

OFFICERS OF ATTACK SQUADRON TWELVE

Lcdr A. Mers	Lcdr J. M. Curtin
Lcdr J. J. McBride	Lcdr R. F. Lodge
Lt J. E. Jackson	Lt A. B. Whitten
Lt J. R. Day	Lt A. Cornett
Lt R. A. Brooks	Lt W. L. Avrett
Lt D. B. Flynn	Lt T. W. Lannom
Lt J. Filose	Lt J. C. Kennerly
Lt R. L. Toletti	Lt J. R. Wickes
Lt W. L. Norris	Lt M. L. Fort
Ltjg F. J. Uhrig	Ltjg H. T. Simmons
Cwo-2 H. L. Lovett	

CHANGE OF COMMAND



ATTACK SQUADRON TWELVE

1000
JULY 10, 1970

USS SHANGRI-LA
CVS-38

COMMANDING OFFICER
ATTACK SQUADRON TWELVE
COMMANDER WALTER R. PETERSEN, U.S.N.



BEING RELIEVED BY
COMMANDER DANIEL H. L. GHOLSON, U.S.N.

SCHEDULE OF EVENTS

10 July 1970

Presentation of Colors

National Anthem

Invocation

By

Commander Robert D. Tatum, CHC, U.S.N.

Personnel Inspection

Commander Walter R. Petersen, U. S. Navy
Delivers His Remarks and Reads His Orders

Commander Daniel H. L. Gholson, U. S. Navy
Reads His Orders, Relieves CDR Petersen
and Delivers Remarks

Squadron Dismissed



Commander Walter E. PETERSEN was born in Dundee, New York on 14 July 1931. He completed high school there and after attending Rochester Institute of Technology entered the Naval Aviation Cadet Program in September, 1952.

On 5 March 1954 ENS PETERSEN received his commission and was designated a naval aviator in Corpus Christi, Texas. He then reported to Attack Squadron ONE SEVEN FIVE based in Jacksonville, Florida. He remained with VA-175 flying the A1 "Skyraider" (Spad) and serving as Assistant Maintenance Officer until March, 1958 at which time he received orders to the Advanced Training Command.

Lieutenant PETERSEN taught students advanced instruments in SNB's and T-28's for three years in Training Squadrons 30 and 31.

Following his tour at the Advanced Training Command, Lieutenant PETERSEN attended the General Line School in Monterey, California. In the summer of 1961 he attended Catapult School at the Naval Air Technical Training Unit in Philadelphia, Pennsylvania. He then reported aboard the USS FORRESTAL (CVA-99) in April 1962 as Assistant Catapult and Arresting Gear Officer. The FORRESTAL deployed to the Mediterranean Sea for nine months during this tour and saw Lieutenant PETERSEN receive his appointment to Lieutenant Commander.

After a brief return to school at the Armed Forces Staff College in Norfolk, Virginia, Lieutenant Commander PETERSEN began training in the A-4 "Skyhawk" with Attack Squadron FORTY-TWO (VA-45) in Oceana, Virginia as a replacement pilot. He then reported to Attack Squadron SEVENTY-SIX (VA-76) as Operations Officer. VA-76 deployed aboard the USS ENTERPRISE (CVA(N)-65) to Southeast Asia from October 1965 to June 1966. Lieutenant Commander PETERSEN earned several awards flying combat missions over Vietnam, including the Distinguished Flying Cross, Navy Commendation Medal with Combat "V" and fourteen Air Medals.

He next reported to the Naval Weapons Center at China Lake, California as Freefall Weapons Project Officer. At this command on 1 November 1967 he received his appointment to Commander. He left Naval Weapons Center and reported to Attack Squadron FORTY-FOUR (VA-44) at Cecil Field for refresher training in A-4 aircraft. He joined Attack Squadron TWINE (VA-12) aboard the USS SHARPEL (CVA-38) on 2 May 1969 in Naples, Italy and assumed duties as Executive Officer.

Commander PETERSEN has over 5,000 accident-free flight hours, 1400 in A-4 aircraft, and over 650 carrier landings. On 30 September 1969, he became Attack Squadron TWINE's twenty-sixth Commanding Officer. After being relieved by Commander GIBSON, Commander PETERSEN will report to the Naval War College in Newport, Rhode Island for a one year course of instruction.

Commander PETERSEN resides in Orange Park, Florida with his wife, the former Betty HAUNHEIMTEL of Victoria, Texas and their children Rebecca Lynn (11), and Craig Albert (?).



Commander Daniel E. L. GHOLSON, a native of Knoxville, Iowa, attended the University of the Americas in Mexico City and Drake University in Des Moines, Iowa. While at Drake he earned his officer's commission through the Naval Reserve Officers Candidate (NAVRAC) Program.

After graduation in 1954, COM GHOLSON reported for duty with the Naval Security Group Detachment in Washington, D. C. In May 1955, he commenced flight training at Pensacola, Florida. After advanced training at NAS Hutchinson, Kansas, in the F2V Neptune, he received orders to NAS Glynn, Georgia, for Airship flight training. This was followed by CGO and Airborne Controllers schools at NAS Glenview, Illinois. In July 1957 COM GHOLSON reported to Airship Airborne Early Warning Squadron ONE (AW-1) at NAS Lakehurst, New Jersey where he flew the EPQ-3W Reliance Class Airship.

In December 1959, COM GHOLSON was transferred to the HUNTERS Office in Akron, Ohio, where he served as Production Director at the Goodyear Aerospace Corporation. Goodyear was then involved in the R&D of the HUNTER missile and production of other missiles and systems for the Navy and Air Force.

COM GHOLSON reported to VA-122 at NAS Lemoore, California, in February 1963, for RAG training in the A-1H "Skyraider" and subsequently served with VA-115 from July 1963 to June 1965. This was followed by 14 months at the School of International Service at the American University in Washington, D. C., where he earned the Masters Degree in Latin American Area Studies.

Following Post Graduate School in September 1966, COM GHOLSON completed jet transition training with VA-45 in the F-4J "Cougars" and further RAG training with VA-44 in the A4C "Skyhawk". He reported to VA-12 at NAS Cecil Field, Florida in May 1967. He subsequently served as Executive Officer of VA-44 from July 1968 to February 1969 when he reported to VA-15, also as Executive Officer. Upon the disestablishment of VA-15 in June 1969, he received TAD orders to the COMVA-4 Staff and joined VA-12 on 30 September 1969 where he has served as Executive Officer.

COM GHOLSON, his wife "Bank", and their 3 children, Freya Endrede, Christian Erich, and Kireti Brownyn reside in Orange Park, Florida.

HISTORY OF ATTACK SQUADRON TWELVE

Attack Squadron TWELVE celebrated its twenty-fifth anniversary on 13 May 1970. In its varied and colorful history, the "Kiss of Death" squadron has flown from carriers of the Essex, Midway and Forrestal classes while sailing every major sea area in the world.

The "Flying Whangis" were commissioned 12 May 1945 as Fighter Bomber Squadron FOUR, flying first the F6F Hellcats then the F4U Corsair. In 1947 the squadron was redesignated VP-24 flying P5F Bearcats, while the following year, now VP-12, the "Whangis" made an around the world cruise aboard the USS YARMA. VP-12 reported to Cecil Field in March, 1949 where it has since been headquartered.

VP-12 received its first jet powered aircraft, the F2H-2 Banshee, in September 1950. The following year VP-12 became the first jet day fighter squadron to carrier qualify at night.

The squadron received a new mission and a new aircraft in 1955 when it was redesignated as an Attack Squadron flying the F7U-1 Outlaw. In 1957 VA-12 received its first A4's in which it won first place in the ATLANT Weapons Meet in 1959, followed the next year by winning 100 "E" awards for weapons delivery.

Following the transition to the A4C the squadron commenced "Operation Trap" which was an evaluation of the Bullpup missile in 1962. More than 100 missiles were fired and VA-12 logged the first measured Bullpup bullseye. 1963 saw VA-12 receive the CNO Safety Award for an accident free year, a feat, repeated in 1965, for which the squadron received a meritorious achievement award. It was also this year that VA-12 received the COMNAVFLANT Battle Readiness Efficiency Pennant and "E" award as the best light jet attack squadron in the Atlantic Fleet.

After transitioning to A4E's, VA-12 drew its first combat assignment in June, 1966 deploying aboard the USS FRANKLIN D. ROOSEVELT (CVL-42) to Southeast Asia. For the next six months, the squadron participated in the intensive combat operations without damage to a plane or loss of a pilot while logging two thousand combat hours on 1,066 missions. This represents a particularly unique achievement.

In 1967, the squadron transitioned back to its familiar A4C's. The "Hell of the Med" squadron then made its sixth and tenth trip to its familiar Mediterranean hunting grounds with the SIXTH Fleet during 1968 and 1969.

The "Flying Whangis" of VA-12 survived the many cutbacks of late 1969 and began training in modified A4C's with more powerful engines in preparation for its second combat deployment to Southeast Asia.

While currently engaged in combat operations in the SEVENTH Fleet, Attack Squadron TWELVE looks forward to a safe and successful return to family and friends, and the future prospect of A7E transition in December.

COMMANDING OFFICERS OF ATTACK SQUADRON TWELVE

Lieutenant Commander John H. LACEY	MAY 1945
Lieutenant Commander William L. CONLEY	OCTOBER 1945
Lieutenant Commander Dick H. GUINN	JUNE 1947
Lieutenant Commander Ronald W. NOEL	MAY 1948
Lieutenant Commander Albert W. NEWHALL, Jr.	MAY 1949
Commander Brainart T. MCGHEE	JUNE 1950
Commander John L. GARTER	NOVEMBER 1951
Lieutenant Commander John M. BESSEM (Lost at sea 13 August 1953)	DECEMBER 1952
Lieutenant Commander Hamilton McWHORTER	AUGUST 1953
Commander Frederick G. KIDD	OCTOBER 1954
Lieutenant Commander Joseph J. OLIVER	JULY 1955
Commander Paul H. DURANT	AUGUST 1955
Commander Marshall P. DEPUTY, Jr.	JANUARY 1957
Commander Charles A. PEBBLETON, Jr.	JANUARY 1958
Commander William B. BAUFON	JANUARY 1959
Commander Richard J. DEPREZ	MARCH 1960
Commander John E. HANSEN	JUNE 1961
Commander Robert E. GEORGLIN	JUNE 1962
Commander Max E. MALAN	JUNE 1963
Commander Burton E. BERGLUND	JUNE 1964
Commander James D. WHITE	APRIL 1965
Commander Robert C. PROSIO (Lost at sea 12 November 1966)	APRIL 1966
Commander Gerald P. BARNETT	NOVEMBER 1966
Commander Austin C. O'BRIEN	NOVEMBER 1967
Commander Richard M. FLETCHER	NOVEMBER 1968
Commander Walter R. PETERSEN	SEPTEMBER 1969
Commander Daniel N. L. OSOLSON	JULY 1970