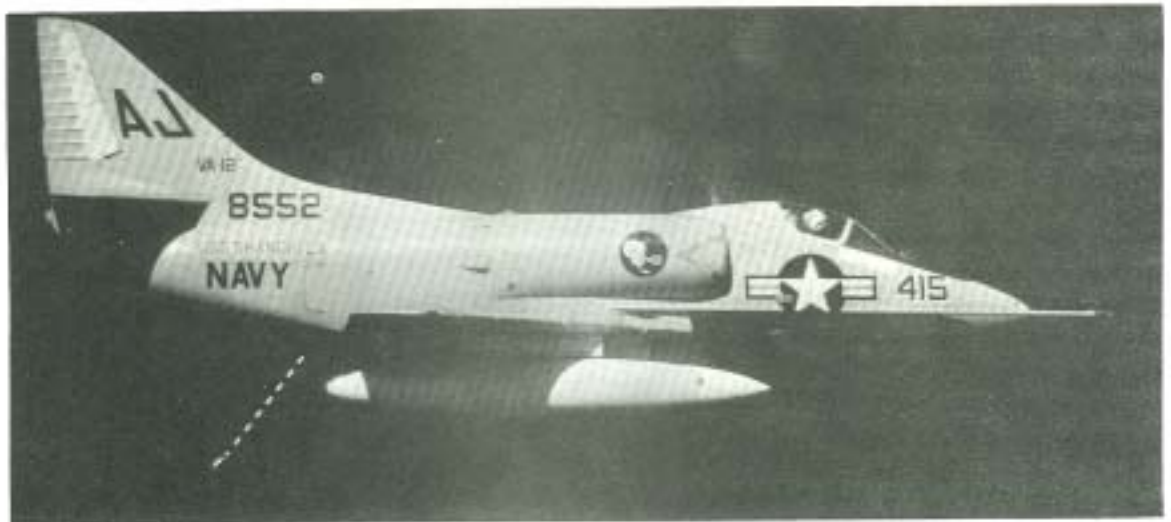


NEWS LETTER



JULY & AUGUST

FROM THE SKIPPER

Dear Families and Friends of VA-12,

Since I assumed command of Attack Squadron TWELVE on 11 July, the squadron has visited Japan, returned to Yankee Station for a fourth line period, revisited Subic Bay (for the umpteenth time) and is now on its 5th line period back on Yankee Station in the Gulf of Tonkin. During this time I am proud to report that VA-12 officers, chiefs, and enlisted men have continued to perform in a most commendable way.

Our Technicians and Mechanics have a difficult job maintaining the old A-4C and its associated equipment and systems. They have worked long and hard bringing this aging force of aircraft into shape. It is a never ending task.

The ordnance division has loaded over 5000 bombs and countless rounds of 20 millimeter cannon shells so far this cruise. That is no small job considering each bomb weighs from 500 to 1100 lbs. That's a lot of muscle power at work. But they also maintain the complicated weapons systems and ensure these are ready for each mission.

The line division, composed of many fine plane captains, has met its responsibility of preparing the planes for launch and can be counted on to be on deck from sunup to sundown with cheery smiles and helpful hands.

All squadron personnel have contributed to the functioning of the squadron including messmen, stewards, hospitalmen, cooks, disbursing clerks, storekeepers, personnelmen, and yeoman. No assigned task or rating is insignificant - we all depend upon one another - in some cases for our very survival. This was demonstrated dramatically when LT Denny FLYNN had to eject from his aircraft on a night catapult launch in early August. His ejection seat had been installed the morning of the accident by AME3 David DASHIM-BAU. The Parachute Riggers - PR2 TANNER, PR3 STAPLES and PRAN WHEELER can also take a few plaudits as LT FLYNN's chute and survival equipment all functioned properly. The responsibilities of each rating are innumerable and important.



The goal of all our efforts is to get our aircraft airborne over their targets. From that point it is up to the pilots who, I may add, have done an outstanding job in hitting difficult pin-point targets. These include roads, river fords, storage sites, POL and ammunition dumps, trucks, bulldozers and flak sites. The primary mission is to stem the tide of supplies from North Vietnam to the South where they are used directly against our own young men in the ground war. Although we are military men and we fight in this war, we also hope and pray for an early peace.

We are looking forward with great anticipation to our homecoming in December. Although we have passed the two-thirds mark of this 9½ months cruise, we still have three months to go with a lot to do. We have appreciated the letters from home and I might add they constitute the biggest morale builder yet devised. We all thank you for your support.

Sincerely,

A handwritten signature in dark ink, appearing to read "DHL Gholson". The signature is written in a cursive, flowing style.

D. H. L. GHOLSON, CDR, USN
Commanding Officer



CDR D. H. L. GHOLSON receives congratulations from CAG, CDR E. D. MCKELLAR, Jr., after relieving CDR W. R. PETERSEN as Skipper of the URANGIS.

CDR GHOLSON's Change of Command Speech:

It is a singular pleasure for me to accept command of this squadron; not only because I have reached a particular goal, but also because I'm an old member of VA-12. Having served a previous tour with the "Ubangis", and now fleeting up from executive officer, I've had ample opportunity to know this squadron. It has a history of excellence.

In the Navy, and particularly the Attack Carrier Navy, we live in a constant and demanding environment of challenge. We are committed and extended year after year to what seems the limit, but despite lack of funding, old ships, old aircraft and a national atmosphere where our efforts are perhaps little understood, the Navy man remains undaunted in his ability and willingness to produce. Because of the high caliber of our young Navy men, we expect the best from them. Because we continually demand and always receive their best, we have come to accept such performance as commonplace. Using normal standards it is certainly not. Nor is it a typical way of life outside the military. Your efforts and sacrifices have not gone unnoticed.

The enthusiasm, good humor and esprit de corps I have observed in VA-12 certainly reflects the positive influence and leadership of CDR PETERSEN. Under his direction, VA-12 has met its commitments and lived up to its history of excellence. With your continued support and teamwork I hope to carry on in the same spirit.

WELCOME ABOARD

The Flying Ubangis extend a hearty Welcome to our new Executive Officer, CDR Verne G. DONNELLY, who recently arrived aboard from the good ole U.S.

The XO comes to us from VA-127, the A-4 RAG in California, where he received 5 weeks of refresher flights in the A-4. Our Super Charlies are no stranger to the XO, having completed several WestPac cruises in A-4s.

CDR DONNELLY received his wings and commission in April 1955 and reported to VU-7 at NAS North Island, San Diego. In October 1956 he reported to VF/VA-214 at Moffet Field to fly the F9F-8 where he later transitioned to the first FJ4Bs to be flown by the Navy. After the transition the XO deployed aboard USS HORNET (DEC 1957-JUL 1958) to WestPac. Upon completion of the cruise he reported to Beeville, Texas for 3 years as a flight instructor flying the ATU-213 (F9F-8) and the F11F-1.

In September 1961 he reported to Commander Carrier Division Three as aide and Flag LT. During this tour of duty the XO made an extended WestPac deployment aboard the USS HANGCOCK, MIDWAY and CORAL SEA.

After a brief stay in VA-125, while attending Aviation Safety School, he was assigned to VA-212 as Safety and Operations Officer. While attached to VA-212 CDR DONNELLY made two WestPac cruises. The XO is what you might call a WestPac sailor. He has attended Post Graduate School at Monterey, the Naval War College in Newport, R.I., and received an M.S. in International Affairs from George Washington University. Prior to War College he was attached to NAF China Lake for a year



CDR DONNELLY is originally from Marysville, California, however, his wife and five children now reside in Jacksonville, Florida.

Again from all the Ubangis, CDR DONNELLY and family Welcome Aboard. May you enjoy your cruise with us.



ADMIN/PERS

With this being our last (we hope) Newsletter, the speedy typists in Admin/Pers would like to expressly thank our "friendly" PAO for allowing us to again practice our typing, collating and stapling abilities. Aside from that, we thought we should give a rundown of our team roster. Our Leading Yeoman, YN1 Steve "Shakey" JOHNSON, with the aide of a full coffee cup, has capably managed our disoriented efforts to 'push the paper'. Shakey is presently awaiting final word on his orders, to wherever he may be destined. Assisting with the Admin work is Lenny JASMIN and his stereo center. Without "Jas" and his music center, the office would be just too quiet? Our CMCO Yeoman, Elton SUTTON, is always ready to race after any officer, trying to get his Pubs signed off. At times, he may also be seen on the flight deck, attempting to pick up Nashville with his radio. The entire office would like to welcome aboard our newest acquisition to the group - YNSA John KULIK, brought to us direct from the Mess Decks of the Little Giant!

On the other side of our spacious office we have the Personnelmen. Since the transfers of PN1 NEFF AND PN2 LEWIS to shore duty (whatever that is?), the three man PN Office has been under the somewhat confusing leadership of PN3 FOSSUM, who is sometimes heard muttering something about shore duty orders in May of 71! PN3 Bob RIDDELL, a real nice guy if you can ever get him to stop talking about Texas, handles the paperwork that 'Foss' doesn't quite understand. PN3 Jim BIRDSSELL, that guy who is always smiling, gets to undertake the work that nobody understands, and then he gets to explain it to all of us: In grit?

No matter what is said about this cruise, we have seen a part of the world that we never knew existed; Subic Bay! We in the office have done what we can to keep the men happy; like typing the Watch Bill so that they can see their names next to the 0000-0400 Flight Deck Watch, or by telling them of their orders to NAS Whidbey Island when they really wanted NAS Cecil, and even reenlisting those with the desire. Seriously, serving the men of VA-12 from the administrative side has been an enjoyable and memorable experience. To all of

you, and your men, we sincerely wish all the best of luck and happiness for the future.

MAINTENANCE

Well now that everybody in the maintenance office has had their share of air conditioned Hondas, we set back out to sea from Subic for our last major line period, but not without a new face or two in the crowd.

Much to our sorrow and regret (cough, cough), one of the original VA-12 Ubangis was lost to the "Bluebolts", better known as Brand X around the 'Shang', by the process that is known in the Navy as transfer. Have no fear, once someone leaves, someone arrives. In this case we can't make up our mind which was worse, the leaving or the arriving. Nevertheless, AZ3 John CONNER has been welcomed into our illustrious group. John comes to us by way of VA-45. Being a shore duty Puke, we soon initiated him into the woes of sea duty.

Another new face, which is not really new, is that of Claude Michael CRAIG. He has been soaking up some of the duty on the Cubi Det, but alas, they were not up to handling Mike's vivacious and outgoing personality?

If March comes in like a lion, then September comes in like a star, at least on the front of Chief ECCLESTON's hat. The new maintenance chief is John M. ECCLESTON, ATCS, while ABC C. W. RATHKE maintains control of the night check, with his tender words of encouragement.

This brings us to the sad story of LT JACKSON & LT CORNETT, whose virtuous efforts, if not always successful, are at least consistent in trying to keep this bunch of raggle taggle pencil pushers in line.

While the 'Chiefs' keep 'em flying, there exists among us a man who keeps a tight control of the reams of paper that flows within the squadron. This piece of paper was released from the tight control of AZ1 "Chuck" HARRIS so that this monstrosity might be drafted by yours truly and co-author.

Co-Author Note: By Congressional Act and direct order, AZ2 R. E. DAVIS was forced to make one of his rare appearances in Maintenance Control, after being dragged from his den of iniquity, the Analysis Section of the ship, in order to give birth to

MAINTENANCE (CONT'D)

this note.

The Co-Author, better known as AZ2 "Max" MCLANE, has given to this work of art many illustrious words and phrases of which he could spell none, but "Max" has informed me this is the way of people who are short.

On a serious tone, we of Maintenance Control, now are turning our eyes and thoughts eastward. Some are humming Christmas tunes and others are often lost in deep thoughts of things left far behind. Regardless of the reason, we are looking forward to being with you, our families and friends.

ORDNANCE

You've met us all before, but, like sailors everywhere, our vanity exceeds all our other virtues so may we interest or disinterest you by introducing ourselves again.

Credit for leading our merry group of BB stackers remains in the anxiously clasped hands of CWO-2 Harry LOVETT who can usually be found giving his second in charge, CPO Ellis BOWERS a "private" talk somewhere on the flight deck.

The results of these discussions are then handed down to our compliment of First Class POs - when they can be found! These characters really need no introduction, being notoriously known throughout the Navy, however nothing feeds their ego like seeing their names somewhere beside the Watch Bill, so let me mention the name and responsibilities of each.

First, in charge of morale and the coffee pot comes AT1 Sidney EMPINGER who also, at various times during the day, can be heard screaming "Hit the roof fellers!". Then comes AO1 Ed BUDWAY whose only responsibility visible is to stay clean, avoid work and harass we lower echelon personnel whenever possible. In addition, Ed recently assumed position as Career Counselor. Last but not least comes our favorite "Hillbilly", AO1 Larry BRAKE, whose responsibility it is to ensure each man receives his daily ration of Tammy Wynette, since, according to him, too much Boogaloo music will sap our strength.

Leaving the ranks of leaders to meet the led, we first come to our illustrious

collection of Second Class. Presently senior billet here is held by AO2 Bill ZOLKO-SKY, who, for some reason, is overjoyed by the prospect of parting company with us within two weeks. Filling this vacancy is our New Yorker, AO2 Steve WIMPENNY whose untiring jaws have provided us all with "listening" pleasure. Also recently advanced to E-5 is AO2 Dale MARIER, whose various talents have earned him the undisputed title of worthless.

Leading our list of Third Class is our recently acquired AO3 Vern MCGLONE, who at this time is still awed by Shangri-la. All day long he can be heard muttering, "I just don't believe it!". Next comes AO3 Don JACKSON who's recent trip to Tokyo made squadron if not Naval history! AO3 Bill THRASHER seems to be at a loss lately trying to figure out why his chair disappears each time he rises for coffee. Hailing from California is AO3 Jeff BARKER, one of our night-check POs, who spends every waking hour looking for another place to sleep. Then comes AO3 Bruce HUWE who places his latest copy of Street Chopper in the East and bows three times daily. Bruce hopes soon to return to his beloved motorcycle. Now we come to Peter GREEN whose skills as a watchmaker are testified to by a locker full of silent watches and clocks. He contends that this cruise is actually only a hypnotic trance from which he'll soon awaken. Sweet dreams Pete.

New Yorker Joe MILES, our senior airman, was recently returned to us after undergoing surgery. We're sure his 45 days R&R in Japan has improved his morale if not his elbow! AOAN Walter GARLAND, just back from a temporary TAD billet, is now pulling his share of the load between tales of moonshine back in Georgia. Another southerner from Alabama, AOAN Edwin SUTTON, is one of the happiest people I know. He talks and smiles constantly. Unfortunately, no one understands a word of "Grit", but we enjoy smiling and slapping each other on the back!

Augmenting the Ordnance Shop is AQF3 Charlie JOHNSON who has proved himself indispensable as well as "unmovable" on night-check. Last of all comes the keeper of the keys - skate keys that is, yours truly, AQF3 Roy SHIPLEY.

At present, AO3 Phil SCHALL is TAD to ship's AINM Ordnance.

Some names above are familiar from

ORDNANCE (CONT'D)

past letters, some are new, and of course a few are absent. AO2 ROBERTS and AO3 PICCINNINI have returned to their civilian careers. AO1 Fred KIGHT, AO2 James GARLAND and AO2 Tom MOGINN have received orders to shore duty. We wish each of these men the best of luck in their new assignments.

May we close this newsletter by hoping that it finds each of you happy and safe. After all, that's basically why we are here.



POWER PLANTS

Things haven't changed too much in the old (you break'em, we fix'em) Power Plants Shop.

The old chief is still in charge. That is Chief HUNT. We lost one good man to orders, ADJ1 Jim HESTER. However, replacements were furnished by the Line Division; AN DAVIS and ADJ3 WADE, so we are still in good shape.

During July we pulled into Yoko which was enjoyed by all. We had a detachment at Atsugi, Japan at that time, and I am sure that we could have lost our whole shop there if they could have found someone to change places with them here on the Shang. The food was good, and the clubs outstanding. There was much money changing hands in building A-33 (foreign Exchange) at Yoko. We may have to move out of our shop soon to provide room for all the goodies that were collected. We are looking forward to our stay in Hong Kong. It is said to be our

best shopping port, so we are saving our money with anticipation.

The mail has been coming in fair. ADJ3 GOLDBURN and ADJ2 VILLNOW are the mail hogs. The only thing that ADJ2 DOLAN gets is bank statements.

We expect to loose most of our people upon return to good old US. Chief HUNT will be leaving VA-12 after almost four years of doing his thing. ADJ2 VILLNOW will leave in November.

All is down hill from here on in. We will be looking over the bow for Mayport before long, with hopes of making it before Christmas

LINE DIVISION

Since our last newsletter, various changes have occurred in the Line Division. First change is the new boss. LTJG Joe UHRIG replaced LT Jack KENNERLY who took a bag job in the Operations Department. The little fellow claimed he was being over-worked. Change two took place when ADJC Bobby HART was transferred to help run the Cubi Beach Det. This left ADJ2 Joe CASSEL with temporary help from AME1 Joe HOING who will be leaving the squadron for shore duty at Whidbey Island, to crack the whip on the roof.

"Musical Plane Captains" continued to be the game Personnel keeps playing with the division. AMS3 Dale LAGINESS returned to the metal bending shop, but the Line was quickly staffed with two new Petty Officers; ATR3 "Lil" John MEAGHER and ATR3 Jack GOOLD. John has been to the A-7 schools and will be a very valuable asset when the squadron transitions to the A-7 Corsair upon our return to Cecil. Day check and night check also had a switch when ADJ3 Melvin CLOWERS went to night check to skate with ADJ3 "Willy" WILLIAMS, and ADJ3 Charles IRVING left his aircraft to wave the two finger starting signal to the pilots on days.

Old faces returned from the depths of the Shang in September when AN Lou ARMSTRONG, AN Mike CECCARELLI and AN J. P. WOODRUFF were released from the always a good deal TAD jobs to be received by the fresh air (and a little stack gas) on the roof. With their return we had to say good-byes to AN "Ratso" RIZZO, who is skating in CWV-8, and AA Nick SEARCH.

The rest of the crew, who by now are used to the long hours, many watches and

LINE DIVISION (CONT'D)

working parties, remains the same. Plane Captains ASH3 Tommy THOMPSON and AN M. C. SMITH, George MARTIN, Bob FORTIN, Joe TURNER, Tim COSTELLO, Al HERTZ, Paul LASSONDE, Jim KRAMER, Fletcher NCE, Steve SCARBOROUGH and Phil ERFF continue to do outstanding work, keeping VA-12 aircraft up and out-flying the other squadrons on the ship. Since the last newsletter, Bob FORTIN, M. C. SMITH and Tommy THOMPSON have distinguished themselves by being selected as Plane Captain of the months of June, July and August.

Liberty has been good with time off in both Japan and Cubi. Some of the people took the tour to Expo 70 at Osaka while in Japan and had a very good time. Cubi (which almost could be called our home port) remains the same but offers relief from the rigorous routine of flight operations. All this overseas liberty is nice, but we are all looking forward to December 17 when the ship returns to Mayport.

ELECTRICIANS

"In the course of human endeavour, never have so few taken so baloney from so many." Or so it would appear to the flying Ubangis' ubiquitous Electricians and Twidgets. The shops have been whittled down a bit since the beginning of the cruise, but our cantankerous Super Charlies still act like Prima Donnas, demanding attention and coddling.

One amongst us, Homer WHITE, put on khaki trousers, but few have seen him with his khaki hat on! Afraid you'll mess up your hair, Chief? Appropriate mirth and harassment accompanied the occasion, though demon rum was conspicuously absent.

Coddling may not be the correct word for the treatment sometimes given our birds by the AT Shop. Demanding attention, however, is a understatement. Although our load has decreased from the beginning of the cruise, there is still enough to keep life from becoming boring.

Spirits have improved in the shop. Everyone is now a two digit Twidget. That is, less than a hundred days until we see that strange and intriguing land called Mayport. We even hope to mingle with some of the natives. We have heard that they are friendly and like U.S. sailors.

Before we enjoy that privilege we do,

however, have one more line period and several good liberty ports to visit. These include the mysteries of the Orient, Hong Kong, and the pleasures of the world down under, Wellington, N.Z. and Australia.

1st LIEUTENANT

Hello there. Well, I guess it's time to introduce you to our 1st LT Division. We hope you enjoy this little rundown on Captain Hook's Great Crew.

First, at the top of our list, we have our elustrious leader, and big daddy, LT James WICKES. With the quickest pen alive he reports our hull. He also handles any goodies which cannot be handled at a lower level, and that is about all of them, so we keep him pretty busy.

Next we have our PPO (Police Petty Officer). Although the name may be a little misleading, he doesn't have flat feet. Actually he is our duty mother. He makes sure we have a clean compartment to sleep in and handles our clean clothes when they go to and are returned from the ship's laundry. The nicest thing he does is at bedtime he turns the lights out for us. The only time we don't like him very much is when he turns the lights back on about 0600. Oh yes, before I forget, his name is Al SEELEYE, and he is an AMR2. He also has other names, but we will not mention any of them at this time.



1st LT
L-R; LT WICKES, AN LANDRY, AN PAVATA,
AMR2 SEELEYE, and AMSAN MORRIS

1st LEUTENANT (CONT'D)

Other members of the 1st LT are the three compartment cleaners that work for the PPO. They are Gregg PAVATA, known to all as "Fahardo"; then comes Jim LANDRY, he is known as "Laundry"; and last but not least is Gregg MORRIS, the "Fly". These are the guys who are credited with the work of the 1st LT Division. They clean VA-12's various berthing spaces, the head, and a couple of passageways. Another one of their weekly "chores" is the not so enjoyable job of carrying the squadron's dirty clothes to the laundry in huge bags, almost as big as they are. Much thanks goes to these guys for their help, they are the ones who actually take good care of us.

AIRFRAMES

Sayonara means Japanese good-bye and in two months we will be saying that phrase as the little giant heads for Mayport with Ubangi airframes.

It has been a hard and tedious seven months at sea for us but soon we will be home to embrace our loved ones.

We will carry fond memories with us. Memories of far away places; places like Hong Kong, Japan, The Philippines, Australia, and New Zealand - all great and mysterious ports.

This time, when we head home, some familiar faces will be gone from our group and some new faces will have filled the gap. Chief NEWMAN is already back in the U.S. soaking up the good old sun and the supervisors position has fallen on Walter BYARS, our day check supervisor, and Juan IGLESIAS, our night check supervisor. A few people were transferred to other shops. J. P. TAYLOR went to QA and Dale LAGINESS went to the Line Division, only to return to Airframes again. A few new names have appeared on our muster sheet. Sonny HANDLEY, AMSAN, and Jim WIETZEMA, AMSAN, have checked aboard to help lighten the load.

The airframes, combined with the AMEs, are keeping the aircraft in an up status so the pilots can do their jobs. A real well done was passed to the AMEs for the successful ejections of two of our pilots, one of them being our division officer, LT FILOSE. Airframes is working around the clock making sure that our squadron and Cag are not just names on paper.

AIRFRAMES (CONT'D)

Well I guess that does it for another little chat. The next time you hear from us we hope to be standing with you.

QA and MATERIAL

QA and Material, since the last newsletter, have changed a little. Don't get me wrong, it's still the enlisted men's lounge and everyone swears we have the only coffee pot on the ship, but the personnel have changed a bit.

First QA: ADJ1 W. T. GIERHART, better known as "Gear Box", is still our fearless leader. He has turned camera bug, and one may see him clicking away at anytime. He is also charged with one of the most serious crimes of the century - sneaky care package eater! But no one seems to catch him at it. Lately all he talks about are his war experiences in DaNang, or complains that he always gets the rainy recoveries.

A02 Frank BOURIE, alias aft hell holer, alias deputy dog, lectures us daily on sex and the hazards of cigarette smoking. He is shortly leaving us for a civilian job which he can't wait to get to. We will miss tripping over his collection of fishing and camera gear. We will also miss an outstanding guy. Good luck Frank! Think of us out here sometimes.

AMS2 J. P. TAYLOR, known as T.T., is our newest addition to QA. He is known as the cribbage champion and takes on all comers. He is also growing a beard that he insists his wife wants him to grow.

Another new comer is AE2 D. A. ZAMBON, better known as "Bones", who keeps getting beat upon by "Gear Box". He also keeps insisting to Frank that the only reason he bought a Pentax camera instead of a Nikon was because "I like Pentax better."

Material is still headed by AZ1 Charlie WAYMAN, who says he's the real cribbage champ, and AN Ed MORERO, who takes care of things during the night check shift. Ed ranks number one as the biggest care package getter. He usually gets three at a time!

All kidding aside, QA and Material are closely netted with the other shops in the squadron. With Material, our other shops receive the vital parts they need to keep our birds flying, and with QA's sharp eyes for double checking, our planes stay in top flying order.

PARARIGGERS

The VA-12 Parariggers are once again back to a two man shop after the long absence of PR2 Linn TANNER and PRAN Barry WHEELER. PR3 Mark STAPLES, who did an outstanding job of running the shop single handed, has gone to AIMD to replace TANNER of his TAD duties, allowing him to return to the loft. It is now STAPLES' job in AIMD to support the various squadrons with maintenance of their parachutes, liferafts, and lifevests. Marko, engaged to be married in February, is a short timer, due to separate from the squadron and the Navy upon arrival in Mayport. He is one of the Senior Ubangis, coming to VA-12 right after boot camp, four years ago.

PRAN WHEELER, junior man in the parachute loft, is back on the job after 90 days on the mess decks. "Wheels", a graduate of Florida Southern College with a Bachelors Degree in Social Sciences, believes there is more to a well rounded education than four years of college. He makes his home in Jacksonville.

PR2 TANNER, a veteran of 10 years of service and a graduate of PR "B" School, definitely has his hands full keeping the Ubangis flying. With WHEELER's help, the primary business of the VA-12 riggers is saving lives, a mission equally important in peace and in war. One generally thinks of the aviator as trusting his life to the aircraft he is flying. However, if for some reason the aircraft becomes disabled, the pilot's probability of survival would be small - except for the equipment that the PR has provided for such an emergency. With this equipment, aviators and their crews are able to abandon their disabled aircraft, parachute to safety, and survive on land, at sea, or even in the Arctic wastelands.



Denny FLYNN and friends.

Denny and the helo crew that picked him up after his ejection. The real heroes are the VA-12 Parariggers and Airframes personnel who saved his life by performing their duties in an excellent manner.



Bill AVRETT and Trux SIMMONS have been seen in various sections of the ship telling the crew "how it is over there".

OPERATIONS

The Flyin' Ubangis Operations Department is still in operation, with a large turnover of officer personnel due to the 1 July billet re-assignments. Unfortunately, however, we are still plagued by our pseudo-ATRs, Wayne CARSTENS and Paul NAROTSKI, who interrupt their discussions on how short they are with an occasional (VERY occasional) amount of work.

Ops Boss, LCDR Art MERZ, much to the disappointment of the JO's, went up to the Executive Officer's job after Commander PETERSEN detached in Yokosuka. In his absence, LCDR Jim (Wrinkles) CURTIN took over until our new XO, CDR Verne DONNELLY from Marysville, Calif., reported aboard for duty early in September.

LT Ben (\$20 sex I can draw and fire before you can clap your hands) WHITTEN is now the Assistant Ops Officer, and LT Bob BROOKS assumed Ben's duties as Weapons Training Officer. Additionally, Bob was permitted to write the flight schedule once in a while, which he enjoys greatly and is most fair about. Primary Schedules Officer, however, fresh from the Line Division is LT Jack ("Someday I'll grow up and be big and strong, too!") KENNERLY, who isn't fair at all about writing the schedule. LT Mike (Buffalo) FORT has relieved LT Denny (G-suit) FLYNN as Communications and Navigation Officer. Dick TOLOTTI, famed for his poor eyesight and ever-present Marlboro, is still waving airplanes aboard back on the LSO platform. LT (still jg but pushing) Trux SIMMONS, our alert Air Intelligence Officer, has been spending most of his time with his Vess Treasurer duties, and it appears that his efforts may even result in VA-12's first "in-the-black" inventory in three years!

LCDR J. J. MCBRIDE, Aviation Safety Officer and lay-chaplain, has continued to be the second conscience (and grounding threat) for all pilots. LT Bob (Cross of Gallantry) KIEM, our favorite Staff Puke, has been a regular on events one through four, on account of his daily sun bath on recoveries five through eight.

Our flight operations have been going roughly the same since the beginning of the cruise. Most of our strikes are flown against the Ho Chi Minh Trail in eastern Laos, but lately we've been doing more bombing "in-country", in South Viet Nam, in support of American and RVN forces. Our targets are of many types: roads, truck parks, storage areas, supply depots, enemy bivouac areas, interdiction points, river fords, and gun emplacements. As far as statistics go, VA-12 has done quite well:

Total Flight Hours: 3611
Day Carrier Landings: 1556
Night Carrier Landings: 372
Bombs Dropped: 4582



Bill AVRETT cuts the traditional cake with Captain MAULDEN commemorating the 122,000th landing aboard the Shang which was made by Bill. CDR GHOLSON, who made the 121,000th landing, looks on.



AWARDS & CEREMONIES



Standing with the Skipper after the August All Hands Meeting are L to R; AME1 M. L. HOING for his third Good Conduct Award, AT1 W. S. EMPINGER for Sailor of the Month (AUG), AMS2 J. P. TAYLOR for Sailor of the Month (JUL), and ASH3 T. R. THOMPSON for Plane Captain of the Month (AUG).



Brundeni DELACRUZ ships over for Six years.



Hugh WHITE makes Chief.



Jim HUGHES ships over for Two years.



Juan IGLESIAS ships over for Two years.



SPORTS



VOLLEY BALL CHAMPS

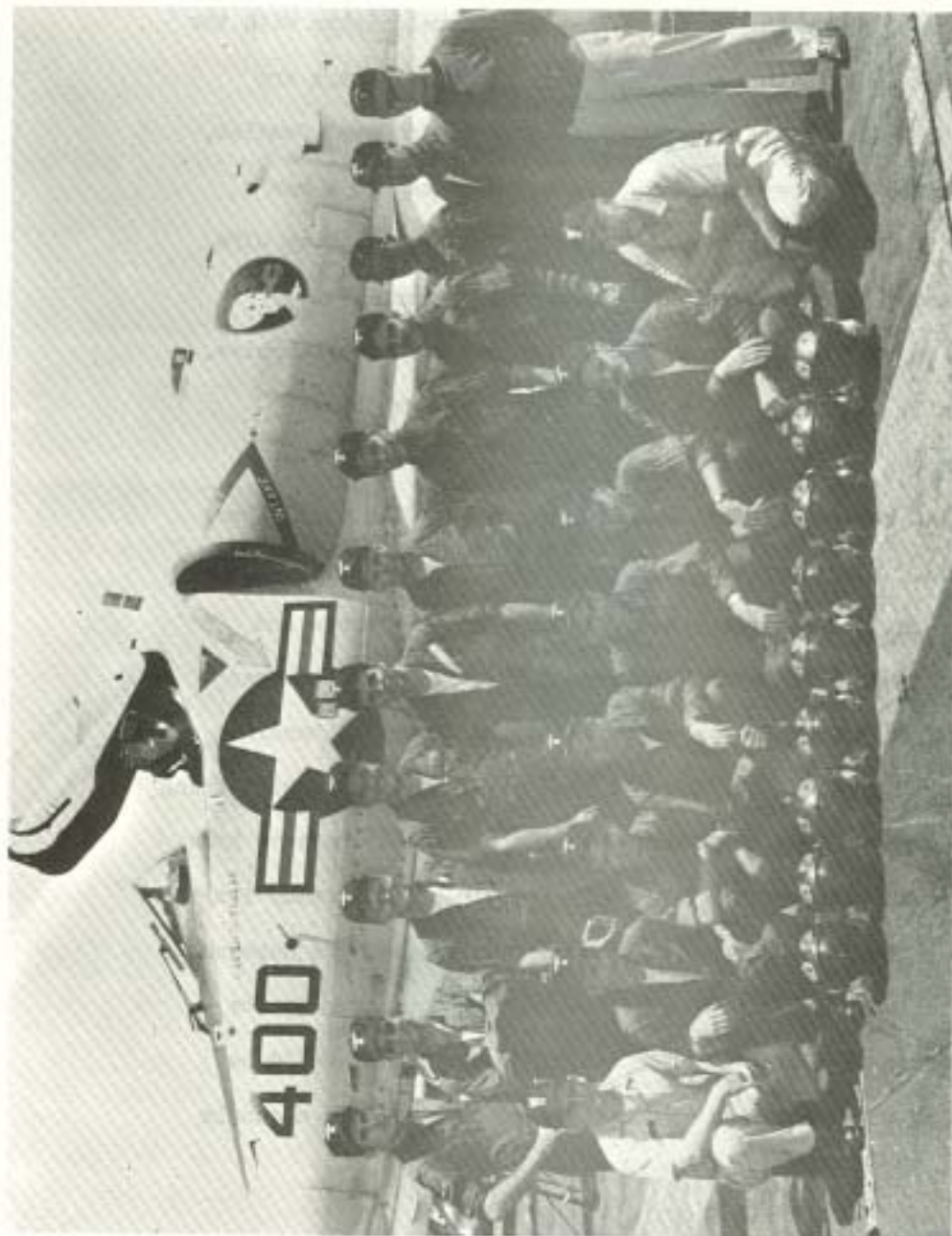
The VA-12 Volley Ball Team won the Shangri-la Championship for the second time in a row. How 'bout those guys, sports fans? Kneeling: Mike PORT, John FILOSE, Tom LANNOM. Standing: Don HISSAM, Dick TOLOTTI, J. J. MBRIDE, Joe UHRIG, and Paul NAROTSKI.



HISSAM in action

Dear Navy Wife,

We hear and read a lot about Women's Liberation Movement going on in the States. They want equal rights with the opposite sex in everything, so it seems. The newspapers are filled with headlines in support of these "supportless" females. It seems these "boisterous broads" demand more say in a man's world and the opportunities to do a man's job. Well, Navy wife, it is apparent then that you are a Liberated Woman. Your emancipation started with your husband departing on this cruise. You literally had to take the man's place - your husband's - in running the house, paying the bills, taking care of the children and making all the decisions which he often made alone or with you. No one will tell you that cutting the grass, taking the car down to get fixed, cleaning up the garage and doing the numerous "fix-it" jobs around the house is not a man's job. You find yourself in a man's world and manage to handle yourself pretty well. One doesn't read about Navy wives picketing the base commander and demanding that their husbands be sent home. A Navy wife is made of stronger stuff than that. It really isn't much of a "liberation movement" being separated from you husband. Your liberation will come when he rushes into your arms on the dock and again is there. . . your man. These militant would-be crusaders of the Women's Liberation Movement can't hold a candle to the Navy wife when it comes to being a Woman.



THE BRANGES

Left to Right. Front Row: Art CORNETT, Jim WICKES, Jack KENNIFLY, CDR DONNELLY, CDR CHOLSON, BILL MORRIS, Roby DAY, and Jack JACKSON.

Back Row: BILL AVRETT, Art MRRZ, Dick TOLOTTI, Joe UHRIG, John FIOGSE, Jim (J.J.) MCHRRIDE, Jim CURTIN, Ray LODGE, Ben WHITTEN, Tom LANNOM, and Harry LOWRETT.

Not Shown: Bob BROOKS, Denny FLYNN, Mike FORT, and Trux SIMMONS.

Commanding Officer: CDR D. H. I. GRIFFIN

Executive Officer: CDR V. G. DONNELLY

Public Affairs Officer: LT W. L. AVRETT

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under the guidance of PMS Bob FOSSUM.

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