

USS ORISKANY (CVA 34)
FPO San Francisco 96601

1969

CVA34/5750
11:PLO:jwm
Ser 009
3 April 1970

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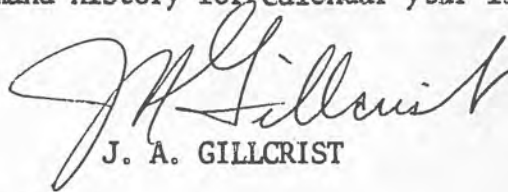
From: Commanding Officer, USS ORISKANY (CVA 34)
To: Chief of Naval Operations (OP-05D2)

Subj: Command History; submission of (U)

Ref: (a) OPNAVINST 5750.12A
(b) CINCPACFLTINST 5750.2A
(c) COMNAVAIRPACINST 5750.1

Encl: (1) Chronology of Outstanding Events (C)
(2) Basic Narrative (C)
(3) Documentary Annexes (S)

1. In accordance with references (a) through (c), enclosures (1) through (3), which constitute the command history for calendar year 1969, are submitted.



J. A. GILLCRIST

Copy to:
Directory of Naval History (OP-09B9)
CINCPACFLT
COMNAVAIRPAC

Reg X 485-94
4/15/70

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CHRONOLOGY OF EVENTS

14 JANUARY 1969 - First A-7 landed onboard ORISKANY.
27 JANUARY 1969 - First A-6 landed onboard ORISKANY.
17 FEBRUARY 1969 - Cyclic flight operations conducted on
USS ORISKANY for first time since January 1968.
3-7 MARCH 1969 - WEPTRAEX
8 MARCH 1969 - Dependents Day Cruise.
13-21 MARCH 1969 - ORE, EXERCISE BELL JANGLE.
16 APRIL 1969 - Underway from NAS ALAMEDA for FOURTH
consecutive Vietnam Cruise.
26-28 APRIL 1969 - ORI
29 APRIL 1969 - Departed NAVSTA Pearl Harbor for WESTPAC.
1 MAY 1969 - Crossed International Date Line.
5 MAY 1969 - INCHOP SEVENTH Fleet.
10-12 May 1969 - Inport Subic Bay.
16 MAY 1969 - COMCARDIV SEVEN broke flag in ORISKANY.
16 MAY 1969 - 3 JUNE - Line Period #1.
5-14 JUNE 1969 - Inport Subic Bay.
16-30 JUNE 1969 - Line Period #2
2-11 JULY 1969 - Inport Subic Bay.
13-30 JULY 1969 - Line Period #3
2-7 AUGUST 1969 - Inport Subic Bay.
8-14 AUGUST 1969 - Inport Hong Kong.
16 AUGUST 1969 - 12 SEPTEMBER 1969 - Line Period #4.
15 SEPTEMBER 1969 - COMCARDIV SEVEN departed ship.
15-17 SEPTEMBER 1969 - Defender Station OPS
18-28 SEPTEMBER 1969 - Inport Sasebo.

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Enclosure (1)

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20 SEPTEMBER 1969 - Change of Command.
29 SEPTEMBER - 5 OCTOBER 1969 - Defender Station OPS.
8-31 OCTOBER 1969 - Line Period #5.
2-4 NOVEMBER 1969 - Inport Subic Bay.
5 NOVEMBER 1969 - Departed Subic Bay enroute CONUS.
10 NOVEMBER 1969 - INCHOP FIRST FLEET.
17 NOVEMBER 1969 - Arrived NAS ALAMEDA, completing 4th
consecutive Vietnam Cruise.
21 NOVEMBER 1969 - Entered RAV Hunters Point Naval Shipyard.
29 NOVEMBER 1969 - Entered Dry Dock, Hunters Point.

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Enclosure (1)

1. (C) Command Organization and Relations USS ORISKANY¹ began 1969 moored to pier 3, NAS Alameda, her home port. On 16 May the first day on Yankee Station, Rear Admiral Roy M. ISAMAN, Commander Carrier Division SEVEN, embarked with his staff to stay until debarking 15 September at Naha, Okinawa.

a. Commanding Officers. Captain Jack S. KENYON, USN was relieved by Captain John A. GILLCRIST, USN, on 20 September 1969, while USS ORISKANY was inport Sasebo, Japan.² Captain KENYON became Chief of Staff and aid to Commander Carrier Division FIVE. Captain GILLCRIST had been Head, Sea Based Air Strike Warfare Analysis Office, Office of the CNO, Washington, D. C.

b. Composition of Command. Attack Carrier Air Wing NINETEEN (CVW-19), commanded by CDR William A. GUREK, was aboard from mid-February to mid-November as the ORISKANY underwent her fourth Vietnam cruise. CVW-19 was composed of the following: three attack squadrons (VA-23, VA-192, and VA-195) with 14 A4F "Skyhawk" aircraft each; two fighter squadrons (VF-191 and VF-194) with 12 F8J "Crusader" aircraft each; 3 EKA3B "Skywarrior" aircraft of VAQ-130; 4 RF8G "Crusader" aircraft of VFP-63; 3 E1B "Tracer" aircraft of VAW-111; and 3 UH2C helicopters of HC-1. The ship's CIA "Trader" aircraft was also aboard.

At year's end there were 114 officers and 2054 enlisted men attached.³

2. (C) Operations and Activities. ORISKANY began 1969 inport at Naval Air Station, Alameda. January, February and March found ORISKANY providing services for CARQUALS intermixed with short periods inport for upkeep. The end of March and early April were spent in Preparation for Overseas Movement (POM).

On 16 April, ORISKANY departed Naval Air Station, Alameda on the ship's tenth deployment to WESTPAC.⁴ Enroute to WESTPAC ORISKANY conducted training exercises in the Hawaii OPAREA and was given an Operational Readiness Inspection (ORI) by Commander Fleet Air Hawaii. On 5 May ORISKANY chopped operational control to Commander SEVENTH Fleet.

After two day of upkeep at Naval Air Station, Cubi Point, Republic of Philippines, the ship departed for the Gulf of Tonkin on 12 May. While enroute, Commander Carrier Division SEVEN embarked in ORISKANY.

The ORISKANY's fourth Vietnam Cruise began as the ship arrived on Yankee Station 16 May. During the cruise ORISKANY had upkeep periods in Naval Air Station, Cubi Point between each of the first four line periods, as well as a well earned rest in Hong Kong from 8 to 14 August.

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- 1-SEE ANNEX I
- 2-SEE ANNEX H
- 3-SEE ANNEX B
- 4-SEE ANNEXES F, G, L

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Enclosure (2)

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Following the fourth line period ORISKANY sailed north to become the Defender Station CVA and Commander Task Group 71.0 in the Sea of Japan. On 15 September, while enroute to Defender Station, ORISKANY moored at Buckner Bay, Okinawa where Commander Carrier Division SEVEN disembarked. ORISKANY entered port at Naval Station, Sasebo, Japan for upkeep on 18 September. Change of Command ceremony was held on board ORISKANY at Sasebo 20 September.⁵ Following upkeep in Sasebo, ORISKANY conducted operations on Defender Station South until relieved by Commander Carrier Division FIVE/ Commander Task Force 71 on 5 October.

ORISKANY returned to Yankee Station on 8 October. During the five and a half months from the beginning of the first line period, ORISKANY conducted Yankee Station SPECOPS for 102 days, terminating with the end of the fifth line period on 31 October.

Following a brief two day upkeep at Naval Air Station Cubi Point, ORISKANY commenced her transit to EASTPAC, chopping operational control to Commander FIRST Fleet on 10 November. On 17 November ORISKANY passed under the Golden Gate Bridge and moored at Naval Air Station, Alameda, having completed a seven month cruise to WESTPAC.

ORISKANY was underway again on 21 November, this time for the short move across the bay to San Francisco Bay Naval Shipyard where she entered RAV for overhaul and repairs. The year's end saw her in San Francisco Bay Naval Shipyard dry dock.

3. (C) Special Topics.

a. Aircraft Intermediate Maintenance Department The Aircraft Intermediate Maintenance Department (AIMD) completed it's first year fully operational under the Navy Maintenance and Material Management (3M) System. The department production efficiency averaged 97.1% during the period. A total of 12,536 defective aircraft and components were inducted by the work centers of which 8,937 units were repaired (RFI) and returned to service resulting in a 71.2% production effectiveness. Special test equipment qualification and calibration procedures were established and machine accounting was initiated by the Avionics Qualification Laboratory to maintain programmed control of units requiring periodic inspection and/or calibration.

The aircraft maintenance facilities were expanded during the post deployment period by the addition of two avionics shops to support the A-7 A/B aircraft.

5-SEE ANNEX H

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Enclosure (2)

~~IDENTIFICATION~~

b. Communications. During the deployment period, the ORISKANY Communications Department handled an average of 1200 incoming and outgoing messages per day. This traffic flow was immense when compared with the normal load of 150 to 350 messages per day when operating in EASTPAC. Intership relay and Pigeon Post deliveries resolved a back-log problem, with most delays occurring at the end of flight operations. Liaison with communications stations and facilities ashore was excellent.

c. Deck Department. The Deck Department was established on 6 January 1969 and immediately set about the task of developing a cohesive and efficient organization. Underway replenishments were conducted with no personnel casualties and only minor material casualties. The attitude and effort of the new departments was obviously in the highest tradition of the Navy.

d. Distinguished Visitors.⁶ During First Fleet operations along the California coast on 27-31 January, five NATO officers were observers aboard. They were: Colonel Philippines A. C. BENJAMINS, Netherlands Air Force; Group Captain Denys L. HEYWOOD, United Kingdom Air Force; Colonel Fritz SCHROETER, West German Air Force; Colonel Alberto M. DETTRINO, Italian Air Force; and Major Louis E. COUPEZ, Belgian Army. They were members of the Joint Strategic Planning Staff.

Early February saw a 21-member delegation from the Permanent Joint Board of Defense (Canada and US) make a three-hour tour aboard. Included were the co-chairman of the Board, Ambassador Arnold D. P. HEENEY of Canada and Joseph W. SCOTT of the U. S. State Department. Also aboard was Commodore T. J. MCGILL, Commander Destroyer Division TWO ONE TWO.

Captain George C. WATKINS (Navy Speech Bureau, Chief of Naval Information, Washington, D. C.,) landed aboard the ORISKANY in early March. That landing was his 1,134th on 38 different carriers, including all 16 attack carriers currently operational.

On 24 March, the Honorable John H. CHAFFEE, SECNAV, Vice Admiral Allen M. SHINN, COMNAVAIRPAC, Senior Master Chief Delbert BLACK and Marine Sergeant Major H. J. SWEET (the senior enlisted men in their respective services) paid the ORISKANY an official visit during a tour of installations in the area.

In late May Mr. CHAFFEE again visited the ship while she was in the Gulf of Tonkin. Accompanying the SECNAV were Mr. Charles W. BOWSER, Assistant SECNAV for Financial Management, and Vice Admiral William F. BRINGLE, COMSEVENTHFLT. A tour of naval operations in South East Asia was the occasion for the visit.

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Admiral John J. HYLAND, CINCPACFLT, Vice Admiral William F. BRINGLE, COMSEVENTHFLT, and Vice Admiral Maurice F. WEISNER, COMATKCARSTRFORSEVENTHFLT, visited the ORISKANY on 28 August while studying Yankee Station Forces.

On 27 August, Vice Admiral Sir Victor SMITH, Chief of the Royal Australian Naval Staff, came aboard and presented Vice Admiral William F. BRINGLE, COMSEVENTHFLT, a check for \$32,500 raised by Australian citizens to benefit the families of men lost aboard the USS FRANK E. EVANS in its collision with the Australian carrier HMAS MELBOURNE.

Admiral Thomas H. MOORER, CNO, while touring naval operations in Vietnam and the SEVENTHFLT early in September, observed operations aboard ORISKANY.

e. Engineering Department. In 1969 the Engineering Department of the USS ORISKANY (CVA 34) consisted of 18 officers and 480 enlisted personnel. The performance of the Engineering Department in readiness during the 1969 WESTPAC deployment was considered to be 4.0, for the Engineering Department never missed a commitment and was able to provide the necessary speed for every launch.

The "Engineers" logged 4,498 steaming hours underway and 1,870 steaming hours inport. The engineering plant was constantly on the go providing vital services and utilities to the entire ship. To keep the boilers firing the "Engineers" accomplished 45 underway refueling operations with supplying oilers, taking on a sum total of 21,626,733 gallons of Navy Standard Fuel Oil, and supplying escorts with 2,133,225 gallons of NSFO in 44 Destroyer type refuelings.

Underway, the various Divisions of the Engineering Department contributed valuable repair, not only for the ORISKANY, but also for ships in company. Timely repairs such as motor rewinds enabled Destroyer escorts to stay on station. Boiler assistance by the ORISKANY's Engineering Department enabled the USS CREE (ATF-84) and an Australian escort HMAS BRISBANE (DD-41) to also continue operating on station. The Machine Shop manufactured necessary repair parts for the catapults, bomb elevators, pumps, and high capacity fog foam stations throughout the deployment, thus keeping out of commission gear to a minimum.

The Engineering Department spent 70 days in homeport performing upkeep and regular maintenance. 51 days were also spent in upkeep in overseas ports. Assistance was provided by the repair facilities of Subic Bay, Philippines and Sasebo, Japan. The Ship Repair Department, Sasebo helped the "Engineers" convert 1600 pounds of scrap brass into 100 ORISKANY bronze plaques. The ORISKANY plaques were a part of the extra services the Engineering Department provided throughout the cruise. Guests, visitors and departing ORISKANY personnel received these ORISKANY plaques as memento.

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Enclosure (2)

The post deployment period commenced with a Restricted Availability at Hunters Point Naval Shipyard on the 24th of November 1969. Routine repairs and SHIPALTS were completed during this period. Some of the significant SHIPALTS to the ORISKANY were the conversion for the support of A-7 aircraft, including modifications to the 400 Hertz Aircraft Service System, additional avionics shops, an increase of 101 crew's berths, and the conversion of 150,000 gallons of NSFO capacity to JP-5. The installation of Light Water Stations in place of High Capacity Fog Foam Stations brought the ORISKANY up to date in the latest fire fighting techniques.

f. Health, Education and Welfare. The Medical Department gave 3,811 immunizations for smallpox, typhoid, tetanus, yellow fever, cholera, and tuberculosis skin test in March 1969, and during transit from Pearl Harbor to Subic Bay in April 1969. After mass immunizations were given, a mechanized system was devised and instituted utilizing IBM cards. Data processing runs the entire card file through the sorter each month with cards being rejected that have shots coded for that month. Annual physicals for officers and enlisted men over 40 years of age have now been added to these cards.

A photoelectric colorimeter was received just prior to deployment, giving the Medical Department the capability to perform blood chemistry examinations.

A review of medical supplies was made and new stock record cards were prepared with maximum and minimum desired stock levels indicated on each card. Requisitions are now punched on IBM cards and mailed to DPSC or any supply center with data processing capability. This procedure reduces delivery time by half in most cases.

Medical Department statistics for the deployment period were:

- | | |
|---------------------------|------------------------------------|
| a. Outpatient visits-1986 | f. Glasses ordered-224 |
| b. Patients other ship-5 | g. Lab procedures-1089 |
| c. Inpatients-75 | h. X-Ray examinations-463 |
| d. Physical exams-194 | i. Prescriptions filled-6294 |
| e. Refractions-139 | j. Immunizations administered-4059 |

In support of National Children's Dental Health Week, the ship's Dental Department launched an attack on tooth decay by conducting a preventative dentistry program for children of ORISKANY men.

The ship's Chaplains were lifted to other deployed ships as occasions arose. The men aboard ships deprived of Chaplain's services are most appreciative of their visits and their efforts.

To emphasize the spirit of Christmas, \$2,500 was dispatched

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to the "ORISKANY Home"; a haven for young Japanese girls outside of Yokosuka. This home has been a regular concern of the men of the ORISKANY since 1952.

g. Operational Statistics. Deployed 214 Days, 16 April to 17 November. Conducted SPECOPS on Yankee Station 102 Days (17 May to 31 October). Conducted Defender Station operations 21 days (15 September to 5 October). Steamed 55,129 nautical miles. Consumed 23,049,867 gallons NSFO at a rate of 0.024 miles per gallon. Conducted 94 underway replenishments:

34 from AO
16 from AOE
11 from AFS
28 from AE
5 from AF

Flew 9,884 Combat and Combat Support Sorties

Launched 11,818 aircraft
Recovered 10,867 aircraft
Dropped 7,986.3 tons of ordnance
Consumed 12,000,000 gallons JP-5
Consumed 175,000 gallons AVGAS

H. Weapons Department. During the ship's 1968 major overhaul an Improved Rearming Rate Program (IRRP) Package was installed in ORISKANY with the stated purpose of improving out ability to handle and store conventional ordnance. This was ORISKANY's first cruise with and first opportunity to use and evaluate the installation. This IRRP was found outstanding both in concept and execution.

The ordnance installation consists of a forward magazine group including all rocket, flare, and 20mm magazines in addition to two modular and one bin stowage bomb magazine. All of these feed through various elevators to the forward bomb assembly areas, and from there via the #1 Bomb Elevator to the Hangar Bay. The after group of magazines have three still configured for component missile stowage.

In addition, and in conjunction with IRRP, ORISKANY received a central Aviation Weapons Movement Control Center with facilities for the complete control of ordnance evolutions including, communications to all bomb stowage and handling areas. ORISKANY also received a deck edge bomb elevator (#2B), under the forward edge of the island structure, and bomb farm sprinklers on the main deck sponsons and flight deck bomb farm areas.

The general concept of IRRP is to handle complete pallets of bombs and complete missiles instead of single bombs and components.

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Working with the system for a seven month cruise, the Weapons Department found that bombs were infinitely easier to handle, compensating for the 20% loss of density in magazine stowage.

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DOCUMENTARY ANNEXES

- A. Important Photographs (U)
- B. Roster of Officers (U)
- C. Citations and Congratulatory Messages (C)
- D. List of Distinguished Visitors (U)
- E. Daily OPREP 5 Messages (S)
- F. ORISKANY 1969 Intelligence Cruise Report (SNF)
- G. ORISKANY 1969 Cruise Report (C)
- H. ORISKANY 1969 Change of Command Brochure (U)
- I. ORISKANY 1969 Information Kit (U)
- J. Copies of ORISKANY 1969 Familygrams (U)
- K. Copies of the Ship's Magazine (U)
- L. ORISKANY 1969 Cruise Book (U) *to Library*

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Enclosure (3)

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ANNEX G

1969
WESTPAC
CRUISE REPORT
of the
USS ORISKANY
and
AIR WING NINETEEN



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USS ORISKANY (CVA 34)
FPO San Francisco 96601

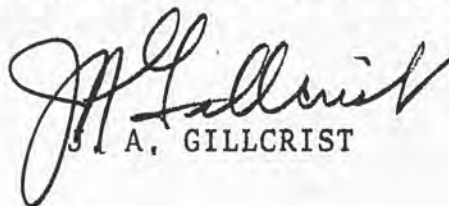
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From: Commanding Officer, USS ORISKANY (CVA 34)
To: Commander Naval Air Force, U. S. Pacific Fleet
Subj: USS ORISKANY (CVA 34)/Commander Attack Carrier Air
Wing NINETEEN WESTPAC Cruise Report, 16 April to
31 October 1969; forwarding of
Ref: (a) COMNAVAIRPACINST 3500.19C
(b) USS ORISKANY (CVA 34) ltr ser 00131 of 16 NOV 69
Encl: (1) USS ORISKANY (CVA 34)/CVW-19 WESTPAC Cruise
Report

1. In accordance with reference (a), the subject report is forwarded. A report covering Air Intelligence aspects of the 1969 WESTPAC deployment has been submitted previously per reference (b).


J. A. GILLCRIST

Copy to:
CINCPACFLT (3)
COMSEVENTHFLT
COMFIRSTFLT
COMNAVAIRLANT (10)
COMSERVPAC
COMUSNAVPHIL
COMFAIRWESTPAC
DEPCOMFAIRWESTPAC
COMFAIRSDIEGO
COMFAIRALAMEDA
COMFAIRMIRAMAR
COMFAIRWHIDBAY
COMFAIRNORFOLK
COMFAIRHAWAII
COMCARDIV 1, 2, 3, 5, 7, 9
CO USS KITTY HAWK (CVA 63) (3)
PCO USS MIDWAY (CVA 41) (3)

GROUP 4
DOWNGRADES AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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CVA34/03
03120

Copy to: (continued)

CO USS INTREPID (CVS 11) (3)
CO USS HANCOCK (CVA 19) (3)
CO USS BON HOMME RICHARD (CVA 31) (3)
CO USS F. D. ROOSEVELT (CVA 42) (3)
CO USS CORAL SEA (CVA 43) (3)
CO USS FORRESTAL (CVA 59) (3)
CO USS RANGER (CVA 61) (3)
CO USS INDEPENDENCE (CVA 62) (3)
CO USS CONSTELLATION (CVA 64) (3)
CO USS ENTERPRISE (CVA(N) 65) (3)
CO USS AMERICA (CVA 66) (3)
CO USS J. F. KENNEDY (CVA 67) (3)
CO USS YORKTOWN (CVS 10)
CO USS HORNET (CVS 12)
CNO (OP 05W)
CNO (OP 0342)
CNO (OP 96)
CO RCVW 12 (6)
CVW 2, 5, 11, 14, 15, 16, 17, 19, 21
COMSEVENTHFLT DET CHARLIE
BOX 2123, APO San Francisco 96307
COMNAVBASE SUBIC
CO NAS CUBI POINT
CO FAAWTRACEN, SDIEGO
CO CIC SCHOOL, GLYNCO
CO NWC, CHINA LAKE
COMNAVAIRSYSCOM (AIR-5374)
NAVAIRSYSCOMREP PAC
CHIEF, NATTC, MEMPHIS
COMNAVMISCEN PT MUGU (Code 5301-4)
Commander, Field Command, DASA, Sandia Base
Albuquerque (2)
Chief, Livermore Div, Field Command, DASA,
Lawrence Radiation Laboratory, Livermore, Calif (2)
COMASWGRU 1, 3, 5
COMOPTEVFOR, NORVA
CO FWSGLANT, NORVA
CO VFP 63 DET 34
CO VAW 111 DET 34
CO VAQ 130 DET 34
OINC HC 1 DET 2
CO VA 23
CO VA 192
CO VA 195
CO VF 191
CO VF 194
CO VX 4
CO VX 5

1. Comments of Commanding Officer

a. General,

USS ORISKANY and Air Wing NINETEEN operations in Task Force SEVEN SEVEN were similar to those reported recently by other carriers and air wings. In the latter third of the cruise a reduction from 130 to 100 sorties per day was directed, primarily, as a result of "703" funding reductions. In view of this reduction in flying tempo and its effect on pilot proficiency, the review of pilot/seat ratios recently completed is considered timely and beneficial. Pilot proficiency in delivery of sophisticated weapons and participation in large strike groups was also affected by the reduction in tempo and by the type of combat flight operations conducted. This degradation of pilot readiness posture must be compensated for in EASTPAC to permit pilot training and qualification in weapons delivery skills.

The deck multiple currently prescribed for WESTPAC operations matches well with 130 daily sorties, but is considered excessive for the 100 sortie rate. When sorties are limited to 100 per day a ten per cent reduction in the deck multiple is recommended to permit adequate aircraft handling and spotting for aircraft maintenance and to help reduce the number of aircraft respotted each cycle. It is considered that significantly smoother operations and improved maintenance would result.

Task Force SEVEN ONE operations placed increased demands on command and control functions for ship personnel. These additional requirements which would not pose a problem for a normally complemented carrier division staff, presented a demanding commitment on ship's company until sufficient knowledge and experience in Defender Station operations and objectives were acquired. While the sensitivity of the Peacetime Aerial Reconnaissance Program (PARPRO) mission prevents further discussion at this security level, it is recommended that consideration be given to streamlining CAP Frag orders sent to Navy units and/or establishing a more extensive briefing session for additional key ship's company officers in advance of TF SEVEN ONE operations.

2. Additional comments on specific topics follow. All recommendations which require separate correspondence action by the ship or air wing have been, or are in the process of being completed.

a. Executive Staff

(1) Item: (U) Berthing

Discussion: Demands for berthing greatly exceeded facilities during the deployment. Enlisted berthing requirements were met by utilizing the Air Wing Beach Detachment to accommodate overflow personnel and by installing temporary berthing in offices, working spaces, etc.. Officer berthing being less flexible, presented a much greater problem. Every effort was made to convert and utilize spaces with berthing potential for officers including; lounges, passageways, and the sickbay Ward and Quiet Room. Roll-away cots were used in the larger staterooms. These efforts were necessary due to the large influx of officer category VIPs, visitors and TAD personnel. During crowded periods, not uncommon during the deployment, the number of VIPs and visitors of officer category exceeded available officer berthing space by more than twenty.

Recommendation: It is recommended that the manning of ship and air wing be held within berthing capacity of the ship and commitments and requirements be adjusted as necessary to conform to this personnel allowance.

(2) Item: (U) Chaplain Duties

Discussion: The practice of sharing the carrier Chaplain with other ships on days other than Sunday proved beneficial for those ships which frequently are deprived of a Chaplain's services for weeks at a time. Two ships reported the ORISKANY Chaplain to be the first Catholic priest aboard in five and fourteen months and, aboard a third, his was the first Catholic service conducted at sea according to the Commanding Officer.

Recommendation: It is recommended that closer liaison be effected between Chaplains leaving and arriving on station in WESTPAC. Such action will enable the relieving Chaplains to be briefed on the activities in the departing Chaplain's program which have proven to be most effective, e.g., the procedures relating to the more efficient service of ships on the SAR and PIRAZ stations. It is further suggested that each carrier Chaplain be fully briefed on the responsibilities he will be expected to assume relative to servicing other units.

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b. AIR

(1) Item: (U) Flight Deck Condition

Discussion: Possibly as a result of moisture entrapped by the PRC overlay, rapid deterioration of flight deck planking occurred, particularly along both sides of the catapult tracks. The condition was corrected in a small area by the installation of steel and concrete sections by Ship Repair Facility Subic in those areas where aircraft wheels track during the initial fifty feet of catapult accelerations,

During all Subic upkeep periods, a commercial type street sweeper and scrubber was obtained from PWC Subic to clean the flight deck. Using a non-ionic detergent, FSN 7930 282 9701, and sodium metasilicate, FSN 6810 209 8175, as the cleaning agents, the scrubber proved to be very effective.

The problem of salt water leaks in the center panels of the Jet Blast Deflectors was solved by interchanging out-board with inboard panels at Ship Repair Facility Subic.

(2) Item: (U) Pilot Landing Aid Television

Discussion: The one major problem of the Pilot Landing Aid Television (PLAT) system was the non-availability of Video Recording Heads (4N 5820 912 3446). Although continuously on a high priority order for stock the system was CASREPT for a month before the heads were delivered.

Recommendation: It is recommended that additional Video Recording Heads for the PLAT System be procured.

(3) Item: (U) Light Water/Purple K Twin Agent Unit

Discussion: The Hangar Deck has only one portable Twin Agent Unit assigned which is positioned beneath Hangar Deck Control. Correspondence is being forwarded to obtain two more units, one for each hangar bay.

Recommendation: It is recommended that at least three portable Twin Agent Units be assigned 27-C class carriers so that a unit can be positioned in each hangar bay.

c. Aircraft Intermediate Maintenance Department.

(1) Item: (U) Ground Support AVCAL

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Enclosure (1)

Discussion: Cannibalization of maintenance support equipment was necessary because of inadequate material support. One MB-3 tractor, one NC-1A mobile electric power plant, one diesel forklift, one air compressor and one SD-1C spotting dolly were kept in an inoperative status and used for parts support. Aviation Maintenance Support Equipment (AMSE) material support improved slightly during the deployment, but the development of a realistic AVCAL and expeditious provisioning to support the allowance would greatly improve equipment availability, eliminate the need for cannibalization and enhance operations.

Recommendation: It is recommended that the AVCAL for AMSE be reviewed.

(2) Item: (U) Optimization of Test Benches

Discussion: Test positions are provided for the below listed avionics systems. Because the systems are rarely found in present CVA aircraft there is a low utilization of the associated critical test bench space.

<u>System</u>	<u>Number processed during deployment</u>
ARN-6 LF-ADF	1 ea
ARN-14 OMNI Rec.	0 ea
ARD-13 LF ADF	2 ea
ARR-40 UHF ADF	2 ea
ARN-59 LF ADF	4 ea

Recommendation: It is recommended that future support for these systems be provided by shore based facilities. Separate correspondence on this subject is being submitted.

(3) Item: (C) Material Support

Discussion: Bit and piece support continues to be a major area of concern, especially in avionics. During the final line period (OCT 69) there were 570 avionics work stoppages due to lack of parts (AWP). Systems most seriously effected were as follows;

<u>System</u>	<u>Total Systems Processed</u>	<u>AVG time AWP(days)</u>	<u>AVG repair cycle time</u>	<u>Most No. days AWP for a single unit</u>	<u>No. AWP at end of cruise</u>
APN-141	678	4.9	6.9	113	12
APN-153	165	3.5	8.1	38	4
APQ-124	397	4.7	6.1	203	28
ALQ-100	310	1.8	6.4	184	21
AXC-666	98	9.3	18.3	262	12

Recommendation: It is recommended that increased material support be provided the above listed equipment.

d. Engineering,

(1) Item: (U) Plastisol coated fire pumps.

Discussion: ORISKANY has plastisol internal coating on 7 of 13 fire pumps, Since completion of the overhaul in November 1968 the plastisol coating has failed to adhere to pump castings on four occasions, resulting in excess clearances between suction and discharge sides of the pump and an inability to maintain fire main pressure. Ship's force does not have the capability to renew plastisol coating, nor do they have the ability to restore the pump to proper operation.

Recommendation: It is recommended that further research be made into the reliability of the plastisol process before having it applied to any more fire pumps on NAVAIRPAC ships. If additional research should indicate that the process cannot be made more reliable, then one of two steps should be taken. Either additional fire pump casings should be carried by CVA/ CVS type ships as a backup in case of failure, or a program should be instituted to remove the plastisol from all fire pumps and restore the casings to original specifications.

e. Medical.

(1) Item: (U) Automatic Data Processing of Immunizations

Discussion: Data on personnel immunizations was transferred to IBM cards and a program devised for the ship's UNIVAC 1500 computer. As a result a list of personnel needing immunizations is given monthly to each department. In addition, annual physicals for officers and enlisted personnel over 40 years of age have been added to the program.

Recommendation: It is suggested that all CVAs institute a similar immunization program which will eliminate the requirement for giving mass immunizations for a majority of the crew prior to deployments.

f. Operations.

(1) Item: (C) Surface, sub-surface surveillance Commander functions,

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Discussion: The advent of SSSC/NTDS Link 14 reporting and tracking responsibility resulted in a unique problem in ORISKANY. The NTDS console in the Surface Module of ORISKANY does not have a data read-out unit or a UPS 49/50 IFF display. This means a high volume of voice traffic is necessary between the Surface Module and the Detection and Tracking Module to compare and evaluate radar information with other information on the surface situation gathered via radio, lookouts, or signal bridge. There is always the possibility for error in identifying units since the two console operators are physically separated. The surface module console operator is unable to directly determine the output of the Tactical Data System. A requirement exists for a data readout and a UPA 49/50 on the surface tracker console in the surface module. Requests for a UPA 49/50 has been rejected for the present; however, the procurement of a data readout from ENTERPRISE is now being arranged at AIRPAC.

Recommendation: It is recommended that a UPA 49/50 and a data readout be installed on the surface tracker console.

(2) Item: (U) Flight Following Information

Discussion: Flight following of aircraft en-route to/from Cubi/Yankee Station is often impossible due to the lack of communications with NAS Cubi Point on the Raspberry circuit. Arrival and departure reports must be sent by hard copy messages causing frequent delays of four to twelve hours between an event and receipt of the report. Effective contact with Cubi has been the exception rather than the norm.

Recommendation: It is recommended that different frequencies be assigned for use of Raspberry circuits or improved antenna/radio systems be utilized for this circuit.

(3) Item: (U) Air Transfer Office (ATO) billets

Discussion: During the WESTPAC portion of the deployment ATO handled approximately 5500 passengers, 100 tons of mail and 120 tons of cargo arriving/departing on the flight deck. Much of this traffic was for further transfer, particularly when ORISKANY acted as Yankee Station Mail Carrier and had helicopter squadron HC-7 Det 110 aboard. The ATO also coordinated the transfer of personnel, mail and light cargo via high line to and from surface ships. Because of the volume of traffic and the importance placed upon it, there is often high level command interest in the functioning of ATO, but no billets have ever been provided for it. The ATO is normally an "In Excess" junior officer and enlisted assistants are assigned as available.

Recommendation: It is recommended that a billet be established for the ATO in all CVA's and the Manpower Authorization (1000/2) be revised to include 3 enlisted assistants (preferably one AB and two AN) for the ATO.

g. Supply.

- (1) Item: (U) Ship's Sale and Service

Discussion: The requirement for ships to obtain foreign merchandise from the Navy Exchange ashore did not provide a satisfactory source since many items were not available when, where, and in the quantities desired. Extended operations at sea make it particularly desirable to have sufficient inventories on board to allow the crew to shop for and purchase foreign made items. In addition, the ship's Welfare and Recreation Fund is not receiving a return on the crew's money being spent at the Navy Exchange ashore.

Recommendation: It is recommended that procedures be developed whereby ships could realize a percentage return on the profits generated by sales in the exchanges ashore to personnel from fleet units. Procedures should also be developed which would direct the Navy Exchanges to provide stocks to the carrier when, where and in quantities desired according to the ship's operating schedule.

h. Weapons.

- (1) Item: (U) Improved Rearming Rate Program (IRRP)

Discussion: IRRP has been used most successfully during deployment within the concept of present Yankee Station operations.

Bomb Type Munitions: Palletized bomb magazines provide greater safety in handling and require fewer men to handle any given load; however, no change in strike down time was realized. The total capacity of palletized bomb stowage is about twenty (20) per cent less than with bin stowage configuration.

Missile Munitions: The small expenditure of missiles during this deployment precluded a comprehensive evaluation of the cradle stow concept of IRRP. The problems generated by low usage with repeated cradle shuffling in the magazines for missile test and inspection purposes would be eased with a greater expenditure rate. The ship-to-ship transfer rate is clearly greatly improved by cradle stowage.

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3A Elevator: The location of the main deck hatch ten feet left of centerline in Hanger Bay Three renders the elevator of limited value when aircraft are embarked. Due to the infrequent usage in relation to installation cost of armored sequencing hatches it is considered that installation of this elevator is not cost effective.

(2) Item: (U) Deck Edge Ordnance Elevator

Discussion: While not an integral part of the IRRP installation specifically, this elevator is undoubtedly the single most important improvement to safe, flexible ordnance handling in CVA's. The elevator is entirely independent of flight operations, has a capacity large enough to handle any ordnance assembly rate required, and is simple to maintain and operate. Approximately ninety-eight (98) per cent of all ordnance transferred between the main and flight deck was moved via the deck edge elevator.

Recommendation: It is recommended that installation of a Deck Edge Ordnance Elevator be accomplished in all 27-C class carriers.

(3) Item: (C) Ordnance Statistics

Total Expended;	7986.3 tons
Average per line day (95 days)	84.0 tons
Maximum per day (26 June)	118.0 tons

Total expenditure by shapes:	
MK 82 bombs	28,260
MK 83 bombs	406
Rockeye	120
MK 45 flares	446
MK 75 DST	2,440
20 mm MK 11	41,703
20 mm MK 12	162,889

Total weight unrepped;	9038.0 tons
Average for 38 unreps	237.8 tons
Maximum Unrep (21 July)	391.3 tons

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I. Air Wing Commander's Comments

a. INTRODUCTION

Recent cruise reports from Airwings 15, 2, 16, and 5 have covered in depth the type of operations also conducted by Airwing NINETEEN during the current deployment in support of interdiction efforts in Laos and BLUE TREE photo reconnaissance requirements. Comprehensive Air Wing TACNOTES have been promulgated covering each specific mission and are available upon request. Accordingly, this report has been limited to a discussion of maintenance/material items which presented unusual problems, or which represent areas requiring continued emphasis and/or action.

b. GENERAL COMMENTS

The present interdiction effort in the relatively permissive areas of Laos and South Vietnam offers little opportunity to maintain proficiency in weapons and tactics formerly employed in combat operations over heavily defended areas. Although weapons/tactics training was scheduled at every opportunity, it has been a matter of concern that air wing expertise and proficiency in DECM; delivery of SHRIKE, WALLEYE, and BULLPUP; ACM; and the conduct of ALFA strikes was derogated from levels maintained on previous combat deployments. A close examination of EASTPAC training programs is considered essential to ensure that increased emphasis is placed on these areas prior to deployment.

Although "703" has curtailed the over-all tempo of operations, the requirement for continued stress on night flying and night ordnance delivery remains. One-third of the landings made during the cruise were night landings.

The F-8J proved adequate both in day and night operations at ambient temperatures up to 90°F. The over-all boarding rate increased significantly from experience with earlier F-8 models, with both VF squadrons maintaining boarding rates of .88 day/.74 night. Unfortunately, a corresponding reduction in the F-8J carrier landing accident rate was not realized. However, with additional fleet F-8J experience, and the modifications to increase engine thrust and APC response to UHT movement, a definite improvement in the safety of shipboard operations is anticipated.

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Enclosure (1)

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2. Air Wing

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A-4

a. Item: (U) Excessive internal failure rate of Constant Speed Drive (CSD) Unit Lycoming LD6-10 and LD6-10A.

Discussion: The internal failure rate of Constant Speed Drive (CSD) Unit Lycoming LD6-10 and LD-10A has been excessive. In most cases failure required return of CSD to Depot level maintenance activity for repair. This results in excessive pipeline time and unacceptable NORS G.time. In May 1969 the problem of CSD failure was discussed within the ATKRON 23 Maintenance Department. As a result it was recommended that the frequency of oil change, filter cleaning, and flushing of the CSD be increased from the 42 day interval specified by NAVAIR 01-40AVE-6-3 Maintenance Requirement Card (MRC) number 36. A local MRC was prepared specifying that all the requirements of the 42 day inspection be accomplished every 14 days. Prior to this change in inspection requirements, ATKRON 23 experienced 13 CSD failures during the period February to May 1969. This computed against total flight hours produced an average failure rate, from all causes, of 1 CSD for every 195.1 flight hours. Subsequent to the change in inspection criteria, the squadron experienced 7 CSD failures for an average failure rate of 1 CSD for every 520 flight hours. At present there has been no feedback on failure causes. Some were changed for unstable frequency regulation due to CSD speed variations and others for undetermined internal failures.

Recommendation: In view of the results achieved based against the overall average failure rate, it is recommended that NAVAIRSYSCOM inspection criteria be revised to increase the reliability and service life of this critical component.

b. Item: (U) Overage of Rain Erosion MIL-C-7439B FSN 8030 527 2510

Discussion: During this deployment outdated rain erosion kits have been received from supply. These kits are used in the repair and recoating of Radomes and Antenna housings. Due to the life of the chemicals used in preparation of the coating compound, they have an established shelf life of nine (9) months. Kits received have averaged one and one half to two years since manufacture. The kits

have been unusable since they had lost the ability to mix properly. Erosion of radomes and antenna housings from rain and wind blast at high aircraft speeds is a serious and continuing problem degrading the structural integrity of the radomes and antenna housings. Interim fixes using electronic potting compounds and ordnance tape have been employed in the absence of acceptable kits to prevent or at least arrest the erosion of the component's surface. The ship's supply system has endeavored to correct this problem but overage kits are still being received.

Recommendation: The entire supply system be purged of overage kits and an effort be made to calculate the supply versus demand of these kits to ensure that the nine month shelf life criteria is met. It is further recommended that development of improved materials to be used in the construction of radomes and antenna housings be initiated. Additionally, it is recommended that an ample supply of new kits be on hand prior to deployment and the ship stock an ample supply to support a continuing program of repair and re-coating during the deployment.

c. Item: (U) Shorebasing

Discussion: In order to reduce the deck multiple it was necessary to shore-base a number of F8/A4 aircraft. A permanent air wing shore-based detachment was established under the direction of an experienced maintenance ground officer. He directed the scheduling and conduct of calendar inspections, modification programs, and corrosion control/painting for all air wing units. This program, although not unique by any means, again proved its worth in increased operational readiness of onboard aircraft and the improved material condition of all assigned aircraft.

Recommendation: As long as the operational situation and tempo permit, it is strongly recommended that the practice of conducting Calendar Inspections, Corrosion Control and the post-inspection test flights at NAS Cubi Point be continued.

d. Item: (U) Corrosion Prevention and Control Materials.

Discussion: All efforts must be expended to insure an adequate supply of corrosion prevention materials are available on board prior to deployment. Shore-basing of aircraft for calendar inspections enables the beach detachment corrosion control crew an excellent opportunity to

maintain a program on a scheduled basis. It must be emphasized, however, that a shipboard team must also be employed on a continuous basis to successfully combat corrosion.

Recommendation: It is recommended that an air wing corrosion control center be established on board to store and issue materials to embarked squadrons. A 90 day supply of materials should be on hand prior to deployment as determined by squadron requirements and compiled and requisitioned by the Air Wing Maintenance Officer. The establishment of a center will ensure better management of resources, eliminate hoarding, and guarantee better stock control.

F-8

e. Item: ALQ-100 destruct interlock test set, P/N LTV 28-206-18Z-1.

Discussion: Two ALQ-100 systems were lost due to inadvertent actuation of the destruct system upon removal of the ground safety pin. One destruct was due to incorrect wiring in the circuit while the other was due to a short across the battery. In both cases the systems were properly checked with the interlock test set. This check, however, indicates only that the ejection seat, weight on gear, and ground safety pin interlocks are operating properly, but does not check the continuity of the entire circuit.

Recommendation: NAVAIRSYSCOM design and distribute a reliable test set for positively checking the continuity of the entire ALQ-100 destruct system in the F-8J, including the proper functioning of the three safety interlocks. In the interim it is recommended that a continuity check of the entire destruct circuit be completed prior to installation of the destruct package and that the use of the existing interlock test set be continued.

f. Item: (C) PRC-90/63 Battery Box Corrosion.

Discussion: Corrosion occurred between the base of the battery, the spring clip, and the terminal lug. The corrosion was primarily inter-granular, attributed to dissimilar metals and enhanced by battery electrolyte leakage, and is not attributed primarily to moisture. A local fix was completed on all radios utilizing solder for the basic connections in all areas where dissimilar metals were in contact.

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Recommendation: To prevent corrosion build-up which might derogate performance, it is recommended that battery boxes be checked and cleaned on a monthly basis.

E-1B

g. Item: ALQ-91 installations were provided in mid-cruise.

Discussion: The initial availability of the ALQ-91 was poor due to the lack of adequate spare parts, the low level of operator/repair technician training, and the paucity of available published reference materials. The services of a contractor representative were utilized to train repair technicians in order to take rapid advantage of the enhanced tactical capability of the E-1B with an operational ALQ-91 system.

Recommendation: Ensure ALQ-91 training opportunities are provided personnel during pre-deployment training and that adequate part support is available prior to deployment. ALQ-91 installation, in compliance with NAVAIRSYSCOM directives, should be accomplished at depot level and should be made the subject of appropriate Airframes/Avionics changes.

h. Item: (U) PRC-90/63 Batteries.

Discussion: PRC-90/63 Batteries FSN 1N6135-838-0706 are in short supply. The original issue of batteries at the beginning of the cruise included 15 per cent spares. This proved inadequate, and an additional requisition for 100 batteries was submitted on 1 October 1969. The order remained unfilled upon departure from WESTPAC.

RECOMMENDATION: COMFAIRWESTPAC provide 25 per cent spare batteries for WESTPAC deployed air wing.

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1969 WESTPAC DEPLOYMENT STATISTICS

<u>SQUADRON</u>	<u>HOURS D/N</u>	<u>COMBAT/COMBAT SUPPORT SORTIES D/N</u>	<u>LANDINGS D/N</u>	<u>BOARDING RATE D/N</u>
VF-191	1829/651	814/279	873/355	.87/.73
VF-194	1774/669	741/280	830/309	.89/.74
VA-23	3326/1575	1527/895	1651/906	.91/.83
VA-192	3354/1592	1614/768	1553/927	.94/.87
VA-195	2912/1350	1367/661	1493/729	.91/.84
VAQ-130 DET 34	640/392	249/159	197/101	.88/.80
VAW-111 DET 34	889/463	191/147	265/152	.97/1.0
VFP-63 DET 34	450/05	192/ -	230/ -	.84/ -
HC-1 DET 2	430/314	-	-	N/A
AIR WING TOTALS	<u>15604/7012</u>	<u>6695/3189</u>	<u>7092/3479</u>	<u>.905/.825</u>

NOTE - Days on Yankee Station - 102

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