Enroute CONUS.
- 16 CVW-2 fly-off to shore base. An A4F from VA-155 crashed at sea. Pilot ejected and was recovered.
- 17 Arrived NAS Alameda, completing the fourth combat cruise WESTPAC.

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CHRONOLOGY (cont'd)

May

- 18 Inport NAS Alameda.
- 19 Shifted location to San Francisco Bay Naval Shipyard. CO USS RANGER assumed CTG 11.5.
- 20-31 Inport Hunters Point for Restricted Availability (RAV).

June

- 1-27 Inport Hunters Point for RAV.
- 28 Captain Joe P. MOORER, USN, relieved Captain William H. LIVINGSTON, USN, as Commanding Officer, USS RANGER (CVA-61).
- 29-30 Inport Hunters Point for RAV.

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July

- 1-15 Inport Hunters Point for RAV.
- 16 Shifted location to NAS Alameda to commence Operation "Fast Cruise."
- 17-20 Inport NAS Alameda conducting Operation "Fast Cruise."
- 21 Enroute San Diego, California.
- 22 Inport San Diego.
- 23-31 Underway in Southern California area conducting Refresher Training under operational control of COMFLETRAGRUSDIEGO.

August

- 1 Underway in Southern California area conducting Refresher Training under operational control of COMFLETRAGRUSDIEGO.
- 2-8 Inport NAS Alameda. CO USS RANGER assumed CTG 17.1.
- 9-14 Underway conducting carrier qualifications in Northern California area.

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CHRONOLOGY (cont'd)

August

- 15-17 Inport NAS Alameda.
- 18-22 Rear Admiral J. D. BULKELEY, USN, and inspection team are aboard for INSURV.
- 23-24 Inport NAS Alameda.
- 25-28 Underway conducting Air Wing refresher operations in Northern California area.
- 29 Inport NAS Alameda.
- 30 Underway for Family Day Cruise at 0800; returned to NAS Alameda at 1715.
- 31 Inport NAS Alameda.

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September

- 1 Inport NAS Alameda.
- 2-9 Underway for CVW-2 air operations and COMPTUEX in Southern California area.
- 10 Man overboard picked up by motor whale boat and returned to RANGER.
- 11 COMPTUEX.
- 12-15 Inport NAS Alameda.
- 16-22 Underway for Operational Readiness Evaluation (ORE) in the Southern California area. Rear Admiral M. D. CARMODY, USN, COMCARDIV ONE embarked. CO USS RANGER is CTG 177.6.
- 23-30 Arrived NAS Alameda; CO USS RANGER is CTG 17.1.

October

- 1-13 Inport NAS Alameda for Pre-operational Maintenance (POM).
- 14-19 Departed NAS Alameda for fifth WESTPAC combat cruise. En-route Pearl Harbor, Hawaii.

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CHRONOLOGY (cont'd)

October

- 20 Conducted flight operations in Hawaii area.
- 21 An A7B from VA-93 crashed at sea after an engine flameout with unsuccessful attempts to re-light. Pilot ejected and was returned to RANGER.
- 22-23 Conducted flight operations in Hawaii area.
- 24 Inport Pearl Harbor, Hawaii.
- 25-26 Underway for Operational Readiness Inspection (ORI) in Hawaii Operating Area. CO USS RANGER is CTU 178.1.1/CTG 17.6.
- 27-28 Inport Pearl Harbor.
- 29 Underway enroute Subic Bay. CO USS RANGER is CTG 17.1.
- 30-31 Altered course to assist USS TAKELMA (ATF-113). A seaman of that ship's company was suffering from appendicitis.

November

- 1 Lost due to transit of International Date Line.
- 2-3 Enroute Subic Bay.
- 4 Chopped to COMSEVENTHFLT operational control. CO USS RANGER assumed CTG 77.6.
- 5-9 Enroute Subic Bay.
- 10-12 Inport Subic Bay.
- 13-15 Conducted Type Training in Subic Bay area.
- 16 Departed Subic Bay enroute to Yankee Station in the Gulf of Tonkin.
- 17-21 Conducting combat strikes from Yankee Station (SPECOPS). Rear Admiral J. C. DONALDSON, JR., COMCARDIV THREE embarked. CO USS RANGER is CTU 77.6.1.

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CHRONOLOGY (cont'd)

November

- 22 Two A6A aircraft from VA-196 lost. One pilot rescued; the other crewmen are missing in action.
- 22-30 SPECOPS.

December

- 1 Man overboard lost at sea.
- 2-6 SPECOPS.
- 7 Departed Yankee Station enroute Subic Bay.
- 8-15 Inport Subic Bay for Upkeep.
- 16-17 Enroute Yankee Station.
- 18 SPECOPS. An A7B from VA-56 crashed at sea; pilot ejected and was recovered.
- 19-25 SPECOPS.
- 26 An A7B from VA-56 crashed at sea after a flameout on catapult launch. Pilot ejected and was recovered.
- 27-31 SPECOPS Yankee Station.

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PART II

AWARDS (U)

(U) During the period 1 January through 31 December 1969 the following awards were received:

\*Unit Award - Navy Unit Commendation for participation in combat operations in Southeast Asia from 29 November 1968 to 10 May 1969.

Campaign and Service Awards - Vietnam Service Medal for service in the contiguous waters of Vietnam during the period 29 November 1968 to 10 May 1969.

- Armed Forces Expeditionary Medal for service in support of the Republic of Korea from 20 March to 22 March 1969 and from 20 April to 27 April 1969.

Individual Awards - The following individual awards were received for sustained meritorious service by ship's company personnel:

- \*\* 1 - Legion of Merit
- 7 - Bronze Star
- 35 - Navy Commendation Medal
- 53 - Navy Achievement Medal
- 9 - CINCPACFLT Letter of Commendation
- 62 - SEVENTHFLT Letter of Commendation

(U) RANGER was scheduled to host the Seventh Vietnamese Awards Ceremony on 16 April 1969, however, due to operational commitments arising from the downing of an American EC-121 aircraft, this ceremony was postponed indefinitely.

(U) RANGER's Operations Department proved to be the best in COMNAVAIRPAC on a CVA, and was awarded an "E" to denote excellence in performance. This award was made for the 1 July 1968 through 31 December 1969 competitive cycle.

\* Exhibits 1 and 2

\*\* Exhibit 3

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PART III

Section A.

COMMAND ORGANIZATION AND RELATIONS (U)

(U) During the period of this report USS RANGER was commanded by Captain William H. LIVINGSTON, USN, 27 March 1969 to 28 June 1969; by Captain Joe P. MOORER, USN, 28 June 1969 to present.

(U) Rear Admiral G. E. MILLER, USN, COMCARDIV THREE, embarked as CTG 77.8 from 12 November 1968 to 30 March 1969. CO USS RANGER assumed CTG 77.8 from 30 March to 9 May 1969. CO USS RANGER was CTG 71.8 from 16 April to 27 April 1969. On 9 May 1969 RANGER chopped to COMFIRSTFLT and CO USS RANGER assumed CTG 17.1.

(U) During the Restricted Availability (RAV) period 19 May to 15 July 1969 and during Operation "Fast Cruise" 16 July to 20 July 1969, CO USS RANGER was CTG 11.5 and under the operational control of COMNAVAIRPAC.

(U) RANGER was under the operational control of COMFLETRAGRUSDIEGO from 21 July to 1 August 1969 for Refresher Training.

(U) From 2 August to 4 November 1969 CO USS RANGER was designated CTG 17.1. Rear Admiral M. D. CARMODY, USN, COMCARDIV ONE embarked as CTF 177, with CO USS RANGER as CTG 177.6 from 16 September to 22 September 1969. During the Operational Readiness Inspection from 25 October to 28 October 1969, CO USS RANGER also assumed CTG 17.6/CTU 178.1.1.

(U) On 4 November 1969 RANGER chopped to COMSEVENTHFLT and CO USS RANGER assumed CTG 77.6. On 17 November 1969 Rear Admiral J. C. DONALDSON, JR., COMCARDIV THREE embarked and assumed CTG 77.6 with CO USS RANGER as CTU 77.6.1.

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PART III

Section B.

OPERATIONS (C)

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(U) On 1 January 1969 RANGER was inport Subic Bay, Republic of the Philippines, with Rear Admiral G. E. MILLER, USN, COMCARDIV THREE embarked as CTG 77.8. RANGER had completed the first line period of her fourth combat cruise to WESTPAC on 29 December 1968.

(C) Enroute to Yankee Station on 6 January 1969. RANGER commenced launching combat flights against the enemy on 8 January from Yankee Station. During this line period an average of ninety-five sorties were flown daily.

(C) On 17 January, the Executive Officer of Attack Squadron ONE FIFTY-FIVE, Commander J. H. WEAVER lost his life when his A4 SKYHAWK crashed off RANGER's starboard bow after launch.

(U) On 31 January 1969, RANGER departed Yankee Station enroute to Subic Bay where the crew enjoyed an eight day inport period, and then on to Hong Kong, BCC for four more days of rest and relaxation.

(C) On 15 February 1969 RANGER departed Hong Kong enroute to Yankee Station. During this line period two aircraft were lost. The first on 17 February, was an F4J from Fighter Squadron TWENTY-ONE that suffered complete hydraulic failure. The pilot, Lieutenant Commander [REDACTED], and the RIO, Lieutenant (junior grade) [REDACTED], ejected and were recovered by helicopter within seven minutes. On 20 February another F4J from Fighter Squadron TWENTY-ONE crashed at sea after an unsuccessful catapult launch. The RIO, Lieutenant (junior grade) [REDACTED], successfully ejected and was recovered by the plane guard helicopter. Pilot, Lieutenant (junior grade) D. P. NEISLAR, did not eject and his body was not recovered.

(U) On 1 March, nineteen Vietnamese entertainers provided a fourteen act show of folk dancing, vocalization, and jazz music in Hanger Bay One for the officers and men of RANGER.

(U) Vice Admiral E. R. ZUMWALT, JR., USN, COMNAVFORV visited RANGER and toured the various spaces to observe CVA operations on 13 March 1969.

(U) On 16 March 1969 RANGER departed Yankee Station enroute to Yokosuka, Japan for an eight day period of upkeep. On 30 March while in Yokosuka, Rear Admiral G. E. MILLER, USN, COMCARDIV THREE departed and CO USS [REDACTED] RANGER assumed CTG 77.8.

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OPERATIONS (cont'd)

(U) The Honorable LEE HO, Minister of Justice, Republic of Korea, and other distinguished military and civilian leaders of the Republic of Korea were on board 22 March 1969 to observe carrier operations.

(C) On 5 April 1969 RANGER again arrived on Yankee Station and resumed her strike operations. On 12 April at 2230H an A7A CORSAIR II from Attack Squadron ONE FORTY-SEVEN crashed at 1635N-10731E, approximately fifteen miles from Hue, South Vietnam. The pilot, Lieutenant [REDACTED], ejected at 4,500 feet after several unsuccessful attempts to re-light his flamed-out engine. He was recovered and returned to RANGER.

(C) On 16 April 1969 RANGER departed Yankee Station and proceeded north for Contingency Operations in the Sea of Japan and the Yellow Sea. This action was prompted by an unprovoked attack and destruction of a U. S. Navy EC-121 approximately ninety miles off the coast of North Korea. From 23 April to 27 April RANGER operated in support of Task Force 71.

(U) On 30 April 1969 RANGER arrived in Subic Bay for offload of Yankee Station assets and departed for CONUS on 4 May. Enroute to NAS Alameda, California, RANGER's crew worked on enhancing departmental training and their sun tans.

(C) During the Air Wing fly-off on 16 May 1969 an A4F SKYHAWK from Attack Squadron ONE FIFTY-FIVE crashed at sea. The pilot, Lieutenant (junior grade) [REDACTED], ejected and was recovered.

(U) May 17, 1969 was the day that RANGER had been looking forward to since 26 October 1968. A "modified Alpha Strike" was launched on wives, relatives and friends at Alameda, California, and all points East. No statistics as to the number of sorties are available.

(U) RANGER shifted location to San Francisco Bay Naval Shipyard for Restricted Availability (RAV) on 19 May 1969. The RAV period was to last until 15 July.

(U) Captain Joe P. MOORER, USN relieved Captain William H. LIVINGSTON, USN as Commanding Officer, USS RANGER (CVA-61) on 28 June 1969. Ceremonies were held aboard RANGER, followed by receptions in Wardrooms Two and Three, the Chief Petty Officer's Mess and the First Class Petty Officer's Mess. Captain LIVINGSTON was promoted to Rear Admiral by Commander Carrier Division THREE immediately following the Change of Command ceremony.

(U) On 16 July 1969 RANGER shifted location to NAS Alameda to commence an extensive training period. Until 20 July RANGER was in port Alameda [REDACTED]

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OPERATIONS (cont'd)

conducting pre-RFT drills and General Quarters Training (Operation "Fast Cruise"). Then on 21 July RANGER sailed for San Diego and embarked members of COMFLETRAGRUSDIAGO and commenced Refresher Training at sea. Throughout this period many battle drills were conducted. The crew once again found it's sea legs; refreshed itself in the technical aspects of it's many jobs, and melded itself into a smooth-functioning team under all battle conditions. CVW-2 also conducted refresher carrier qualifications for their pilots on 27 July. This provided their pilots and RANGER flight deck crews with valuable training.

(U) Beginning 2 August 1969 RANGER was again in Alameda for seven days after completing her Refresher Training. On 9 August RANGER was underway and conducting carrier qualifications in the Northern California area until 14 August.

(U) On 15 August, RANGER again returned to NAS Alameda. During this in-port period, Rear Admiral J. D. BULKELEY, USN, President of the Navy Board of Inspection and Survey, and an inspection team, came aboard for a five day period commencing 18 August. Their purpose was to determine the material condition of the ship.

(U) RANGER departed NAS Alameda on 25 August for a four day period of Air Wing refresher operations in the Northern California area.

(U) On 30 August approximately 4,200 guests embarked on RANGER for a "Family Day Cruise." The families and guests aboard spent the day touring the many spaces aboard and were treated to an "Air Show" provided by the men and aircraft of CVW-2.

(U) On 2 September RANGER sailed for Southern California Operating Area for her COMPTUEX. All phases of the ship's fighting ability were exercised, including training for CVW-2.

(U) On 10 September at 1717U the bridge received a man overboard call from the sponson. RANGER turned and launched a helicopter and USS PRESTON (DD-795) put a boat in the water. Within eight minutes FN [REDACTED] of P-1 Division was picked up by PRESTON's motor whaleboat aided by the helo's aircrewman who was lowered by sling to assist.

(U) RANGER was inport NAS Alameda from 12 to 15 September prior to her Operational Readiness Evaluation (ORE).

(U) On 15 September Rear Admiral M. D. CARMODY, USN, COMCARDIV ONE embarked in RANGER and was underway for ORE in the Southern California area. RANGER and Carrier Air Wing TWO received a grade of Excellent during the evaluation.

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OPERATIONS (cont'd)

(U) RANGER was inport NAS Alameda from 24 September to 13 October 1969 for her Pre-operational Maintenance (POM) period. Last minute details were completed in order to insure a high state of material and personnel readiness for the forthcoming deployment.

\* (C) On 14 October, above orders to write everyday, pay the insurance and take care of yourself, the order to get underway was given and RANGER departed NAS Alameda, San Francisco Bay, and the Continental United States for her fifth WESTPAC combat cruise. In company was COMDESDIV 212 embarked in USS HENRY B. WILSON (DDG-7).

\*\* (U) RANGER was enroute to Hawaii from 14 to 20 October with fifteen guests of the Secretary of the Navy embarked. The SECNAV Guests departed by helicopter on the 20th and RANGER commenced flight operations.

(C) Rear Admiral E. C. OUTLAW, USN (Ret) visited RANGER on 20 October to tour the ship and observe SPRA operations.

(C) On 21 October while flying in his A7B CORSAIR II near the Island of Lanai, Hawaii, Lieutenant [REDACTED] of Attack Squadron NINETY-THREE experienced a flameout. After four unsuccessful attempts to re-light, he ejected. Approximately seventy miles from RANGER a Helicopter Combat Support Squadron ONE SH3-A SEA KING was vectored to his position and effected a pick-up. Lieutenant [REDACTED] was returned to RANGER without injuries.

(U) Flight operations were conducted in the Hawaii area from 20 to 23 October prior to going into port at Pearl Harbor for a pre-Operational Readiness Inspection briefing conducted on 24 October.

(C) On 23 October Admiral John J. HYLAND, USN, Commander in Chief, United States Pacific Fleet was aboard to observe SPRA operations.

(U) On 24 October the Chief of Staff, Commander Fleet Air Hawaii and his inspection party embarked and RANGER was underway to the Hawaiian Operating Area for her Operational Readiness Inspection (ORI). RANGER received a grade of Excellent on ORI.

(U) RANGER was inport Pearl Harbor on 27 and 28 October for ORI debrief with COMFAIRHAWAII. It also gave the crew an opportunity to enjoy liberty; visit the Island of Oahu, including Waikiki Beach.

\* Exhibit 7

\*\* Guest List in Part IV

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OPERATIONS (cont'd)

(U) On 29 October at 1100W RANGER was underway for transit to Subic Bay, Republic of the Philippines. On 30 October RANGER received a message to divert from course to assist USS TAKELMA (ATF-113) which had a crewman suffering from acute appendicitis. RANGER steamed 600 miles off course to rendezvous with TAKELMA and transfer SN [REDACTED], who had suffered a ruptured appendix. Rendezvous and transfer was effected at 3116N-16940W at approximately 1230 local time on 31 October. SN [REDACTED] was later transferred to the hospital at Subic Bay upon RANGER's arrival.

(U) On 4 November RANGER changed to the operational control of COMSEVENTHFLT. Then on 6 November RANGER again had to divert from her transit plan in order to avoid the damaging affects of Typhoon Kathy. RANGER diverted south through the San Bernardino Straits instead of transiting through the Babugan Channel as originally planned. In spite of the two diversions, RANGER was alongside Leyte Pier, NAS Cubi Point at 0730H, 10 November 1969, on schedule and without storm damage.

(U) RANGER and her crew enjoyed two days of sun and beach, and took on additional assets required for Yankee Station operations before departing Leyte Pier at 0730H, 13 November. In company were the Destroyers USS BENNER (DD-807) and USS EVERSELE (DD-789). RANGER and her escorts spent three days in Philippine waters conducting Type Training prior to transiting to Yankee Station in the Gulf of Tonkin.

(U) On 17 November RANGER arrived on Yankee Station and commenced Special Operations (SPECOPS), launching strikes against targets in support of the Vietnam conflict. This was RANGER's first line period on her fifth combat deployment to WESTPAC. (\*) Rear Admiral J. C. DONALDSON, USN, COMCARDIV THREE and staff were transferred from the USS CURAL SEA to RANGER and assumed CTG 77.6.

(U) On 22 November two A6A INTRUDERS from Attack Squadron ONE NINETY-SIX failed to return from their missions. The first was lost to enemy ground fire on a daylight mission. The pilot, Commander L. W. RICHARDSON, Executive Officer of VA-196, was recovered. His NFO, Lieutenant (junior grade) R. C. DEUTER, was not and was declared missing in action. The second A6A failed to return from a night strike mission. The pilot, Lieutenant Commander R. F. COLINA and the NFO, Lieutenant M. E. QUINN were declared missing in action.

\* Exhibit 8

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OPERATIONS (cont'd)

(U) The New Christie Minstrals and Miss Sally Blair provided music and entertainment for the crew of RANGER on 26 November.

(U) On 1 December while throwing retrograde over the side at night, SN Billy L. ROGERS fell overboard. USS BENNER was astern and had the man in sight for a few minutes, but lost him. Helicopters from RANGER joined the search and after several hours, ROGERS' deck headgear was found. RANGER continued normal steaming but BENNER continued searching throughout the night. Helos resumed searching at first light but all to no avail. The search was discontinued at 0900H, 2 December 1969.

(U) On 6 December after conducting SPECOPS, RANGER departed Yankee Station enroute Subic Bay. The men of RANGER enjoyed the warm sun and the many recreational facilities while RANGER was at Leyte Pier, NAS Cubi Point for eight days.

(U) RANGER returned to Yankee Station on 18 December and commenced SPECOPS. Lieutenant (junior grade) [REDACTED] ejected from his A7B approximately one-half mile astern RANGER and was recovered by the plane guard helicopter. LTJG [REDACTED] is assigned to Attack Squadron FIFTY-SIX.

\*(U) Terence Cardinal COOKE, Archbishop of the Roman Catholic Military Ordinate, lent inspiration to the crew during his visit on 21 December. On 22 December, Dr. Oswald HOFFMAN of the Lutheran Hour, along with Miss Susan JOHNSON, soloist, added to RANGER's morale in the holiday season by providing a program of inspiration and music, and visiting with members of the crew.

\*\* (U) Christmas Eve and what better Christmas present than the BOB HOPE SHOW. RANGER had a standdown from operations and the program took place in Hangar Bay One at 2000H. With Mr. HOPE were Connie STEVENS; dancer Suzanne CHARNEY; Teresa GRAVES; Miss World, Eva REUBER-STAIER; Astronaut Neal ARMSTRONG; Les BROWN and his band; and, thirteen lovely girls known as the GOLDDIGGERS.

(U) On 25 December, Rear Admiral J. W. KELLY, USN (CHO), visited RANGER and her crew.

(U) On 26 December an A7B CORSAIR piloted by Lieutenant (junior grade) [REDACTED] from Attack Squadron FIFTY-SIX crashed off the port side after a flameout on catapult launch. LTJG [REDACTED] ejected and was safely recovered by the plane guard helicopter.

(U) The Year 1969 ended with USS RANGER (CVA-61) on Yankee Station conducting SPECOPS.

\* Exhibits 9 and 10

\*\* Exhibits 11 and 12

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PART IV

STATISTICS AND SPECIAL TOPICS

(2) For the year 1969 RANGER was inport 149.5 days and at sea 215.5 days. A further breakdown of inport and at sea periods is as follows:

<u>INPORT</u>	<u>DAYS</u>
Home port	50.5
Not in assigned home port	3.5
RAV - Not in home port	57.0
in Seventh Fleet	38.5
TOTAL:	149.5

<u>AT SEA</u>	<u>DAYS</u>
Minor Fleet Exercises	52.0
Contingency Operations	8.0
SPECOPS	98.5
Transit	57.0
TOTAL:	215.5

Operational control COMFIRSTFLT	178.0
Operational control COMSEVENTHFLT	187.0

(U) During 1969 fourteen pilots made one-thousandth landings as indicated:

<u>LANDING</u>	<u>PILOT</u>	<u>DATE</u>	<u>A/C</u>	<u>SODN</u>	<u>DAY/NIGHT</u>
115,000		12 Jan	F4	VF-21	Day
116,000		24 Jan	A4	VA-155	Day
117,000		18 Feb	F4	VF-21	Day
118,000		28 Feb	A6	VA-165	Day
119,000		11 Mar	A4	VA-155	Day
120,000		7 Apr	F4	VF-154	Night
121,000		25 Apr	F4	VF-154	Day
122,000		12 Aug	F4	VF-154	Night
123,000		4 Sep	F4	VF-21	Day
124,000		20 Sep	F4	VF-154	Day
125,000		27 Oct	C1	VRC-30	Day
126,000		25 Nov	A7	VA-55	Day
127,000		5 Dec	A6	VA-196	Day
128,000		26 Dec	F4	VF-21	Night

(2) Arrested landing, flight time and sorties flown from RANGER during the year by month were as follows:

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STATISTICS AND SPECIAL TOPICS (cont'd)

<u>MONTH</u>	<u>TRAPS</u>	<u>HRS FLOWN</u>	<u>SORTIES</u>
Jan	2235	4579	2076
Feb	1305	2815	1243
Mar	1564	3299	1477
Apr	1322	2818	1254
May	RAV	RAV	RAV
Jun	RAV	RAV	RAV
Jul	473	CARQUAL	CARQUAL
Aug	1290	CARQUAL	CARQUAL
Sep	1434	CARQUAL	CARQUAL
Oct	775	1596	739
Nov	1541	3135	1424
Dec	2061	4175	1829

Flight time and sortie data is for RANGER and CVW-2 aircraft.

(U) The following is a monthly breakdown of all Mode IA, Mode II and Mode III instrument approaches made using the SPN-10 system for the year.

<u>MONTH</u>	<u>MODE IA</u>	<u>MODE II</u>	<u>MODE III</u>
Jan	14	342	866
Feb	39	366	526
Mar	32	423	750
Apr	55	355	354
May	None	Import 17 May - 21 Jul	
Jun	None	None	None
Jul (21-31)	0	25	32
Aug	0	12	558
Sep	15	123	681
Oct	47	229	276
Nov	45	396	295
Dec	48	474	693
TOTALS:	295	2719	5033

(C) Carrier Air Wing TWO was composed of the following squadrons on RANGER's 1969-70 WESTPAC deployment:

<u>SQUADRON</u>	<u>AIRCRAFT</u>
Fighter Squadron 21	13 F4J
Fighter Squadron 154	13 F4J
Attack Squadron 56	14 A7B
Attack Squadron 196	16 A6A

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STATISTICS AND SPECIAL TOPICS (cont'd)

SQUADRON

AIRCRAFT

Attack Squadron 93	14 A7B
Reconnaissance Attack Squadron 5	5 RA5C
Carrier Air Early Warning Squadron 115	4 E2A
Tactical Electronics Squadron 134	2 KA3B
	3 EKA3B
Helicopter Combat Support Squadron 1 DET 8	3 SH3-A
Fleet Composite Squadron 3 DET B	SPRA

(U) Catapult Shots and Flight Deck Accidents - The 1969 total of catapult shots was 15,318 of which 1,354 were "no-load" shots. The only unsuccessful catapult shot occurred on 22 February when an F4 bridle parted in mid-stroke on number one catapult. The pilot and aircraft were lost. Damage to the water brake was extensive and required about seven days to repair. Subtotals of catapult shots by month are as follows:

<u>MONTH</u>	<u>A/C LAUNCHES</u>	<u>NO-LOADS</u>
Jan	2336	161
Feb	1300	96
Mar	1542	96
Apr	1373	184
May	83	27
Jun	None	None
Jul	444	79
Aug	1263	67
Sep	1391	155
Oct	790	111
Nov	1477	171
Dec	1965	149

(U) There were no major deck crashes during the year, nor were there any fuel or aircraft fires on either the flight or hangar deck other than aircraft electrical fires or engine residual fires. Flight deck firefighting capabilities were considerably enhanced in March 1969 when an MB-5 crash and fire truck was acquired, outfitted, and manned by the crash and salvage crew.

(U) Ordnance Expended - Weapons Department received, stored, and issued to the embarked Air Wing the following munitions during the year.

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STATISTICS AND SPECIAL TOPICS (cont'd)

<u>TYPE</u>	<u>QTY</u>	<u>USE</u>	<u>WEIGHT</u>
Mk81 Bomb	886	Training	110.7 ST
Mk82 Bomb	785	Training	198.2 ST
Mk82 Bomb	41729	Combat	10432.0 ST
Mk83 Bomb	160	Training	80.0 ST
Mk83 Bomb	590	Combat	295.0 ST
Mk84 Bomb	33	Training	33.0 ST
Mk84 Bomb	8	Combat	8.0 ST
Mk76 Practice Bomb	3708	Training	46.4 ST
Mk106 Practice Bomb	468	Training	1.0 ST
20MM Gun Ammo	25885	Combat	13.1 ST
CBU 24/49	12	Training	5.0 ST
CBU 24/49	1731	Combat	126.0 ST
ROCKEYE II	506	Combat	126.0 ST
SPARROW Missile	13	Training	9.6 ST
SIDEWINDER Missile	13	Training	1.3 ST
SIDEWINDER FOCUS	1	Combat	0.2 ST
SHRIKE	2	Combat	0.8 ST
BULLPUP 12B	18	Training	5.1 ST
BULLPUP 12C	12	Training	10.9 ST

(U) Underway Replenishments (UNREPS) - During 1969 RANGER participated in 128 UNREP's, 90 involving auxiliaries and 38 involving destroyers. RANGER received 20,051 tons of ordnance and stores in 15,569 lifts. In addition, 25,461,000 gallons of NSFO and 19,453,000 gallons of JP-5 were transferred to RANGER while 2,532,000 gallons of NSFO were pumped to the various destroyers. All ordnance, supply and fuel transfer UNREP's were accomplished in a total alongside time of over 284 hours.

(U) Reenlistment Rates - Reenlistment rates by month for 1969 are as follows:

<u>MONTH</u>	<u>1ST CRUISE ELIGIBLE</u>	<u>REENL</u>	<u>PERCENT</u>	<u>CAREER ELIGIBLE</u>	<u>REENL</u>	<u>PERCENT</u>
Jan	34	4	11.8	2	1	50
Feb	27	4	14.8	3	2	67
Mar	46	5	11.0	9	8	89
Apr	32	12	37.5	10	5	50
May	39	2	5.0	5	3	60
Jun	74	5	6.7	5	0	00
Jul	47	1	2.1	5	2	40

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STATISTICS AND SPECIAL TOPICS (cont'd)

MONTH	1ST CRUISE			CAREER		
	ELIGIBLE	REENL	PERCENT	ELIGIBLE	REENL	PERCENT
Aug	73	1	1.0	9	3	33
Sep	41	0	0.0	4	3	75
Oct	314	3	0.9	32	2	6.5
Nov	2	2	100.0	5	5	100
Dec	15	3	20.0	9	9	100
TOTAL:	744	42	5.6	101	43	42.5

Overall reenlistment figures for 1969: Eligible - 845; Reenlisted - 85; Percent - 10.0.

(U) Legal Assistance and Discipline - RANGER's legal offices had approximately 764 legal assistance cases in 1969. Additionally, there were approximately 184 cases of Nonjudicial Punishment, five Summary Courts-martial convictions and seventeen Special Courts-martial convictions.

(U) Communications - During the year RANGER Communications Department processed over 200,000 separate messages. Approximately one-third of this total represents outgoing messages and the remainder were incoming. In excess of thirty copies (average) of each of these totals were reproduced for internal distribution. The above data equates to the 6,258,700 sheets of message paper handled during the year, or an average of 17,147 sheets handled each day of the year.

(U) Aircraft Intermediate Maintenance Department - Technical school quotas utilized during the summer of 1969 amounted to approximately 195. This schooling was used to update training with the state of the art and prepare for new weapon systems embarking RANGER for her 1969-70 cruise.

(U) Production efficiency and percent of units returned RFI showed an improvement in September 1969 to December 1969 as compared with January to May 1969.

	JAN	FEB	MAR	APR	MAY	SEP	OCT	NOV	DEC
% Production Efficiency	98.7	98.4	95.7	98.5	81.6	97.8	99.0	99.0	99.1
% Units Returned RFI	79.9	77.6	77.5	76.3	47.9	84.8	86.7	84.5	82.5

(U) C-1A monthly flight hours and sorties in early 1969, particularly in January, were high. The cycle from January to May showed a gradual decline in total sorties per month and the September to December period again shows a gradual increase in total sorties.

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	JAN	FEB	MAR	APR	MAY	SEP	OCT	NOV	DEC
Total Sorties	87	58	40	52	42	43	47	50	60
Total Flight Hours	206.6	137.6	92.6	120.5	137.8	83.8	84.4	86.2	135.6

(U) During September 1969, RANGER was designated by COMNAVAIRPAC as the ship to conduct a pilot study known as Project OFFLOAD (Avionics). This project identified certain avionics test equipment that were carried but not used or seldom used. The study in process is to close these test benches and build an improved pool of replacement assemblies as approved by COMNAVAIRPAC. In addition to Supply's reporting of assembly usage, AIMD reports monthly test bench usage on the exception principle (i.e., where operational commitments dictate, the closed benches are opened and used for avionics test and repair). This pilot study has not been conducted in AIRPAC on any other carrier.

(U) Deck Department - The Deck Department became autonomous from the Weapons Department on 1 June 1969. Lieutenant Commander [REDACTED] USN, immediately assumed the duties of Department Head, assisted by the Ship's Boatswain and Division Officers of the First, Second, Third and Fourth Divisions. A manning level averaging 210 men was maintained from June until December.

(U) Approach Radar - RANGER was the first carrier to deploy to WESTPAC with the SPN-43 Air Traffic Control radar. The system has proven to be superior to any other in target presentation within its operating limitations. However, excessive non-availability due to numerous problems such as platform stabilization, bad antenna bearings, burned out magnetrons, and lack of spare parts greatly reduced its overall effectiveness.

(U) Conversions, Modifications and Overhaul - The ship was berthed at San Francisco Bay Naval Shipyard, Hunters Point Division, on 19 May 1969 for an extended Restricted Availability of two months. Major repair work accomplished during this period included the refurbishment of boilers, evaporators, ship's service generators, elevators, catapults, escalators and RAS winches. The flight deck and hangar decks were completely re-surfaced with non-skid by ship's force and yard personnel.

(U) The major ship alterations accomplished during this two month period were:

- a. installation of the AN/WLA-3 ECM RF amplifiers.
- b. installation of additional 1 MC speakers for complete IMC sound coverage with an additional power amplifier rack in the forward IC Room.

STATISTICS AND SPECIAL TOPICS (cont'd)

- c. Installation of 3 MC speakers in each conflagration station to provide needed information to the conflag operators.
- d. Installation of the wide-land VHF secure voice system.
- e. Provide additional escapes from living, shop and office spaces.

(U) CHARGER HORSE system was inaugurated on board RANGER. Rear Admiral G. E. MILLER, USN, COMCARDIV THREE activated the Naval Security Group maintained KW-7 Simplex/Duplex Tactical Intelligence Net in SUPRAD spaces on the morning of 1 March 1969.

(U) Activities of the Chaplain - The Chaplains received, delivered and responded to 335 American Red Cross messages, including health and welfare reports, birth announcements, emergency leave requests, and notification/verification of family emergencies.

The Chaplains hosted aboard ship visitor groups from:

- a. St. Joseph's School for the Deaf, Oakland, Calif. - 10 October.
- b. Columban College, Olongapo, R.P. - 14 December.

The Chaplains were also responsible for arranging working parties to visit the following institutions:

Cabalan Village, Subic City, R.P.

Contributions from Chapel Funds were made to:

- a. Angela Orphanage, Yokosuka, Japan - \$140.
- b. Olongapo Boystown, Olongapo, R.P. - \$500.
- c. Seiwa School, Sasebo, Japan - \$250.
- d. Cabalan Village, Subic City, R.P. - \$200.
- e. Selfuen Girls Home, Sasebo, Japan - \$200.

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(U) The following religious visitors were welcomed during the year:

- a. Terence Cardinal COOKE, Catholic Missionary Vicar - 21 & 22 Dec.
- b. Dr. Oswald HOFFMAN, Lutheran Hour Speaker - 22 & 23 Dec.
- c. Rear Admiral James W. KELLY, USN (CHC), Chief of Chaplains - 25 & 26 Dec.

(U) Visitors - During 1969 RANGER played host to a large and varied number of visitors and guests both in port and at sea. Guests ranged from distinguished military visitors to religious leaders, foreign dignitaries, wives and relatives of RANGER's crew, and members of the press. Several crewmen from RANGER's escorts, USS BENNER and USS EVERSOLE, were visitors of RANGER at Christmas to enjoy the BOB HOPE Show.

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STATISTICS AND SPECIAL TOPICS (cont'd)

(U) RANGER hosted guests of the Secretary of the Navy on two separate occasions. The first being 8-9 September, in EASTPAC. The second was while RANGER transited to Hawaii, 14-20 October. List of guests of the Secretary of the Navy is as follows:

<u>NAME</u>	<u>POSITION</u>
Dr. Conrad Briner	Professor and Chairman Graduate Faculty in Education Claremont Graduate School Harper 200 Claremont, California 91711
Dr. Mark Hobson	Chancellor University of Nebraska Room 308, Administration Bldg Lincoln, Nebraska 68500
Mr. Robert S. David	President H. L. Bryan Company Post Office Box 368 Columbus, South Carolina
Mr. Anton Drabik	Principal Marine Surveyor 350 W. Jackson Blvd Chicago, Illinois 60606
Mr. Raymond Grubb	Vice President Delmarva Power & Light 600 Market Street Wilmington, Delaware 19899
Mr. Drew Hartnett	Attorney Planter's Bank Arcade Salina, Kansas 67401
Mr. Hugh Cranford	Executive Secretary Optimist International 4494 Lindell Blvd St. Louis, Missouri 63108
Mr. John C. Holly	Vice President Holly Carburetor Company 11955 East Nine Mile Road Warren, Michigan 48089

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STATISTICS AND SPECIAL TOPICS (cont'd)

Mr. Robert Molitor  
Vice President  
A. G. Spaulding, Inc.  
Meadow Street  
Chicopee, Massachusetts 30103

Dr. David Molyneux  
Pastor  
First Presbyterian Church  
746 S. Saginaw Street  
Flint, Michigan 48502

Mr. George Nesselrode  
Vice President  
Southeastern Public Services Corp.  
800 West 49th Street  
John Hancock Bldg  
Kansas City, Missouri 64112

Mr. Joseph McTigue  
General Manager  
Northwestern Mutual Life Insurance Co.  
Shawnee Mission, Kansas 66205

Mr. Robert Rhodes  
Commissioner  
Motor Vehicle Department  
State of New Hampshire  
Concord, New Hampshire 93301

Mr. C. Dwight Shirey  
President  
Patterson-Fletcher Company  
133 West Wayne Street  
Fort Wayne, Indiana 46802

Mr. William Abbott  
Vice President  
3M Company  
St. Paul, Minn.

Mr. William W. Robinson, Jr.  
Cumberland Corporation  
Chattanooga, Tennessee

Mr. Eric S. Bremner  
General Manager  
Channel 5, NBC  
King Television  
Seattle, Washington

Mr. A. Joe Hunt  
President  
Hunt Aviation  
Washington, D. C.

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Mr. James E. Clark	President Far West Management Corp. Newport Beach, California
Mr. Roy Richter	President Cragar Industries Compton, California
Mr. C. Poinsett Exum	President Exum Company Columbus, South Carolina
Mr. Robert E. Greenlee, Jr.	Senior Vice President South Carolina National Bank Columbia, South Carolina
Mr. Bertram C. Branch	Devine, Millimet, McCough, Stahl & Branch Manchester, New Hampshire
Mr. Joseph Desjardins	President Desjardine Jewelers Manchester, New Hampshire
Mr. Donald O. Heumann	President Rohms of New Orleans New Orleans, La.
Mr. John E. Kyle	Oil Field Services Berwick, La.
Mr. Thomas J. O'Donnell	State of Nevada Las Vegas, Nevada
Mr. Paul Price	Assistant Editor Las Vegas Sun Las Vegas, Nevada
Mr. James E. Kelley	President Jim Kelley Buick, Inc. Fort Wayne, Indiana

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PART V

DOCUMENTARY EXHIBITS (U)

<u>EXHIBIT</u>	<u>DESCRIPTION</u>
1.	Navy Unit Commendation
2.	Captain MOORER accepts NUC for RANGER from RADM DONALDSON
3.	Captain LIVINGSTON receives Legion of Merit
4.	Captain MOORER relieves Captain LIVINGSTON as Commanding Officer, USS RANGER (CVA-61)
5.	RADM LIVINGSTON and Captain MOORER cutting Change of Command cake
6.	Change of Command cake
7.	USS RANGER (CVA-61) underway for WESTPAC
8.	RADM DONALDSON welcomed aboard by Captain MOORER
9.	Cardinal COOKE welcomed aboard by Captain MOORER
10.	Cardinal COOKE being interviewed on KRAN, RANGER's television station, by Commander G. V. CHOYCE, RANGER Executive Officer
11.	BOB HOPE Christmas Show
12.	Captain MOORER presenting RANGER plaque to BOB HOPE
13.	CVW-2 aircraft overflying RANGER
14.	Commanding Officer's Bibliography
15.	Captain's Newsletter for January 1969
16.	Captain's Newsletter for November 1969
17.	Officer's Directory for December 1969
18.	1968-69 WESTPAC Cruise Report

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PROJECT SPRA

1. In September 1969 RANGER was directed to make preparations to conduct an OPEVAL of the reconnaissance drone known as SPRA (Special Project Reconnaissance Aircraft). Following initial coordination, conferences with representatives of CNO, NASC, CNAP, CINCPACFLT and SFBNS Hunters Point produced a plan for the installation of special equipment in the three week period prior to WESTPAC deployment. Working around the clock, ship's force personnel, SFBNS Hunters Point, Ryan Corporation and VC-3 DET B were able to effect the extensive modifications and installations necessary to maintain and operate the SPRA.
2. A special detachment of VC-3 was formed and trained to carry out Project SPRA. After initial training flights from USS BENNINGTON in the Summer of 1969, VC-3 DET B, with LCDR R. J. KENNEDY, USN as Officer in Charge, moved aboard RANGER in October 1969. The first opportunity to test Project SPRA on RANGER came during the ORI in Hawaiian waters. A successful mission was flown on 20 October 1969 and marked the formal beginning of the Project. A second successful flight was flown in Philippine waters on 13 November 1969. Following these two successful training flights, Project SPRA entered a three phase combat evaluation under the code name, Belfry Express.
3. The first Belfry Express mission was flown over North Vietnam on 22 November 1969. Eight more missions were flown in November and December 1969. The OPEVAL proceeded smoothly with a great amount of experience and knowledge being gained. Plans were laid for more advanced and difficult missions to be flown in the remaining Yankee Station line periods of 1970.
4. RANGER's experience with Project SPRA will form the basis for future Navy programs in the field of unmanned reconnaissance. The success of this project to date has been a function of the ingenuity and willingness on the part of all concerned, from the action officer in the offices of OPNAV, through to the technicians of VC-3 DET B and the deck crews of RANGER.

GROUP-3

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Enclosure (2),  
 CVA61/30 ltr 5750  
 of 25 March 1970

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