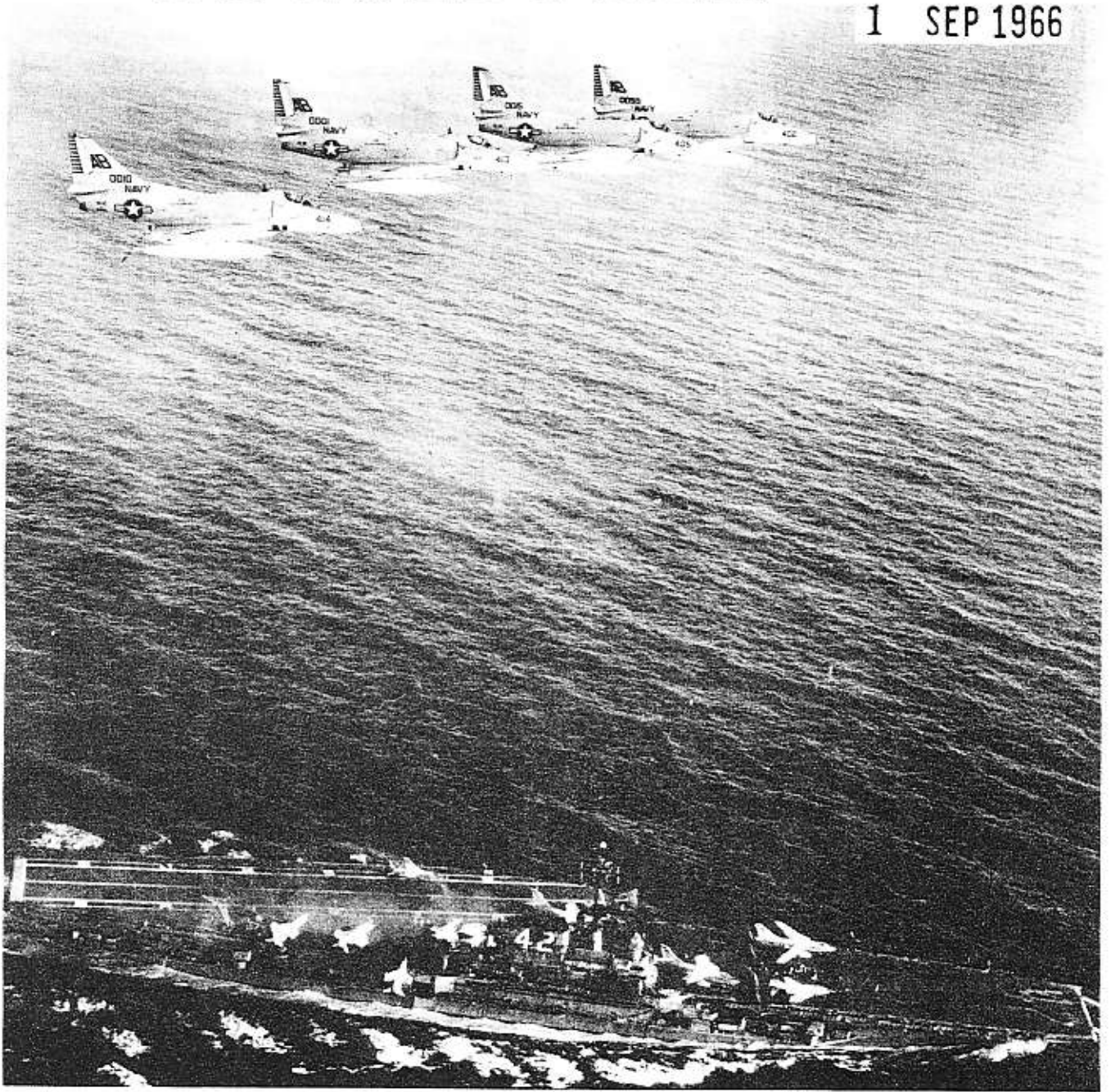


ATKRON TWELVE NEWSLETTER



1 SEP 1966





1 SEP 1966

Dear Friends:

Since our last Newsletter we have covered considerable mileage across the oceans of the world as a combat squadron of the Navy's proud attack carrier the USS F. D. ROOSEVELT. As of right now we are engaged in combat against the Communists in North Viet-nam.

Perhaps you recall our last newsletter was written in November 1965, just before we set a course homeward bound from the Mediterranean Sea. We arrived back home at Cecil Field, Florida in time for the Christmas and New Years holidays. Our holidays were over all too quickly and we were back in harness again almost immediately.

I can sum up the six months between our Mediterranean cruise and our present cruise in one word - HECTIC. As much as I deplored it we were forced into a very busy schedule. The primary cause being the necessity to get sharpened up and ready for combat. Our aircraft had to be refurnished and outfitted with new gear, many of our technicians had to go to school, and lastly our pilots had to be peaked up in day and night bombing tactics and carrier landing operations. To accomplish all these formidable tasks we had to work long hours during the short at home period that we were allowed between cruises.

This will be the first newsletter that I will have the privilege and pleasure of signing. I assumed command of our squadron in April after spending a year as the Executive

Officer. I feel it only proper to tell you my opinion of our squadron. I am proud of it. I'm proud of our young men many of whom only yesterday were civilians in school. Today they are responsible men assigned vital responsible positions. The majority of them carry the weight of more responsibility and trust than many people ever carry in their entire lifetime. I'm proud of our pilots. We are as well trained as we could be and we have proved it in combat. Lastly I'm proud of our solid dependable professional navy men, the backbone of our squadron, VA-12's petty officers. They have worked hard to hold the squadron together and to keep us flying.

I know that many of you, for that matter, the majority of the people in the United States know very little about the way of life of a Navyman. We perhaps should be dubbed the "Silent Service" since we do not publicize as much as our sister services. But please believe me, your son, your sweetheart, your husband is doing an important, physically and mentally demanding job in the rigorous seagoing environment of the Carrier Navy. You can well be proud of him for the manner in which he and our squadron are measuring up to the tasks assigned by our government.

There is another side to our squadron, besides planes and men and weapons. It is the unsung, unseen members of VA-12 - You -our wives, sweethearts and parents. Without you to sustain us, without your support we could not do our job.

Though thousands of miles separate us you are in our thoughts constantly. I think I speak for all of Attack Squadron TWELVE when I say please keep us in yours and please keep those letters coming - they are the tangible link between us.

Sincerely,

CDR Robert C. FROSIO
U. S. Navy
Commanding

OPERATIONS DEPARTMENT

OPERATIONS DEPARTMENT

And now, let's take a look at the Operations Department. Heading up the squadron's "Nerve Center" is LCDR Dick DAMICO, a well qualified naval aviator now in his 19th year in the Navy. As the Ops Officer, he is responsible for keeping the squadron abreast the current operations in WESTPAC. Between the CAG meetings, staff meetings, department head meetings, tactics board meetings, and AOM's, Dick does find time to fly (he was the pilot who got the most flight hours last fiscal year). Assisting him presently is LT Paul ARNETH. "RED" as he is known in the squadron, is presently filling the jobs of assistant operations, Training, and LSO. He has been very busy lately in formulating and supervising the squadron's ground training program enroute to WESTPAC. Assisting Red back on the "platform as Landing Signal Officer is LTJG Bob KIEM. Bob is also our Survival Officer, and is keeping busy in that job by getting the necessary Viet Nam survival information and equipment to the pilots. LTJG Lee CARGILL, as Flight Officer, keeps busy in the area of flight scheduling. LTJG Dub WATSON as Communication and Navigation Officer, has been supervising the many messages the squadron receives daily and has been procuring, issuing, and marking the needed navigational charts. Rounding out the Officers in the OPS DEPT is our new Air Intelligence Officer, ENS Don DURR. Don has been one of the busiest officers in the squadron so far on this cruise because he is responsible for digesting and disseminating the huge amount of intelligence data the squadron gets daily. Assisting the officers in the operations department are the four men who help to keep the paper work going smoothly. PNSN Dan WHITAKER, assisting LTJG CARGILL in the Flight Dept. He keeps the flight records up to date and accurate. AN Leonard CHILTON is a new addition to

the OPS DEPT. He is presently assigned to assist LTJG WATSON in the Communications/Navigation area. His main job is that of logging messages as they come in the squadron. SN Harmon WINBORN is the paperwork mainstay of the Training Officer. It is his job to keep track of all the ground training and flight training received by the pilots. Harmon is the fortunate one in the operations department who gets away from the paperwork once in a while during operations off the coast of Vietnam. He is a member of the bomb loading crew and therefore sees the action on the flight deck as he helps load bombs. Rounding up the men in the Operations Department is Dick NORMAN who is the assistant to the Air Intelligence Officer. As assistant "SPOOK", he keeps custody cards on most of the Classified Material in the squadron and also assists ENS DURR, in distributing intelligence information to the pilots.

VA-12 has made a few achievements which are worth mentioning since we left Jacksonville. After we left, we headed for the Puerto Rican area for our Operational Readiness Inspection. In the ORI, the VA-12 "Ubangis" came out on top in the competition with our sister squadrons, VA-72 and VA-172. It took hard work by all hands to do this and it just emphasized what we all know; VA-12 is the best. In the realm of individual accomplishment CDR BARNETT and LT BARRINGER both made their 400th arrested carrier landing. LCDR SCOTT, LCDR GILBERT, and LCDR ZIRBEL all made their 300th arrested landing since leaving Jacksonville and LT MOORE got his 200th "Trap". In the Roosevelt Centurion department, there have also been some achievements. LT ARNETH made his 300th arrested landing on the FDR, and thus won membership in the FDR 'Triple Centurion Club', an elite group aboard CVA42. LTJG CARGILL and LTJG BORLET both became FDR Centurions by making their 100th landing aboard.

ADMINISTRATIVE DEPARTMENT

SAFETY DEPARTMENT

On 1 July 1966, Attack Squadron TWELVE completed its second full year of accident free operations. During this period the squadron flew over 11,500 hours and made 10,800 landings, over 4,100 of which were carrier arrested. Pilots and all personnel realize that safety is vital to squadron readiness and the establishment of such an enviable record is an "All Hands" accomplishment. Only through a conscientious attention to detail and a willingness to work hard long hours has the squadron been able to remain accident free. Since much of this period has been in a deployed status, a major share of the credit must also be given to those dependents who give continuing and loyal support to their loved ones, thus enabling them to perform their assigned tasks in an outstanding manner. With another cruise at hand, the challenge is obvious. Keep the support coming from home and we'll keep the planes flying safely out here.

ADMINISTRATIVE DEPARTMENT

Headed by LCDR William D. ZIRBEE is still functioning smoothly. Due to our combat situation, we have to get along without him a good part of the time. Usually we have a stand-in with LT Dennis J. MOORE when the boss is on other business. LT MOORE is our Personnel Officer and acts as Ass't Admin when needed. Next in line should the two be absent is LTJG Frank A. ESCOBAR. LTJG ESCOBAR heads PIO and is a good stand-in for Personnel and Admin in their absence. Then ENS James L. THERIAULT as our Education Officer. He also works with our Unit Counselor, AE2 Dustin M. ADDISON on retention and counseling of all the enlisted personnel in the squadron.

Enlisted personnel under the Admin portion of the department consists of YN1 Art COZART, leading yeoman, YN3

Gary KMET handling most of the incoming and outgoing correspondence and SA Paul KENNEDY working with the squadron Leading Chief, ADCS Joe MALICOAT and does routine work in the Education division.

In the Personnel Section, controlled by PN1 David ANDERSON and PNSN Jim WENTZEL. Between the two, they have control over all enlisted personnel records and enlisted personnel reports.

Our department works somewhat in a different way than some of the others. They try to keep the planes in an up status and we do the same with the typewriters. So far we have kept them all in an up status.

FIRST LIEUTENANT and HABITABILITY

Living aboard the FDR has become true luxury with the advent of air conditioning in most of our berthing spaces. The habitability team leader, AMH1 D. L. LEDBETTER, has served to further improve living conditions with an extremely active program in progress since leaving Mayport. We have repaired broken lockers, re-tiled the decks, installed insulation, and painted everything standing still (sometimes moving objects are painted too, like LTJG JONES). A new lounge area has been constructed in the second class-night check compartment, highlighted by the two best Acey Ducey boards on the ship. The interior of the lounge has been very artistically decorated by AQAN G. O. GOLAND.

LEDBETTER has been named one of five outstanding men in VA-12 for his excellent leadership of the habitability team. Congratulations are also in order for ATNAN L. E. HOBBS and AN W.C. FREEMAN for passing all requirements for Airman. AA L. F. CHAPMAN, SN P.P. PLAISANCE, AN S. SIMONOFF and AN L. E. PARTAIN, are the other hard working members of this fine team.



Each month try-outs are held for the ordnance loading team ----
"Awright WENTZEL, let's carry this bomb over to the airplane."



Looking aft down the crowded FDR flight deck we saw Sugar Loaf Mountain from the harbour in Rio de Janeiro.



We also have a CPO picked up every so often. Our latest are AOC Harry LOVETT standing with CDR R. C. FROSIO, our Squadron Skipper and HMC Billy LEEK, both advanced on 16 July 1967.

The squadron isn't lacking in the young and beautiful ladies department either. Pictured at right is pretty Miss Irene Taylor from Long Island, New York and is claimed by Seaman Paul Kennedy.

From our standpoint, they both seem to be very happy and very lucky.

Miss Taylor, keep the letters coming to Paul, he seems very happy when the Ship sounds "Mail Call."



MAINTENANCE DEPARTMENT

FROM THE MAINTENANCE OFFICE

Since our last newsletter there have been many changes in the maintenance office. We lost a lot of good men and were very sorry to see them go.

On the loss side AECS Jerry JEWELL went to the hospital and we fear will probably be reassigned once he is released. If so we wish him much good luck in getting his choice of duty. We still have some hope of having Chief JEWELL's talent back with the Scooter Fixers of VA-12. We miss you, Chief.

Next on the loss list is AT2 "DD" CULBERSON who got orders to NAS, Norfolk. We all hated to see ole DD go. He was a good man on the Maintenance Control register as well as an outstanding sailor. He can wipe his tears with that letter of commendation he received for doing such a fine job while in VA-12.

AT3 Gary SINK, who was CULBERSON's counterpart on night check got out of the Navy to finish college. Lots of luck to him on that score.

We lost our leading AZ, Ron STRADER, who also got out to go to college. His second in command, Bill CAMPBELL, also an AZ2, got transferred to Patuxent River. We hope they are both enjoying their new jobs.

On the gains side of the page we did get some very good talent. As Maintenance Chief we have AMHC H.C. TERRY who is really a go-getter and a good man to work for.

AEC Mcus D. WILLIAMS (Chief Willy) is back as night check Maintenance Chief after a short tour as leader of the electric shop.

ADJ1 Richard WHEAT took over the register when CULBERSON and SINK left. He's doing a fine job, but will need a helper for nights pretty soon, so he can get some sleep.

As for the Maintenance Admin division, Art MCHARG made AZ2 and is now heading the division. He has two men working for him that have just checked in.

Thomas McCRAVE, who just made AZ3 (congratulations Mac) on 16 July, is second in command. Mac came to us from VP-21 in the cold north country of Maine.

Ronald WITT our boot AZ and bomb loader is next on the list. At this writing he has just taken the test for Airman and the results should be in shortly. Lots of luck WITT.

Our newly promoted LTJG, "Bull" GAMMONS, continues to control the overall maintenance effort.

Last but by no means least is our Department Head, LCDR SCOTT. Mr. SCOTT came to us from Admin when LCDR DAMICO moved up to Operations and LCDR MUDGETT left us for softer duty with VA-44. With his background as Admin Department Head we really have to watch our paper work. Since my writin' makes for rotten readin' I am always in trouble. He is a good man to work for and though, so we will all hate to see him go. (We put in a request for his transfer).

We have spent a short time at home and made two short cruises since the last letter. Now as most of you know we are on another rather long cruise and we have made our first port. For a good portion of the crew this was our first visit to South America. Rio de Janeiro was a very interesting port. The great scenic beauty of the city and the points of interest such as Sugar Loaf Mountain and the Statue of Christ on Corcovado were enjoyed by all hands. The cable car to the top of Sugar Loaf was a real treat.

- "Composed by the Miniature
Maintenance Control Officer" -

As authorized by the Secretary of the United States Navy, all personnel attached to this squadron will be entitled to wear the Viet-nam Service Medal and the National Defense Service Medal.



VA-12 ORDNANCE

Our space in this newsletter is limited so I must try and tell you the story of our shop and it's fourteen men in a few short paragraphs. We are the ordnancemen of the squadron; our jobs range from loading bombs, rockets, and ammo to a variety of tasks, some of which aren't even covered in the H. M.I. For instance, let's take Chief BONDURANT, our shop P.O. He wasn't satisfied with the conditions of our working space. The ship personnel said they might be able to help us in 3 or 4 months, this wasn't fast enough for him, so in a few days (which we have yet to learn how he did it) he came up with all the material we needed to do the job ourselves. We remodeled our shop and now it looks pretty nice.

Our shop has increased in size since the last newsletter, we have lost a lot of the old guys but they have been replaced and still more added to try and build our shop for handling the job which lies ahead. If our letters to you get a little far between, its not that we don't still love you, it's because we are trying to get a little rest for the next day.

Our days and nights are long but we still have time for a little relax-

ation. Sunday, July 17, was initiation day for all Polly Wogs (Personnel who have never crossed the equator) and -oops, the date was changed again to 26 July. Another initiation was in store for ACl Harry L. LOVETT who put on his Chief's hat 16 July. Making Chief Ordnanceman is quite an accomplishment in rate especially for only 8 years service which AOC LOVETT had the day he put on the hat. His initiation was a good one for it was been planned for quite a while.

No matter how long the days and nights are or how hard the work is there is always the thought of home and the day this cruise will be over. To some of the men in the shop the end of this cruise will mean the end of their sea duty and to others it is only the beginning of a long tour at sea.

I could tell you the names of each man in the shop but there is no need, for if you have a husband or son in the ordnance shop you will know already and all you will have to hear is the name VA-12 Ordnance and you will listen.

From the men in the shop we send our love, keep a light burning, this cruise can't last for ever.

QUOTABLE CONVERSATION QUICKLY
COMPILED BY QUALITY CONTROL

With the beginning of another cruise, our periodic newsletters to our loved ones also begin. This is our method of passing news of a general interest to that portion of "our crew" still in the states.

Our shop started the cruise with a shortage of men due to the transfer of AMH1 Dan LEDBETTER to other duties in the squadron and AT2 MARSHALL, who was transferred from the squadron. This left us with LTJG Robert BORLET as Division Officer, Chief Bennet GILBERTSON as shop Chief, ADJ2 Gene WYRICK as power plants inspector and AO2 Ed DELGADO as ordnance inspector. After we left Mayport, AE2 Charlie SIX joined the division from the electric shop and a few days later AMEL John SKIDMORE joined us from the airframes shop, where he was noted for his ability to be heard above the flight deck bullhorn. This brought the shop back up to its normal operating level again.

Upon completion of our first operating period we were pleasantly surprised to learn that we were headed south for three days of liberty in Rio de Janeiro, Brazil. After the heavy operating schedule we had just finished, this was most welcome news. We crossed the equator on July 4th and the old hands (The Shellbacks) decided there was insufficient time to properly prepare a fitting ceremony for the Polly Wogs. We had the pleasure of meeting King Neptune on 26 July in the Indian Ocean.

Ed DELGADO is due to be discharged in January and unless something happens to change his mind, he'll be leaving for a civilian career.

The remainder of the shop should be looking down on the pier when we return to Mayport in the distant future. Letters received regularly as the mail will permit, will shorten this time for us and for you too, we hope. So keep

them coming! With hard work, regular mail, and the passage of time, we'll all be home with you once again.

* * * * *

"For many of us this will be the first combat cruise, and for a few it will be the last. Orders will be taken in the near future for Cruise Books covering this combat cruise. Don't be late and miss out, place your order early. We can show them what we have been doing."

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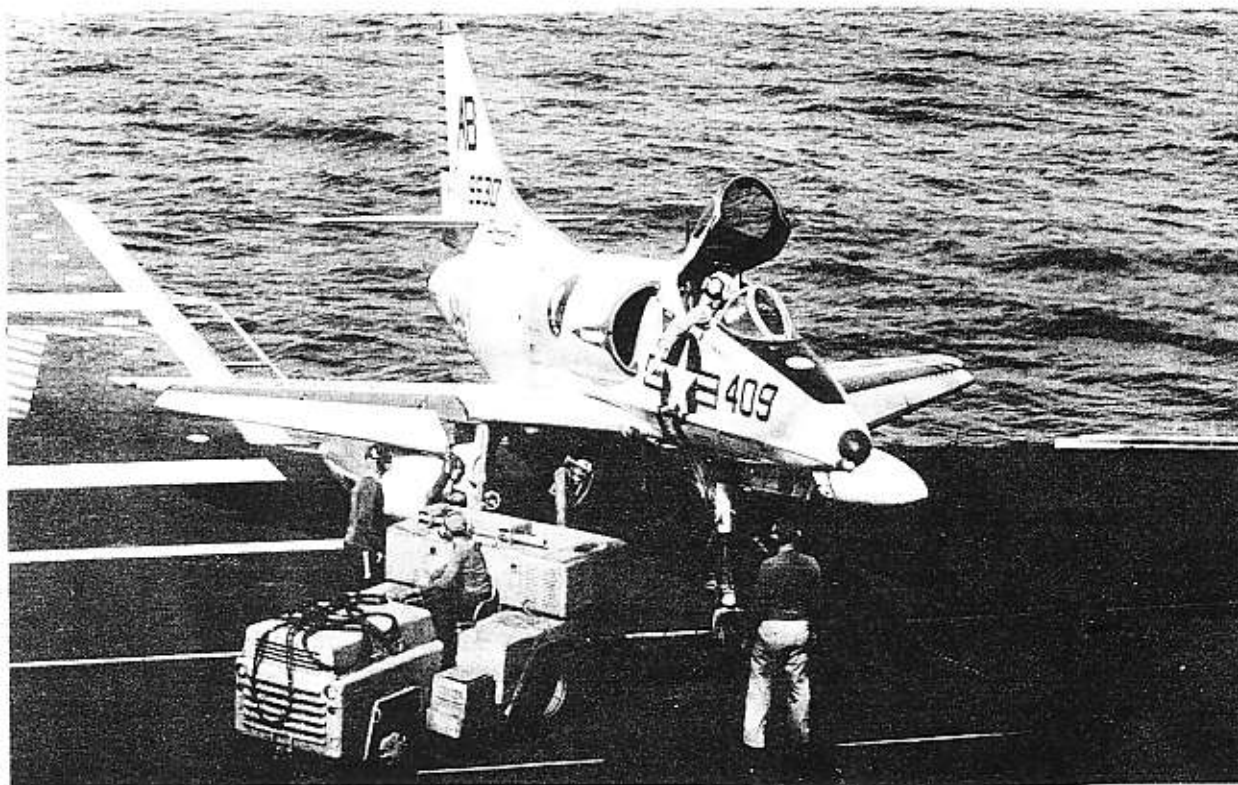
ELECTRONICS SHOP

Many days and many men have come and gone since our last report. AT1 Don GRIMES left for duty with the Penguins of Antarctica while AT1 Dave LEHTINEN was transferred to VA-81. Dave plans to re-enter civilian life to attend college. We wish him luck. Jerry CREEL went home to his baby girl while the rest of our 2nd and 3rd class petty officers were released or transferred. Van MACE (transferred to VAP-62) got married in May, poor guy.

The shop presently consists of AT3 Don KEISER, ATN3 John RAGO (our very talented guitarist), AT2 Gary STONE, our irrepressible leader, and ATR3 Hank KOWALIA, who joined us one day before our ORI. IMA is in the capable hands of ATR3 Bill FOUTS (radar bench), ATN2 Art BLOUNT (Tacan bench), ATN2 Al HUNT (radio and IFF), and ATR2 Paul SEYMOUR. The above mentioned men have recently attended eight "C" schools in preparation for the current deployment.

LTJG Bob SHERMAN has just taken over as our new division officer and has tackled the job of rebuilding Avionics with enthusiasm. A T C L.V. FERRANTE will be relieved of his present job as Analyst and become our shop chief soon. More help is on the way but we also need your continued support. Keep those letters coming.

The "Twidgets"



LINE DIVISION

For six weeks prior to the beginning of this West Pacific cruise the line division was trying to give each man a maximum leave to be with his family and friends. The last few days before departure were very busy ones with all the packing and loading aboard of all squadron aircraft.

The division started the cruise with thirty two men, many of whom had just joined VA-12 only days before. A few of the old salts scattered in the right places, such as AT2 Arthur MARTIRE, line PO, ABH3 Ray PEMBLETON, AE3 Roy SMITH and the senior plane captains did a fine job in getting all of the new men squared away.

After our departure on the twenty-first of June we had a flight schedule every day. The senior plane captains used this short but valuable time to train the new men in all of their duties on the flight deck and taught them

all about the A4E aircraft.

Our chance to show the squadron our capabilities came when we arrived in the Caribbean and started our Operational Readiness Inspection (ORI). Each man did the best he could even though some of the new men had only worked on the flight deck for three days. The senior plane captains won a well-deserved "Well Done". The line was highly praised from every direction and nobody seemed more pleased than Chief HEDRICH, the Line CPO, and the division officer, LTJG MC PHERSON.

After the ORI, we had a rest for a day or two enroute to Rio de Janeiro, Brazil. This was not a complete rest however. Jet aircraft operating from a carrier always need cleaning due to the fact that they operate in the worst possible environment of salt, soot, and dirt. Some of the new squadron pilots were very surprised when their plane

LINE DIVISION (Cont'd)

captain asked them to fly under a rain squall. This helps to remove salt and keeps the corrosion down to a minimum.

Airman William HECK was the first new man to be assigned his own aircraft and is doing a fine job. He looks like one of the old timers waiting to recover his aircraft and signaling to his second mech to bring the ladder and tie downs while he disappears under the aircraft to install the pins.

Airman Edward FENNELL is the next new man to get his own aircraft but right now we just don't have one for him. Wait your turn FENNELL.

A big word of thanks must be given to the older hands for passing their experience to the new men. The new men really came through and have shown that they can work on the flight deck without having any accidents or mishaps.

A quick run down on the squadron aircraft and the men who are responsible for their upkeep and well being:

400-AN E.E. WEST - ACAN J.V. MACBAIN
401-AN P. N. MATHEWS
402-AN E. R. FENNELL - AN S. R. DOBAY
403-AN J.A. CREATUREO - AN M. J. RUZIN
404- AEAN E. HARVIE
405-AN R. J. SMITH
406-AN K. L. BERRY
407-ADJAN B.J. SMITH - AN F. M. SMITH
408-AN E. L. THOMAS
409-AN L. J. DAVIS - AA R. S. KAPLAN
410-AN R.A. FLEMING - ADJAN J.T. TOBIN
411-AN F. W. OSBORNE
412-ADJAN T. J. FILIPS
413-AEAN W. J. HECK
OIL KING - AMEAN G. M. HARTLEIN

Other line personnel include AE3 Roy SMITH, AMS3 T. J. LUCAS, AMH3 R. C. RANDALL, ABH3 F. H. URSHEL and ADJ3 J. A. LIVINGOOD.

From the Division Officer, LTJG MC PHERSON, may I say well done to the line. For all you readers keep an eye out for the next news letter from VA-12. It will have more good word from the outstanding and hard-working line division.

MATERIAL CONTROL DIVISION

The Material Control Division under LTJG W. A. COUNTS has a new leading storekeeper. AK1 Paul A. BEGIN, who reported the same day that we departed Mayport, came from USS Lake Champlain. Paul's wife, Jo Ann and their three sons reside in Jacksonville. With BEGIN's help we hope to attain a new high in supply and material support.

Under BEGIN's supervision are AN Gary R. HEINEY and AA Joe H. KYLE. Both of these men are conscientious and reliable workers who play a large part in keeping VA-12's Ubangi aircraft in the air.

AK3 Bill MURPHY, who was the leading storekeeper during the Guantanamo cruise, has been taken from the squadron and is now working with the Intermediate Maintenance Activity (IMA) under CAG.

AVIATION EQUIPMENT

Another cruise is underway, but this time the Riggers are in better shape. We have six men now although they are scattered throughout the ship. PR1 Ralph COUGHLIN is back at his job as supervisor in charge of the IMA loft and still waiting for a good set of shore duty orders. PR1 George McBRIDE, who just reported in from NAS Oceana, is our new squadron statistical analyst. PR3 "T" "J" JOHNSTON extended for the cruise and is holding down the job as P.O. for the VA-12 Riggers. PRAN Tom MYERS has two jobs; telephone talker during flight operations, and a VA-12 Rigger the rest of the time. Two new PRAN's, Donn INMON and Richard FONTAINE, are both assigned to IMA and are recent graduates of PR"A" School. INMON is an old VA-12 sailor. He has been in the squadron almost three years.

We all miss home and look forward to mail call and especially that day we dock back at MAYPORT.

ELECTRIC SHOP

The electricians' job in VA-12 is to maintain the intricate electrical systems in the A-4E. These systems include the electrical wiring associated with the engine, the hydraulic system, the landing gear and instruments for landing gear and instruments for flight and engine. The men in the shop are assigned collateral duties in addition to their normal "in-rate" maintenance duties. These collateral duties include; tool control, safety training, logs and pubs, ground support equipment, and physical fitness.

Now a few words about the men who perform these duties. Since the last newsletter we have had a few changes in the "AE" Shop. We will start with the changes of division officers. At the printing of the last newsletter our division officer was ENS J. T. SWANN, now LTJG SWANN, who was replaced by LTJG R. A. BORLET. Mr. BORLET was only with us for a short time and he is now Q.C. Division Officer. We are now working for LTJG R. E. SHERMAN. AEC M. D. WILLIAMS finally made it to the shop after the MED Cruise and we held onto him until after the GITMO Cruise. He was transferred to maintenance control at the start of this cruise to act as night check maintenance chief. Now we get to the six men involved with the actual maintenance of the aircraft. Our leader is AEL Michael HOLT, the 40-pound Hummingbird. he is our shop petty officer. AE2 Roy ROHRER works days and helps run the shop and work flight deck. Next is AE2 Raymond MADONNA, who runs the day shift and most of the paper work. Then comes AE3 David SCHULT who works nights and as part-time trouble-shooter on the flight deck at night! Next is the biggest electrician in the shop, newly rated AE3 Stephen DANIELOWICH who does his best when it comes to work on the aircraft. Finally, the newest man in the shop, ARAN Robert BLISS from Kansas.

He is learning very rapidly.

We also have newly rated AE3 Joseph MILNER working at IMA to fix the black boxes that are repairable on the ship. Last on our list of TAD people is AE2 Leonard Charles SIX who is working with Q.C. Division as a master inspector for the electrical systems. That comprises the men of VA-12 electric shop, the best darn group of men on the ship.

Next Newsletter we'll hope to tell you some more of our activities. For the time being, suffice it to say that we worked hard in the Caribbean, with excellent results. Rio was great, and we are now busy putting all the planes in top shape.

AIR FRAMES

Since our last newsletter, AMS3 Richard TURNER left the Navy to seek his fortune. AMSAN Dennis KLEIN went to the hospital at NAS, Jacksonville. Rumor has it he may rejoin us on this cruise. If you don't come back, good luck KLEIN. Your new outfit can't be as good as the UBANGIS. We hope you can rejoin us. Also lost, but still heard, is our old teller of lengthy sea stories, SKIDMORE, to Quality Control.

Welcome aboard AMS2 Joe COLVIN (the ole golf pro) from NAS Glynco; AMS2 Donald KROLOW from NAS Whidbey Island; AMSAN WOODFIN ROBERTS from NAS GITMO; AMSAN James WATKINS from NAS Cecil Field; and AN AL SCOTT from NTC Great Lakes.

Of the old group, O'CONNELL pushes the day shift with SAMPSON and KINDER. FLYNN and BARE will continue to suffer under LAGEOSE at night. ADJAN BRIGHT is still our ambassador to the tire shop.

We are a new crew with a big job to do and little time in which to do it. If you will keep the moral support coming in via U. S. Mail, we will do our job a lot better.

POWER PLANTS

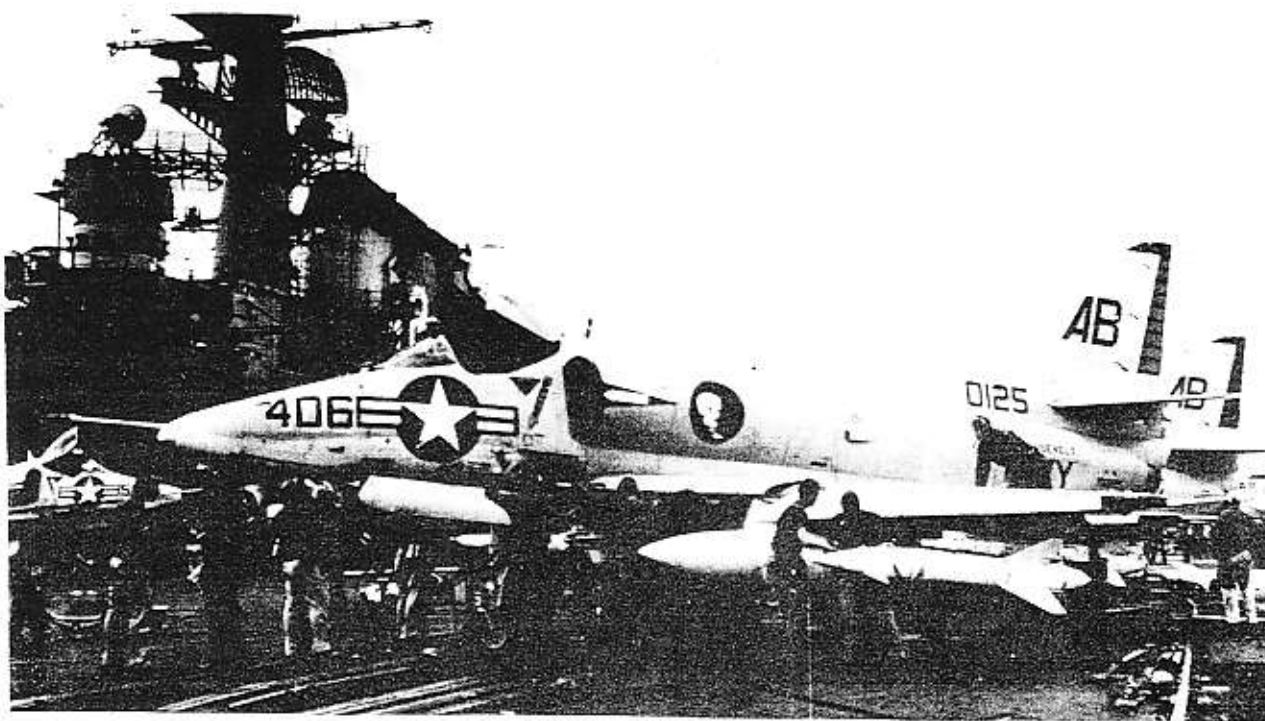
A number of changes have been made at the home of the best jet engine mechanics in the world since our last newsletter. Two good men; "OZZIE" OSMAN and Gary Lee GREEN have gone their separate ways. "FRENCHIE" BIBEAU and "JAY" DRIGGERS are awaiting a good word from the Bureau of Missing Personnel. ADJAN WILLIAMS reported aboard just in time for ADJ3 WILLIAMS, our rhythm guitarist, to pass on all he knew before he ventures into that twilight zone outside. Shortly before our deployment ADJ2 GERALD BROWNING came to us from VA-44. Welcome aboard "Indian"! COVINGTON has been appointed sheriff,

and now sports a shiny new Master-at-Arms badge.

Our newly wed, Oscar HAYES, is moaning a blue tune. Most of his brief married life seems to have been spent at sea. Strangely enough, we can all harmonize only too well.

A new leader has come to us. Welcome aboard Chief MC KIMM and good luck. LTJG SMITH must have lost control. He took up the guitar and claims he'll play "The Flight of the Bumble Bee" in two weeks.

We hope you are all well and happy. Please write when you can. Your letters help.



A typical scene of the squadron personnel in action. This photograph could include at least one representative from each shop within the Maintenance Department preparing this aircraft for a launch.



"I wonder how come an old combat veteran like me is still an Ensign?"

CHECK CREW "THE RACKET SQUAD"

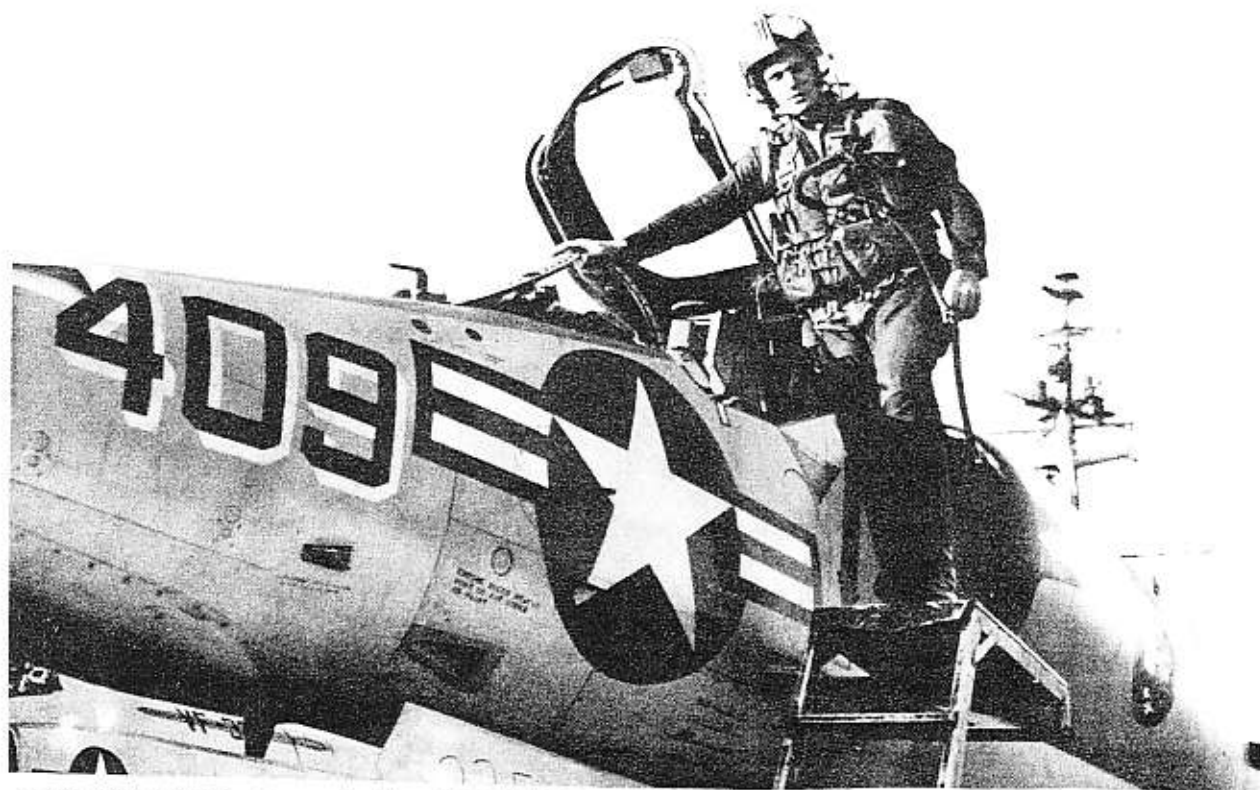
Our check crew is made up of men of various rates and talents who, once each week, disassemble one of the squadrons aircraft, inspect and service the parts and then reassemble the aircraft. To be a member of this team requires real "know-how" and a desire for high quality work.

The crew is lead by our division officer LTJG Robert BORLET and our shop chief ADJ1 Walter GALBRAITH. Walt has the important task of ensuring that the disassembly and assembly takes place in a prescribed orderly manner and that replacement parts are on hand. AMS1 John MELTON is responsible for the corrosion control program on the aircraft. He was largely responsible for the squadron's receiving an outstanding grade on the pre-deployment aircraft inspection. As a result of his effort the squadron was reported to the highest levels of

command to have no corrosion present on our aircraft. AMSAN Larry LIPPMAN works on the hydraulic systems of the aircraft. AME3 Doug VAN HOUTEN checks the ejection seat and other cockpit emergency devices. AE3 George DICKERSON is responsible for the checking of the aircraft's electrical components. AO3 Jack LEACH checks the reliability of the aircraft's ordnance systems. Finally ADJ3 Frank TOKARSKY, ADJ3 Mike BERGLUND, ADJ3 Larry MC CLAIN and ADJAN Gary WILLIAMS combine their efforts on the jet engine.

Our crew moved ashore at Cubi Point Naval Air Station in the Philippines for the rest of the cruise. It will be our job to send back one combat ready aircraft a week to the squadron.

We are already looking for the day when the ship steams into Mayport harbor. Your letters bring that day closer, so keep them coming.



LTJG Bob KIEM snagged the ROOSEVELT's 153,000th arrested landing on 12 August as he returned from a combat mission.

SUM UP PARAGRAPH

When we reached NAS Cubi Point in the Philippine Islands, all our aircraft received a last-minute wash and clean up. Maintenance was also kept busy installing a new modification to the planes. The pilots spent their time receiving their bombing technique by flying to a nearby target complex.

We took an afternoon off at the end of the week to get together at a squadron beach party. It was a welcome break for all those "Hackers" who kept the Ubangis flying all week.

During the trip from the Philippines to Yankee Station off the Vietnamese Coast, a few pilots went to work setting some milestones. We have an expression for these pilots - "baggers". On 8 August LT Red ARNETH bagged his 300th landing aboard the ROOSEVELT.

LTJG Bob KIEM followed by snagging the ROOSEVELT's 153,000 arrested land-

ing on 12 August as he returned from a combat mission. LT Red ARNETH followed up by making the 154,000 ROOSEVELT landing on 24 August, again after a flight over North Vietnam.

Another milestone was reached on the night of 23 August when LT Larry BARRINGER, largest bagger of all, became a night centurion aboard FDR - an achievement very few pilots reach in their first squadron tour.

To sum up, all hands in VA-12 have worked long and hard hours to help us fly the successful hops. Maintenance has gotten aircraft ready when they said it couldn't be done. The ordnance crew has given us bombs that go bang on every hop. Every pilot has flown combat missions at night and through rainy, cloudy weather to find a target. In short, we are proud of our performance so far, but we expect to do even better in the future.

