

 **DECLASSIFIED**

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

DECLASSIFIED

**CARRIER DIVISION THREE
(TASK FORCE 77)**

SERIAL: 0014

29 MARCH 1965

DEPLOYMENT REPORT

**EXCELLENT HISTORICAL COMPILATION OF
OPERATIONS IN WESTERN PACIFIC IN
SUPPORT OF THE REPUBLIC OF VIETNAM.**

**COVERS YANKEE TEAM PATROLS, ARMED
RECONNAISSANCE OF LAOS AND THREE
RETALITORY STRIKES ON NORTH VIET-
NAM TARGETS 7 AND 11 FEBRUARY AND
15 MARCH 1965.**

DECLASSIFIED

DECLASSIFIED



SECRET

"CARD"
DOCS

SPECIAL HANDLING REQUIRED

~~NOT RELEASABLE TO THE PUBLIC~~

Ch Wells

DECLASSIFIED

DECLASSIFIED

HISTORY OF TASK FORCE

77



EXC (5)

REAR ADMIRAL H.L. MILLER, US NAVY

2 SEPTEMBER 1964 - 17 MARCH 1965

DECLASSIFIED

GROUP 4

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

002676

DECLASSIFIED

1 - 2

COMMANDER CARRIER DIVISION THREE
FLEET POST OFFICE
SAN FRANCISCO 96601

DECLASSIFIED

FB3/CVA/1:cdb
5750
Ser: 0014-65
29 March 1965

DECLASSIFIED

(Unclassified upon removal of enclosures)

From: Commander Carrier Division THREE
To: Commander SEVENTH Fleet

Subj: History of Task Force SEVENTY SEVEN for the period 2 September 1964 to 17 March 1965

- Encl: (1) Narrative history (C)
(2) Chronological history of Task Group movements (C)
(3) Discussion of Task Force operations against North Vietnam (S)
(4) Summary of Yankee Team missions performed by Carrier Division THREE when functioning as Yankee Team Commander (S)
(5) Summary of Barrel Roll Missions (S)

1. Enclosed herewith is a summary account of Task Force SEVENTY SEVEN operations during the period in which Commander Carrier Division THREE served as Task Force Commander.

2. So far as is known, no similar historical compilation has been made by Commander Task Force SEVENTY SEVEN. In view of the nature of current operations and the rapidly changing scenario in South East Asia it is felt that such compilation may be of great value in future analyses of Task Force SEVENTY SEVEN operations. With the use of the formats established in this summary, or improved versions, it should not be difficult to maintain this account on a continuing basis.

3. It is recommended that future Task Force SEVENTY SEVEN Commanders continue this historical account so long as operations of extreme national importance last.

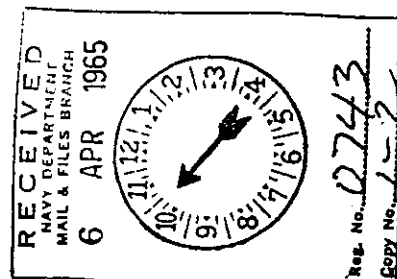
H. L. Miller
H. L. MILLER

Copy to:

GNO (2)
CINCPAC (2)
CINCPACFLT (2)
COMNAVAIRPAC (2)
ALL CARDIVS PAC (1 each)

ALL CVA'S PAC (1 each)
CHINFO (2)
USS INDEPENDENCE (CVA 62) (1)
CTF-77 (2)

GROUP-4
Downgraded at 3 year intervals;
Declassified after 12 years.



002676

DECLASSIFIED

DECLASSIFIED

DECLASSIFIED

NARRATIVE HISTORY

Rear Admiral John W. Gannon, Commander Carrier Division THREE embarked in USS RANGER (CVA 61) activated Task Group SEVENTY SEVEN POINT FOUR (TG 77.4) on 16 August 1964 when operational command was changed from Commander FIRST Fleet to Commander SEVENTH Fleet. Task Group 77.4 proceeded direct to Subic Bay, P. I. where RANGER commenced restricted availability in order to accomplish needed boiler repairs.

On 2 September, Rear Admiral R. B. Moore, Commander Task Force SEVENTY SEVEN, Commander Task Group SEVENTY SEVEN POINT FIVE and Commander Carrier Division FIVE arrived in Subic Bay in his flagship USS TICONDEROGA (CVA 14) for the purpose of turning over command of Task Force SEVENTY SEVEN to Admiral Gannon. Change-of-Command ceremonies were held aboard RANGER and Admiral Gannon assumed duties as Commander Task Force SEVENTY SEVEN. Commander Carrier Division THREE continued to function as Commander Task Force SEVENTY SEVEN until 17 March 1965, a period of six months and fifteen days, believed to be the longest period of time that command of Task Force SEVENTY SEVEN had been held by one Carrier Division Commander since the end of the Korean War.

In addition to RANGER and TICONDEROGA in Subic Bay, 2 September found Commander Task Group 77.6, Rear Admiral W. S. Guest, embarked in USS CONSTELLATION (CVA 64) and Commander Task Group 77.7, Captain G. S. Morrison, Commanding Officer, USS BON HOMME RICHARD (CVA 31) operating in the South China Sea in the general vicinity of coordinates 16°00'N-110°00'E, such coordinates hereinafter referred to as Point Yankee. Increasing tension in Southeast Asia, specifically South Vietnam and Laos had resulted in the need to place a Carrier Task Group permanently in the vicinity of Point Yankee. The first Carrier Task Group arrived in the late spring of 1964. Until 4 August, operations were confined to photographic missions, termed Yankee Team operations, over Laos for the purpose of assisting in detecting infiltration of Viet Cong and Pathet Lao troops.

On 3 August 1964, DeSoto Patrol operations, consisting of a two destroyer patrol into the Gulf of Tonkin were begun. As a result of attacks on the destroyers, reprisal actions against North Vietnamese military installations were ordered and carried out by aircraft from CONSTELLATION and TICONDEROGA. Residual tension as a result of this Gulf of Tonkin incident resulted in two carriers being maintained on station at Point Yankee.

Immediately after being relieved as CTF-77, Rear Admiral Moore and TG 77.5 in TICONDEROGA departed Subic Bay and proceeded to Yokosuka, Japan for a well earned rest. Upon arrival at Yokosuka, on 8 September, the Task Group had been at sea continuously for some 63 days.

~~DECLASSIFIED~~
CONFIDENTIAL
Enclosure (1)

002676

DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED

After assuming command of TF-77, Rear Admiral Gannon remained at Subic Bay in RANGER awaiting completion of boiler repairs. RANGER sortied temporarily from Subic Bay on 8 September to avoid a typhoon, returning to Subic Bay on 9 September. The entire Task Group got underway for Point Yankee on 13 September.

On 17 September a second DeSoto Patrol mission was ordered. 17 September found CTF-77/CTG 77.4, CTG 77.6 and CTG 77.7 embarked in RANGER, CONSTELLATION and BON HOMME RICHARD respectively, in the vicinity of Point Yankee. Although several alarms resulted during the course of the patrol, the entire period was generally uneventful and no additional operations other than providing normal alert aircraft were required.

During the transit from Subic Bay to Point Yankee, RANGER experienced further boiler problems and it was subsequently decided to send RANGER to Yokosuka, Japan for extensive repairs. As a result BON HOMME RICHARD was ordered to remain in WESTPAC. On 20 September, CTF-77 transferred from RANGER to BON HOMME RICHARD assuming command of TG 77.7 and also assuming Yankee Team responsibilities. Commanding Officer RANGER assumed command of TG 77.4 and proceeded to Yokosuka, arriving on 26 September. Simultaneously, the two carrier alert at Point Yankee was reduced. TG 77.6 was directed to Subic Bay, arriving there on 21 September. This left TG 77.7 as the only Task Group at Point Yankee.

On 24 September in ceremonies aboard BON HOMME RICHARD, Rear Admiral H. L. Miller, USN, relieved Rear Admiral Gannon as CTF-77, CTG 77.7 and Commander Carrier Division THREE. Rear Admiral Gannon departed immediately to take up duties as Commander, Fleet Air Wings, Pacific, at Moffet Field, California.

On 9 October, CTG 77.7 was relieved of Yankee Team responsibilities by CTG 77.5 embarked in TICONDEROGA. Since departing Subic Bay on 2 September, TG 77.5 had visited Yokosuka and Beppu, Japan. TG 77.7 departed Point Yankee on 10 October bound for Yokosuka via a short stop in Subic Bay and a three day visit to Sasebo, arriving in Yokosuka on 21 October. In addition, Rear Admiral Moore had been relieved by Rear Admiral M. W. White, USN as CTG 77.5/Commander Carrier Division FIVE.

Immediately, upon arrival in Yokosuka, Rear Admiral Miller shifted his flag to RANGER, assuming command of TG 77.4 and relinquishing command of TG 77.7 to Captain Morrison, Commanding Officer, BON HOMME RICHARD.

DECLASSIFIED
CONFIDENTIAL
Enclosure (1)

DECLASSIFIED

CONFIDENTIAL
DECLASSIFIED

DECLASSIFIED

On 2 November, BON HOMME RICHARD was unexpectedly ordered to get underway from Yokosuka as a result of an alert in the Southeast Asian Area. Shortly after transiting Bashi Channel, however, the alert status was terminated and BON HOMME RICHARD was directed to return to CONUS via a one day stop at Subic Bay. Outchop from COMSEVENTHFLT was on 13 November and TG 77.7 was dissolved. TG 77.7's non-existent status was shortlived, however, as Rear Admiral E. C. Outlaw, Commander Carrier Division ONE, embarked in USS HANCOCK (CVA 19) in-chopped to COMSEVENTHFLT on 16 November and immediately reactivated TG 77.7.

At Point Yankee, TG 77.5 was relieved of Yankee Team responsibilities on 29 October by Rear Admiral Guest CTG 77.6 embarked in CONSTELLATION. TG 77.5 proceeded to Subic Bay, arriving on 1 November. Within hours after arrival, the same alert that caused BON HOMME RICHARD to sortie from Yokosuka, resulted in TG 77.5 again being ordered to return to Point Yankee. Shortly after arrival at Point Yankee on 2 November, the alert was cancelled and on 5 November, TG 77.5 departed for Hong Kong arriving on 7 November.

Between departing Yankee Station on 20 September and return on 29 October, TG 77.6 made stops at Subic Bay, Hong Kong and again Subic Bay. Enroute from Subic Bay to Hong Kong, aircraft from CONSTELLATION participated on 9 and 10 October in the Nationalist Chinese Double Ten Day celebration consisting of fly-overs of the island of Taiwan. After relieving TG 77.5 on 29 October, TG 77.6 continued Yankee Team missions until 22 November when they were again relieved of Yankee Team responsibilities by TG 77.5. TG 77.5 in their 17 days away from Point Yankee visited Subic Bay in addition to the aforementioned trip to Hong Kong.

This tour for TG 77.5 at Point Yankee was a short one, terminating on 28 November when they were relieved by TG 77.4, with the flag embarked in RANGER. RANGER and TG 77.4 had remained in Yokosuka until 13 November at which time they got underway via Yokosuka, Okinawa and Subic operating areas for Point Yankee, arriving on 28 November at Point Yankee. For TICONDEROGA and Carrier Division FIVE, the turnover signified the end of their WESTPAC deployment. After a one day stay in Subic Bay, TICONDEROGA departed for CONUS, outchopping from COMSEVENTHFLT and deactivating TG 77.5 on 6 December. Prior to departure from Subic Bay, Rear Admiral White and staff turned over command of the Task Group to Captain D. W. Cooper, Commanding Officer, TICONDEROGA, and proceeded via air transportation to CONUS.

Relief of TG 77.6 by TG 77.5 on 22 November also signified the end of Commander Carrier Division NINE and CONSTELLATION's tours at Point Yankee. CONSTELLATION, however, as a result of two extensions, still had two full months remaining in SEVENTH Fleet. After being relieved at Point Yankee TG 77.6 proceeded to Hong Kong for a four day visit thence to Subic Bay where on 1 December, guests for the CINCPAC weapons demonstration were embarked. At the completion of the demonstration on 3 December, CONSTELLATION arrived in Buckner Bay, Okinawa, where the guests disembarked.

DECLASSIFIED
CONFIDENTIAL
Enclosure (1)

DECLASSIFIED

DECLASSIFIED

CONFIDENTIAL

At the same time, Rear Admiral Guest, Commander Carrier Division NINE, and staff offloaded to proceed by air transportation to CONUS. Command of TG 77.6 was passed to Captain G. H. Mahler, Commanding Officer, CONSTELLATION. On 7 December, CONSTELLATION departed Buckner Bay and proceeded to Yokosuka, participating in exercise Tall Back while enroute. Arrival in Yokosuka on 16 December, signified the first call at a Japanese port during this CONSTELLATION deployment. Except for two short deployments into the local operating area, CONSTELLATION remained in Yokosuka until 20 January at which time she and Task Group 77.6 departed for CONUS. Outchop from COMSEVENTHFLT was on 22 January and Task Group 77.6 was dissolved.

As mentioned earlier the dissolving of Task Group 77.7 with the outchop of BON HOMME RICHARD on 13 November was shortlived indeed. The Task Group was reactivated again on 16 November with the arrival of Rear Admiral Outlaw, Commander Carrier Division ONE in his flagship, HANCOCK. Task Group 77.7 proceeded immediately to Yokosuka for a week's stay thence to Subic Bay, arriving on 3 December. On 7 December TG 77.7 departed Subic Bay for Task Group operations and to conduct exercise Tall Back. At the completion of the exercise the Task Group returned to Subic Bay for three days then proceeded to Hong Kong. After spending Christmas in Hong Kong, the Task Group proceeded to Point Yankee where on 28 December they relieved Task Group 77.4 of Yankee Team responsibilities.

Task Group 77.4's stay at Point Yankee from 28 November until relieved by Task Group 77.7 on 28 December was RANGER's first opportunity to perform as the Yankee Team Carrier. This period saw the introduction of the long awaited RA5C/IOIC system into Yankee Team missions. Unfortunately operations during the period resulted in the loss of an RA5C when it crashed in South Vietnam during a routine night reconnaissance mission. On 14 December a second innovation introduced into operations in Southeast Asia during this tour for TG 77.4 was armed recce missions into Laos to assist in combatting infiltration of Communist troops from North Vietnam. The first Navy mission was performed on 17 December and have continued up to the present time. A more detailed summary of each mission is included in enclosure (5).

After being relieved by Task Group 77.7 on 28 December, Task Group 77.4 departed on 30 December for Hong Kong. A temporary crisis in Vietnam caused the two-day delay. When the anchor was dropped on 1 January it signified the end of 50 continuous days at sea for Commander Task Force SEVENTY SEVEN, ✓ RANGER and embarked units. The time away from Point Yankee was short lived; after eight days in Hong Kong and two days at Subic Bay, RANGER and Task Group 77.4 returned again to relieve Task Group 77.7 of Yankee Team responsibilities on 17 January. For those who had complained at the length of the previous at sea period, the subsequent stay at Point Yankee was to come as quite a surprise.

DECLASSIFIED
CONFIDENTIAL
Enclosure (1)

DECLASSIFIED

DECLASSIFIED

CONFIDENTIAL
DECLASSIFIED

Exactly two months later, 17 March 1965, Task Group 77.4 and RANGER departed Point Yankee for the first time since arrival on 17 January. As will be noted later the long stay had again seen many changes with regard to operating procedures in the South China Sea.

Task Group 77.7, after being relieved on 17 January proceeded to Subic Bay. On 27 January they were again underway proceeding to Sasebo with an intermediate rendezvous with Task Group 77.5 to permit Rear Admiral Outlaw to shift his flag to the newly arrived CORAL SEA. CORAL SEA, after completing boiler repairs at Pearl Harbor and evading typhoons during the crossing had inchooped to COMSEVENTHFLT on 23 January. Task Group 77.5 had again been activated with Captain G. W. Cassell, USN, Commanding Officer, CORAL SEA, as Task Group Commander.

Task Group 77.7 rendezvoused with Task Group 77.5 on 29 January in the vicinity of Okinawa and Rear Admiral Outlaw assumed command of Task Group 77.5. Command of Task Group 77.7 was passed to Captain F. B. Stone, Commanding Officer, HANCOCK. Task Group 77.5 then departed for Subic Bay and Task Group 77.7 for Sasebo.

Early on 30 January, however, both Task Groups 77.5 and 77.7 were directed to proceed to the vicinity of Point Yankee to prepare to provide assistance during a possible DeSoto Patrol mission. Task Group 77.7 arrived at Point Yankee on 1 February and Task Group 77.5 a day later having stopped in Subic Bay for ordnance transfer. In the next several days, the arrival of Task Groups 70.4 and 70.8, the ASW and Cruiser Destroyer Task Groups respectively, plus various service force ships of Task Force SEVENTY THREE resulted in the largest concentration of U. S. Navy ships in one area of the Western Pacific for some time. All of the Task Groups were under the tactical command of Rear Admiral Miller, Commander Task Force SEVENTY SEVEN, embarked in flagship RANGER.

On 6 February, an apparent lessening of tensions occurred, and Task Groups 77.5 and 77.7 were directed to proceed to Subic Bay maintaining a 48 hour alert status at all times. Early the following morning, however, they were ordered to prepare for air strikes against North Vietnam in retaliation for raids against U. S. military installations in South Vietnam. The first strike was conducted on the afternoon of 7 February. A more detailed discussion of these strike operations is given in enclosure (3).

On 10 February, after three days during which the force was confined to routine missions only, Task Group 77.7 was again directed to proceed to Subic Bay. This time, the Task Group had hardly cleared the immediate vicinity of Point Yankee when a second strike on North Vietnam, was ordered. This again consisted of a combined Task Force SEVENTY SEVEN air strike utilizing planes from all three carriers.

DECLASSIFIED
CONFIDENTIAL
Enclosure (1)

DECLASSIFIED

~~CONFIDENTIAL~~
~~DECLASSIFIED~~

DECLASSIFIED

Two days later, on 13 February, Task Group 77.7 was again ordered to Subic Bay. This time they made it but were there for only two days when they were directed to return to Point Yankee.

13 February also saw the turnover of Yankee Team/Barrel Roll (YT/BR) responsibilities from Task Group 77.4 to Task Group 77.5. Task Group 77.4 remained at Point Yankee, with Rear Admiral Miller retaining overall tactical command as CTF-77. Subsequent to Task Group 77.7's return to Point Yankee on 17 February the combined force, comprised of three CVA's, one CVS, one cruiser and twelve destroyers executed operation Candid Camera, a group photograph.

On 22 February, the readiness posture was reduced to require two CVAs at Point Yankee and the third on 48 and later 96 hour reaction time. Task Group 77.7 was ordered to return to Subic Bay, arriving on 24 February. Shortly thereafter both Task Groups 70.4 and 70.8 were also released and departed Point Yankee leaving Task Groups 77.4 and 77.5 on station.

On 3 March Task Group 77.4 relieved Task Group 77.5 of YT/BR responsibilities. Simultaneously, Task Group 77.7 was underway from Subic Bay to relieve 77.5. After an AAWEX on 5 March, Task Group 77.7 assumed station at Point Yankee and 77.5 proceeded on to Subic Bay.

On 15 March, Task Force SEVENTY SEVEN participated in a new series of strikes against North Vietnam. These are discussed in further detail in enclosure (3). Also on 15 March Task Group 77.5 sortied from Subic Bay arriving at Point Yankee on 17 March. In ceremonies aboard RANGER that day, Rear Admiral Outlaw, relieved Rear Admiral Miller as Commander Task Force SEVENTY SEVEN. At the same time CTG 77.5 assumed YT/BR responsibilities. Task Group 77.4 departed for Subic Bay arriving on 19 March thereby ending a 66 day continuous period at sea.

In early April, Carrier Division THREE departed via air for CONUS, turning over command of Task Group 77.4 to Captain A. B. Grimes, USN, Commanding Officer, RANGER. When Carrier Division THREE arrived in Alameda on 4 April, they lacked one day of having been deployed a full eight months.

~~CONFIDENTIAL~~
~~DECLASSIFIED~~
Enclosure (1)

~~DECLASSIFIED~~

DECLASSIFIED

CONFIDENTIAL
DECLASSIFIED

CHRONOLOGICAL HISTORY OF CTF-77
FROM 2 SEPTEMBER 64 TO 17 MARCH 65

2 SEP 64 RADM J.W. GANNON, CTG 77.4/CCD-3 RELIEVED RADM R.B. MOORE, CTG 77.5/CCD-5 AS CTF-77 IN SUBIC BAY, P.I. FLAGSHIP USS RANGER (CVA-61).

13 SEP 64 UNDERWAY FROM SUBIC BAY, P.I. FOR POINT YANKEE IN THE SOUTH CHINA SEA 16N 110E.

17 SEP 64 ARRIVED VICINITY POINT YANKEE TO ASSIST IN CONDUCT OF DESOTO PATROL OPERATIONS.

20 SEP 64 TURNED OVER COMMAND OF TG 77.4 TO COMMANDING OFFICER USS RANGER. CTF-77 AND STAFF MOVED ABOARD USS BON HOMME RICHARD (CVA-31) AND ASSUMED ADDITIONAL DUTY AS COMMANDER TG 77.7.

24 SEP 64 IN CEREMONIES ABOARD THE BON HOMME RICHARD, RADM H.L. MILLER, USN, RELIEVED RADM GANNON AS CTF-77/CTG-77.7/COMCARDIV THREE.

10 OCT 64 UNDERWAY FOR SUBIC BAY, P.I..

12 OCT 64 ARRIVED SUBIC BAY, P.I..

12 OCT 64 DEPARTED SUBIC BAY, P.I..

16 OCT 64 ARRIVED SASEBO, JAPAN.

19 OCT 64 DEPARTED SASEBO, JAPAN.

21 OCT 64 ARRIVED YOKOSUKA, JAPAN. SHIFTED FLAG FROM USS BON HOMME RICHARD TO USS RANGER. ASSUMED COMMAND OF CTG 77.4 FROM COMMANDING OFFICER USS RANGER.

28-30 OCT 64 CTF-77 HOSTED 14TH ANNUAL MEETING OF COMSEVENTHFLT AAW BOARD AT YOKOSUKA.

13 NOV 64 UNDERWAY FROM YOKOSUKA, VIA THE YOKOSUKA, OKINAWA AND SUBIC BAY OPERATING AREAS FOR POINT YANKEE

28 NOV 64 ARRIVED VICINITY OF POINT YANKEE.

14 DEC 64 INITIATED BARREL ROLL MISSIONS. FIRST MISSION FLOWN BY U.S. AIR FORCE.

17 DEC 64 FIRST BARREL ROLL MISSION PERFORMED BY U.S. NAVY AIRCRAFT.

DECLASSIFIED
CONFIDENTIAL
Enclosure (2)

002676

DECLASSIFIED

DECLASSIFIED
CONFIDENTIAL

DECLASSIFIED

28 DEC 64 ASSUMED OPERATIONAL CONTROL OF TG 77.7 IN ADDITION TO TG 77.4.

30 DEC 64 TURNED OVER OPERATIONAL CONTROL OF TG 77.7 TO CTG 77.7. DEPARTED POINT YANKEE ENROUTE TO HONG KONG, B.C.C.

1 JAN 65 ARRIVED IN HONG KONG, B.C.C.

9 JAN 65 UNDERWAY FROM HONG KONG ENROUTE TO SUBIC BAY.

11 JAN 65 ARRIVED IN SUBIC BAY.

13 JAN 65 UNDERWAY FROM SUBIC BAY ENROUTE TO POINT YANKEE.

17 JAN 65 ARRIVED POINT YANKEE. ASSUMED TACTICAL COMMAND OF FORCES AT POINT YANKEE. YANKEE TEAM RESPONSIBILITIES HELD BY CTG 77.4.

20-21 JAN 65 CTF-77 VISITED BY VADM R. L. JOHNSON, COMSEVENTHFLT ABOARD RANGER.

1 FEB 65 AMBASSADOR SULLIVAN OF LAOS VISITED CTF-77.

✓ 7 FEB 65 CONDUCTED OPERATION FLAMING DART I. FLAMING DART MISSIONS DISCUSSED IN DETAIL IN ENCLOSURE (4).

✓ 11 FEB 65 CONDUCTED OPERATION FLAMING DART II.

22-25 FEB 65 MR. MICHAEL FORRESTAL, SECRETARY TO NATIONAL SECURITY COUNCIL VISITED CTF-77.

27-28 FEB 65 DR. ALAIN ENTHOVEN, OFFICE OF THE SECRETARY OF DEFENSE, VISITED CTF-77.

9 MAR 65 GENERAL WESTMORELAND VISIT.

15 MAR 65 CONDUCTED OPERATION ROLLING THUNDER VI. HOSTED VADM BLACKBURN, COMSEVENTHFLT.

16 MAR 65 HOSTED 23 NEWS MEDIA REPRESENTATIVES PRESS CONFERENCE WITH VADM BLACKBURN AND RADM OUTLAW ATTENDING.

17 MAR 65 IN CEREMONIES ABOARD RANGER, RADM MILLER TURNED OVER COMMAND OF TASK FORCE 77 TO RADM OUTLAW.

3 APR 65 RADM MILLER DEPARTED FOR CONUS VIA A STOP IN SUBIC BAY, P.I.

DECLASSIFIED
CONFIDENTIAL
Enclosure (2)

DECLASSIFIED

CONFIDENTIAL

DECLASSIFIED

CHRONOLOGICAL HISTORY OF CTG 77.4
FROM 16 AUGUST 1964 TO 17 MARCH 1965

16 AUG 64 RADM J.W. GANNON, COMMANDER CARRIER DIVISION THREE (CCD-3). EMBARKED IN USS RANGER (CVA-61), CHOPPED TO COMSEVENTHFLT AND CTF-77. ACTIVATED AND ASSUMED COMMAND OF TG 77.4.

23 AUG 64 ARRIVED IN SUBIC BAY, P.I..

2 SEP 64 CTG 77.4/CCD-3 ASSUMED ADDITIONAL DUTIES AS COMMANDER TASK FORCE SEVENTY SEVEN, RELIEVING RADM R.B. MOORE CTG 77.5/CCD-5.

13 SEP 64 UNDERWAY FOR POINT YANKEE

17 SEP 64 ARRIVED VICINITY OF POINT YANKEE TO ASSIST IN CONDUCT OF DESOTO PATROL OPERATIONS.

20 SEP 64 RADM GANNON AND STAFF DISEMBARKED FROM USS RANGER (CVA-61) AND MOVED TO USS BON HOMME RICHARD (CVA-31). COMMAND OF TG 77.4 TURNED OVER TO COMMANDING OFFICER USS RANGER. TG 77.4 UNDERWAY FOR YOKOSUKA, JAPAN TO HAVE EXTENSIVE BOILER REPAIRS MADE ON RANGER.

26 SEP 64 ARRIVED YOKOSUKA. RANGER COMMENCED RESTRICTED AVAILABILITY PERIOD. AIR WING SHOREBASED AT NAS ATSUGI.

21 OCT 64 RADM H.L. MILLER, CTF-77/COMCARDIV THREE SHIFTED HIS FLAG FROM BON HOMME RICHARD TO RANGER AND ASSUMED ADDITIONAL DUTIES AS CTG 77.4.

13 NOV 64 UNDERWAY FROM YOKOSUKA, VIA THE YOKOSUKA, OKINAWA AND SUBIC BAY OPERATING AREAS FOR POINT YANKEE.

27 NOV 64 MINOR STRIKE/AAWEX CONDUCTED AGAINST TG 77.5.

28 NOV 64 ARRIVED VICINITY OF POINT YANKEE. ASSUMED YANKEE TEAM RESPONSIBILITIES FROM CTG 77.5 EMBARKED IN TICONDEROGA.

9 DEC 64 RA5C LOST IN SOUTH VIETNAM DURING ROUTINE NIGHT OPERATIONS.

14 DEC 64 BARREL ROLL MISSIONS INITIATED. FIRST MISSION FLOWN BY U.S. AIR FORCE.

17 DEC 64 FIRST U.S. NAVY BARREL ROLL MISSION. FLOWN BY TG 77.4.

28 DEC 64 YANKEE TEAM RESPONSIBILITIES TURNED OVER TO CTG 77.7/COMCARDIV ONE EMBARKED IN HANCOCK.

CONFIDENTIAL
Enclosure (2)

DECLASSIFIED

CONFIDENTIAL
DECLASSIFIED

DECLASSIFIED

30 DEC 64 UNDERWAY FOR HONG KONG, B.C.C.

1 JAN 65 ARRIVED IN HONG KONG, B.C.C. THIS TERMINATED 50 DAYS OF CONTINUOUS STEAMING SINCE DEPARTING YOKOSUKA ON 13 NOV 64.

9 JAN 65 UNDERWAY FROM HONG KONG FOR SUBIC BAY. CONDUCTED TASK GROUP OPERATIONS ENROUTE.

11 JAN 65 ARRIVED SUBIC BAY, P.I.

13 JAN 65 DEPARTED SUBIC BAY FOR POINT YANKEE. TASK GROUP OPERATIONS ENROUTE.

17 JAN 65 ARRIVED POINT YANKEE AND ASSUMED YANKEE TEAM RESPONSIBILITIES FROM CTG 77.7.

20-21 JAN 65 VADM R. L. JOHNSON, COMSEVENTHFLT, ABOARD FOR VISIT WITH RADM MILLER CTF 77/CTG 77.4.

1 FEB 65 AMBASSADOR SULLIVAN OF LAOS VISITED CTG 77.4.

7 FEB 65 PARTICIPATED IN FLAMING DART I. FLAMING DART MISSIONS DISCUSSED IN MORE DETAIL IN ENCLOSURE (4).

~~1 FEB 65~~ PARTICIPATED IN FLAMING DART II.

13 FEB 65 RELIEVED OF YANKEE TEAM RESPONSIBILITIES BY CTG 77.5. REMAINED AT POINT YANKEE TO PROVIDE TWO CARRIER ALERT STATUS.

3 MAR 65 ASSUMED YANKEE TEAM RESPONSIBILITIES FROM CTG 77.5.

9 MAR 65 GENERAL WESTMORELAND, COMUSMACV MADE TWO HOUR VISIT TO RANGER.

15 MAR 65 PARTICIPATED IN ROLLING THUNDER VI.

17 MAR 65 RELIEVED OF YANKEE TEAM RESPONSIBILITIES BY CTG 77.5. UNDERWAY FOR SUBIC BAY.

19 MAR 65 ARRIVED SUBIC BAY.

3 APR 65 RADM MILLER AND STAFF DEPARTED FOR CONUS VIA AIR TRANSPORTATION. COMMAND OF TG 77.4 TURNED OVER TO CAPT GRIMES, COMMANDING OFFICER, RANGER.

DECLASSIFIED
Enclosure (2)

DECLASSIFIED

DECLASSIFIED
CONFIDENTIAL

DECLASSIFIED

CHRONOLOGICAL HISTORY OF CTG-77.5
FROM 2 SEPT 1964 TO 17 MARCH 1965

2 SEP 64 RADM R. B. MOORE, CTG 77.5/COMCARDIV FIVE EMBARKED IN TICONDEROGA RELIEVED OF COMMAND OF CTF-77 BY RADM J.W. GANNON CTG 77.4/COMCARDIV THREE EMBARKED IN RANGER AT SUBIC BAY, P.I..

3 SEP 64 UNDERWAY FROM SUBIC BAY ENROUTE TO YOKOSUKA, JAPAN.

6 SEP 64 LOSS OF A4E AIRCRAFT DURING ROUTINE NIGHT OPERATIONS. PILOT NOT RECOVERED.

8 SEP 64 ARRIVED YOKOSUKA, JAPAN. COMMENCED UPKEEP. AIR WING ASHORE AT NAS ATSUGI.

20 SEP 64 UNDERWAY FROM YOKOSUKA TO BEPPU, JAPAN. TASK GROUP OPERATIONS ENROUTE.

24 SEP 64 RADM M.W. WHITE, USN RELIEVED RADM R.B. MOORE, USN AS CTG 77.5/COMCARDIV FIVE IN TICONDEROGA.

28 SEP 64 ARRIVED BEPPU, JAPAN.

1 OCT 64 DEPARTED BEPPU ENROUTE TO POINT YANKEE. TASK GROUP OPERATIONS ENROUTE.

7 OCT 64 ARRIVED AT POINT YANKEE AND JOINED WITH TASK GROUP 77.7.

9 OCT 64 ASSUMED YANKEE TEAM RESPONSIBILITIES FROM CTG 77.7.

28 OCT 64 TG 77.5 AND TG 77.6 CONDUCTED STRIKE/AAWEX.

29 OCT 64 CTG 77.6 ASSUMED YANKEE TEAM RESPONSIBILITIES. TG 77.5 UNDERWAY FOR SUBIC BAY. SHORTLY AFTER ARRIVAL AT SUBIC BAY, TASK GROUP DIRECTED TO RETURN TO POINT YANKEE.

1 NOV 64 UNDERWAY FROM SUBIC BAY FOR POINT YANKEE

2 NOV 64 ARRIVED AT POINT YANKEE

5 NOV 64 UNDERWAY FROM POINT YANKEE ENROUTE TO HONG KONG, B.C.C..

7 NOV 64 ARRIVED IN HONG KONG.

14 NOV 64 UNDERWAY FROM HONG KONG ENROUTE TO SUBIC BAY.

16 NOV 64 ARRIVED IN SUBIC BAY.

DECLASSIFIED
Enclosure (2)

DECLASSIFIED

~~CONFIDENTIAL~~
~~DECLASSIFIED~~

DECLASSIFIED

19 NOV 64 UNDERWAY FROM SUBIC BAY TO EVADE TYPHOON LOUISE. PROCEEDING TO POINT YANKEE.

20 NOV 64 CONDUCTED STRIKE/AAWEX AGAINST TG 77.6.

22 NOV 64 ASSUMED YANKEE TEAM RESPONSIBILITIES FROM CTG 77.6.

27 NOV 64 CONDUCTED STRIKE/AAWEX AGAINST TG 77.4.

28 NOV 64 TURNED OVER YANKEE TEAM RESPONSIBILITIES TO CTG 77.4. UNDERWAY FOR SUBIC BAY.

29 NOV 64 ARRIVED SUBIC BAY.

30 NOV 64 UNDERWAY FROM SUBIC BAY ENROUTE CONUS.

6 DEC 64 OUTCHOP FROM COMSEVENTHFLT. CTG 77.5 DISSOLVED.

23 JAN 65 CAPT G.W. CASSELL, USN, COMMANDING OFFICER USS CORAL SEA (CVA-43) CHOPPED TO COMSEVENTHFLT. ACTIVATED TG 77.5 WITH CAPT CASSELL AS COMMANDER.

29 JAN 65 RENDEZVOUSED WITH HANCOCK OFF OKINAWA. RADM OUTLAW CTG 77.7 AND COMCARDIV ONE TRANSFERRED HIS FLAG FROM HANCOCK TO CORAL SEA AND ASSUMED COMMAND OF TG 77.5. UNDERWAY FOR VICINITY OF POINT YANKEE VIA ONE DAY STOP AT SUBIC BAY.

6 FEB 65 UNDERWAY FOR SUBIC BAY. RECEIVED ALERT MESSAGE FOR FLAMING DART MISSIONS DISCUSSED IN DETAIL IN ENCLOSURE (4).

7 FEB 65 PARTICIPATED IN FLAMING DART I.

11 FEB 65 PARTICIPATED IN FLAMING DART II.

13 FEB 65 ASSUMED YANKEE TEAM RESPONSIBILITIES FROM CTG 77.4. CTF 77/CTG 77.4/COMCARDIV THREE IN RANGER REMAINED AT POINT YANKEE AS OVERALL OFFICER IN TACTICAL COMMAND.

3 MAR 65 TRANSFERRED YANKEE TEAM RESPONSIBILITIES TO CTG 77.4.

5 MAR 65 UNDERWAY FOR SUBIC BAY. CONDUCTED AAWEX AGAINST TG 77.7 WHILE ENROUTE.

6 MAR 65 ARRIVED SUBIC BAY.

15 MAR 65 UNDERWAY FROM SUBIC BAY TO POINT YANKEE. CONDUCTED STRIKE/AAWEX AGAINST CTG 77.7.

~~CONFIDENTIAL~~
DECLASSIFIED
Enclosure (2)

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

17 MAR 65

ARRIVED POINT YANKEE. IN CHANGE OF COMMAND CEREMONIES
ABOARD RANGER, RADM OUTLAW RELIEVED RADM MILLER AS COM-
MANDER TASK FORCE 77. ASSUMED YANKEE TEAM RESPONSIBIL-
ITIES FROM TG 77.4.

7

~~CONFIDENTIAL~~
Enclosure (2)

DECLASSIFIED

CONFIDENTIAL
DECLASSIFIED

DECLASSIFIED

CHRONOLOGICAL HISTORY OF CTG 77.6
FROM 2 SEPTEMBER 1964 TO 22 JANUARY 1965

2 SEP 64 RADM W.S. GUEST, CTG 77.6/COMCARDIV NINE EMBARKED IN USS CONSTELLATION AT POINT YANKEE FUNCTIONING AS COMMANDER YANKEE TEAM OPERATIONS. TASK GROUP 77.7 IN COMPANY.

17-19 SEP 64 SUPPORTED DESOTO PATROL OPERATIONS IN GULF OF TONKIN.

20 SEP 64 TRANSFERRED YANKEE TEAM RESPONSIBILITIES TO CTG 77.7/COMCARDIV THREE IN BON HOMME RICHARD. UNDERWAY FOR SUBIC BAY.

21 SEP 64 ARRIVED SUBIC BAY.

8 OCT 64 UNDERWAY FROM SUBIC BAY, ENROUTE TO HONG KONG.

9-10 OCT 64 PARTICIPATED IN DOUBLE TEN DAY CELEBRATION FLYOVER OF TAIWAN.

14 OCT 64 ARRIVED HONG KONG. ENTRY DELAYED TWO DAYS DUE TO TYPHOON EVASION.

21 OCT 64 UNDERWAY FROM HONG KONG ENROUTE TO SUBIC BAY. CONDUCTED EXERCISE NEWBOY ON 22 OCTOBER.

23 OCT 64 ARRIVED SUBIC BAY.

27 OCT 64 UNDERWAY FROM SUBIC BAY ENROUTE TO POINT YANKEE.

29 OCT 64 ARRIVED VICINITY POINT YANKEE AND ASSUMED YANKEE TEAM RESPONSIBILITIES FROM CTG 77.5. SHORTLY AFTER DEPARTURE OF TG 77.5, TG 77.5 WAS DIRECTED TO RETURN TO POINT YANKEE AND ON 30 OCTOBER CTG 77.5 AGAIN ASSUMED YANKEE TEAM RESPONSIBILITIES.

5 NOV 64 ASSUMED DUTIES AS YANKEE TEAM COMMANDER FROM CTG 77.5.

20 NOV 64 CONDUCTED AAWEX AGAINST TG 77.5.

22 NOV 64 RELIEVED OF YANKEE TEAM RESPONSIBILITIES BY CTG 77.5. UNDERWAY FOR HONG KONG.

23 NOV 64 ARRIVED HONG KONG.

26 NOV 64 UNDERWAY FROM HONG KONG ENROUTE TO SUBIC BAY. CONDUCTED FIRE POWER DEMONSTRATION PRACTICES IN PREPARATION FOR CINCPAC WEAPONS DEMONSTRATION.

CONFIDENTIAL
Enclosure (2)

DECLASSIFIED

~~CONFIDENTIAL~~

~~DECLASSIFIED~~

29 NOV 64 ARRIVED IN SUBIC BAY. EMBARKED WEAPONS DEMONSTRATION GUESTS PLUS CINCPAC, CINCPACAF, CINCPACFLT, COMSEVENTHFLT.

30 NOV 64 UNDERWAY FROM SUBIC BAY TO CONDUCT WEAPONS DEMONSTRATION DURING PERIOD 30 NOVEMBER - 3 DECEMBER.

3 DEC 64 ARRIVED IN BUCKNER BAY, OKINAWA TO DISEMBARK WEAPONS DEMONSTRATION GUESTS. COMCARDIV NINE AND STAFF DEPARTED FOR FURTHER TRANSFER TO CONUS. COMMAND OF TG 77.6 PASSED TO CAPT G. H. MAHLER, USN, COMMANDING OFFICER, CONSTELLATION.

7 DEC 64 UNDERWAY FROM BUCKNER BAY.

9-12 DEC 64 PARTICIPATED IN EXERCISE TALLBACK.

16 DEC 64 ARRIVED IN YOKOSUKA, JAPAN. FIRST JAPANESE PORT OF CALL FOR CONSTELLATION ON CURRENT DEPLOYMENT. AIR WING BASED ASHORE AT ATSUGI.

26 DEC 64 UNDERWAY FROM YOKOSUKA TO CONDUCT TASK GROUPS OPERATIONS, IN THE YOKOSUKA OPERATING AREA.

31 DEC 64 ARRIVED IN YOKOSUKA.

5 JAN 65 UNDERWAY FROM YOKOSUKA FOR TASK GROUP OPERATIONS. CONDUCTED CHECKERTAIL EXERCISE ON 10 JANUARY AND TIGERTAIL EXERCISE ON 11 JANUARY.

15 JAN 65 ARRIVED IN YOKOSUKA.

20 JAN 65 UNDERWAY FROM YOKOSUKA BOUND FOR CONUS.

22 JAN 65 OUTCHOP FROM COMSEVENTHFLT. TG 77.6 DISSOLVED.

~~DECLASSIFIED~~

~~CONFIDENTIAL~~
Enclosure (2)

CONFIDENTIAL
DECLASSIFIED

DECLASSIFIED

CHRONOLOGICAL HISTORY OF CTG 77.7
FROM 2 SEPTEMBER 1964 TO 17 MARCH 1965

2 SEP 64 CTG 77.7 IS CAPT G.S. MORRISON, USN, COMMANDING OFFICER, BON HOMME RICHARD. TASK GROUP LOCATED AT POINT YANKEE CONDUCTING SPECIAL OPERATIONS. UNDER OPERATIONAL CONTROL OF CTG 77.6/COMCARDIV NINE EMBARKED IN USS CONSTELLATION.

17-19 SEP 64 PARTICIPATED IN SUPPORT OF DESOTO PATROL OPERATIONS IN GULF OF TONKIN.

20 SEP 64 RADM J.W. GANNON, USN, CTF-77/COMCARDIV THREE SHIFTED HIS FLAG FROM USS RANGER TO USS BON HOMME RICHARD AND ASSUMED COMMAND OF TG 77.7. CTG 77.7 ASSUMED YANKEE TEAM RESPONSIBILITIES.

24 SEP 64 RADM H.L. MILLER, USN RELIEVED RADM J.W. GANNON AS CTF-77, CTG 77.7 AND COMCARDIV THREE IN CHARGE OF COMMAND CEREMONIES ABOARD BON HOMME RICHARD. RADM GANNON DEPARTED TO ASSUME COMMAND OF FLEET AIR WING, PACIFIC AT MOFFET FIELD, CALIFORNIA.

9 OCT 64 TRANSFERRED YANKEE TEAM RESPONSIBILITIES TO CTG 77.5 EMBARKED IN TICONDEROGA.

10 OCT 64 UNDERWAY FOR SUBIC BAY.

12 OCT 64 ARRIVED IN SUBIC BAY DEPARTED SAME DAY FOR SASEBO, JAPAN.

16 OCT 64 ARRIVED SASEBO.

19 OCT 64 UNDERWAY FROM SASEBO FOR YOKOSUKA, JAPAN. TASK GROUP OPERATIONS ENROUTE.

21 OCT 64 ARRIVED YOKOSUKA. RADM MILLER TRANSFERRED HIS FLAG TO USS RANGER. CAPT MORRISON, COMMANDING OFFICER, USS BON HOMME RICHARD AGAIN ASSUMED COMMAND OF TG 77.7.

2 NOV 64 DEPARTED YOKOSUKA ENROUTE TO SOUTH CHINA SEA. SHORTLY AFTER TRANSITING BASHI CHANNEL, TASK GROUP DIRECTED TO PROCEED TO SUBIC BAY FOR LOGISTICS STOP THEN PROCEED TO OUTCHOP FOR CONUS.

6 NOV 64 ARRIVED SUBIC BAY.

7 NOV 64 DEPARTED SUBIC BAY ENROUTE CONUS.

13 NOV 64 OUTCHOPPED FROM COMSEVENTHFLT. TG 77.7 DISSOLVED.

CONFIDENTIAL
DECLASSIFIED
Enclosure (2)

DECLASSIFIED

CONFIDENTIAL
DECLASSIFIED

DECLASSIFIED

16 NOV 64 RADM E.C. OUTLAW, COMCARDIV ONE EMBARKED IN USS HANCOCK (CVA-19) CHOPPED TO COMSEVENTHFLT. TG 77.7 ACTIVATED WITH RADM OUTLAW AS COMMANDER.

19 NOV 64 ARRIVED IN YOKOSUKA.

26 NOV 64 UNDERWAY FROM YOKOSUKA ENROUTE TO SUBIC BAY. TASK GROUP OPERATIONS CONDUCTED ENROUTE.

3 DEC 64 ARRIVED SUBIC BAY

7 DEC 64 UNDERWAY FROM SUBIC BAY TO PARTICIPATE IN EXERCISE TALLBACK.

9-12 DEC 64 EXERCISE TALLBACK

16 DEC 64 ARRIVED SUBIC BAY. ARRIVAL DELAYED FROM 14 DECEMBER BECAUSE OF TYPHOON EVASION.

17 DEC 64 COMMANDING OFFICER, USS HANCOCK, CAPT A.J. BRASSFIELD, USN RELIEVED BY CAPT F.B. STONE, USN.

19 DEC 64 UNDERWAY FROM SUBIC BAY ENROUTE TO HONG KONG. TASK GROUP OPERATIONS ENROUTE.

21 DEC 64 ARRIVED IN HONG KONG.

26 DEC 64 UNDERWAY FROM HONG KONG. ENROUTE TO POINT YANKEE.

27 DEC 64 A3B AIRCRAFT ENROUTE FROM HANCOCK IN THE SOUTH CHINA SEA TO CUBI POINT EXPERIENCED INFIGHT FIRE. CREW OF FOUR BAILED OUT. THREE SURVIVORS RECOVERED. FOURTH PRESUMED DROWNED.

28 DEC 64 ASSUMED YANKEE TEAM RESPONSIBILITIES FROM CTG 77.4.

30 DEC 64 A4C AIRCRAFT STRUCK RAMP ON AN ATTEMPTED NIGHT LANDING. AIRCRAFT WAS DESTROYED AND THE PILOT RECEIVED FATAL INJURIES. PORTIONS OF THE AIRCRAFT CONTACTED THE FRESNEL LENS RESULTING IN EXTENSIVE DAMAGE TO THE LENS.

16 JAN 65 CONDUCTED AAWEX AGAINST TG 77.4.

17 JAN 65 RELIEVED OF YANKEE TEAM RESPONSIBILITIES BY CTG 77.4 IN RANGER. UNDERWAY FOR SUBIC BAY.

19 JAN 65 ARRIVED IN SUBIC BAY.

20 JAN 65 VADM R.L. JOHNSON COMSEVENTHFLT VISITED CTG 77.7 ABOARD HANCOCK IN SUBIC BAY.

DECLASSIFIED
CONFIDENTIAL
Enclosure (2)

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

27 JAN 65 UNDERWAY FROM SUBIC BAY PROCEEDING TO SASEBO. RENDEZVOUS WITH USS CORAL SEA ON 29 JANUARY IN VICINITY OF OKINAWA FOR TRANSFER OF COMCARDIV ONE AND STAFF.

29 JAN 65 COMCARDIV ONE SHIFTED FLAG FROM HANCOCK TO CORAL SEA AND ASSUMED COMMAND OF TG 77.5. CAPT F.B. STONE, USN, COMMANDING OFFICER. HANCOCK ASSUMED COMMAND OF TG 77.7.

30 JAN 65 TASK GROUP DIRECTED TO PROCEED VICINITY OF POINT YANKEE VICE SASEBO TO PARTICIPATE IN SPECIAL OPERATIONS.

1 FEB 65 ARRIVED VICINITY OF POINT YANKEE. UNDER OPERATIONAL CONTROL OF CTF-77.

6 FEB 65 UNDERWAY FOR SUBIC BAY. RECEIVED ALERT MESSAGE FOR FLAMING DART I ON 6 FEBRUARY AND RETURNED TO VICINITY POINT YANKEE. FLAMING DART MISSIONS DISCUSSED IN DETAIL IN ENCLOSURE (4).

7 FEB 65 PARTICIPATED IN FLAMING DART I.

~~10 FEB 65~~ UNDERWAY FOR SUBIC BAY. RECEIVED ALERT MESSAGE FOR FLAMING DART II ON 10 FEBRUARY AND RETURNED TO VICINITY POINT YANKEE.

11 FEB 65 PARTICIPATED IN FLAMING DART II.

13 FEB 65 UNDERWAY FOR SUBIC BAY.

14 FEB 65 ARRIVED SUBIC BAY. AIR WING CONDUCTING REFRESHER OPERATIONS FROM NAS CUBI POINT.

17 FEB 65 UNDERWAY FOR POINT YANKEE

18 FEB 65 ARRIVED POINT YANKEE. UNDER OPERATIONAL CONTROL OF CTF-77.

21 FEB 65 F8E AIRCRAFT CRASHED SHORTLY AFTER CATAPULT TAKE-OFF. PILOT RECOVERED BY HELO.

22 FEB 65 UNDERWAY FOR SUBIC BAY.

24 FEB 65 ARRIVED SUBIC BAY. MAINTAINED 48 HOUR REACTION STATUS. AIR WING CONDUCTING REFRESHER OPERATIONS FROM NAS CUBI POINT.

3 MAR 65 UNDERWAY FOR POINT YANKEE. A4C AIRCRAFT LOST DURING NIGHT CCA APPROACH TO HANCOCK. PILOT NOT RECOVERED. AAWEX CONDUCTED AGAINST TG 77.5 ON 5 MARCH.

DECLASSIFIED
CONFIDENTIAL
Enclosure (2)

DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED

5 MAR 65 ARRIVED POINT YANKEE. UNDER OPERATIONAL CONTROL CTF-77.

8-10 MAR 65 PROVIDED COMBAT AIR PATROL AND TARCAP FOR CTF-76 LANDING
AT DANANG.

15 MAR 65 PARTICIPATED IN ROLLING THUNDER VI. ROLLING THUNDER
MISSIONS DISCUSSED IN MORE DETAIL IN ENCLOSURE (4).

DECLASSIFIED
~~CONFIDENTIAL~~
Enclosure (2)
DECLASSIFIED

SECRET
DECLASSIFIED

DECLASSIFIED

REPRISAL ATTACKS AGAINST NORTH VIETNAM

Of vital significance during the period in which Commander Carrier Division THREE served as Commander Task Force SEVENTY SEVEN was the resumption of strikes against North Vietnam. Previous strikes had consisted of reprisal attacks resulting from the Gulf of Tonkin incident in early August 1964. These were the only U. S. Navy strikes until February 1965. A temporary alert occurred, however, in December 1964 when both COMSEVENTHFLT and CTF 77 received indications of a possible renewal of the strikes. This alert was in the form of a personal message from CINCPACFLT. CINCPACFLT further stated that he had recommended two targets, specifically the Vit Thu Lu Barracks and the southern portion of the Chap Le Barracks, Targets 36 and 39 respectively, from the CINCPAC Frag Order No. 3 Option 1B Target List, if strikes were to be made.

Planning was carried out by both CTG 77.4 in RANGER and CTG 77.7 in HANCOCK. On 28 December, the Task Force was directed to make all preparations for a coordinated two-carrier strike on the Vit Thu Lu Barracks area. This preparation included actual loading of aircraft. Late on the 28th, however, word was received that a decision on the strike would not be forthcoming from Washington until the following day, 29 December. Aircraft were to be maintained in a loaded status.

Early on the 29th the code name ^{FLAMING} Flashing Dart was assigned to the operation. At approximately the same time, orders were received to maintain only one CVA in preloaded strike condition while the second was to be released to conduct assigned Barrel Roll missions. Since CTG 77.7 aboard HANCOCK had assumed Yankee Team/Barrel Roll responsibilities on 28 December, they were directed to stand down and prepare for Barrel Roll. RANGER maintained reprisal strike posture. Early on 30 December, the Task Force was informed that Operation Flashing Dart would not be carried out at this time and that all units should revert to a normal posture. Later that day TG 77.4 departed for Hong Kong while TG 77.7 continued on Yankee Team/Barrel Roll duty.

Three items of possible importance were considered to have been realized from this essentially "planning drill." The first was a question on interpretation as to how the strike would be carried out; that is, whether a combined strike by both carriers on one target or single carrier strikes on the two individual targets. CTG 77.4 had made initial plans for a single simultaneous strike against both targets with each carrier taking one target, while CTG 77.7 had presumed the requirement was for a single maximum effort two-carrier strike against each target separately. Although the conflict was not formally resolved, it was recommended that adequate clarification in future operations be assured.

Enclosure (3)

00267
DECLASSIFIED

DECLASSIFIED

DECLASSIFIED
SECRET

DECLASSIFIED

The second item was that regarding the use of napalm. CTG 77.5 had apparently assumed that a request for permission to use by CINCPACFLT to higher authority actually constituted authority and had planned accordingly. As a result napalm had been loaded on several aircraft of HANCOCK. Ultimately however the decision was made not to use napalm if the strike had gone.

The third area of significance was that pertaining to employment of VNAF in the strikes. The direct effect on TF 77 was some confusion as to the target the VNAF would strike. The question had not been completely resolved when the action was called off on 30 December. All three of these items proved to have a continued bearing on future operations.

Throughout most of January, planning for direct action by units of Task Force SEVENTY SEVEN was generally not required. One Task Group only was maintained at Point Yankee during the entire month; TG 77.7 until 17 January and TG 77.4 from 17 January on. On 30 January however planning was begun for a Desoto Patrol operation. In order to provide for retaliatory attacks if needed, CINCPAC Operation Order Flaming Dart was issued. Of significance for TF 77 was the fact that TF 77 participation would require all three attack carriers in the vicinity of Point Yankee. On 29 January RADM Outlaw had transferred his flag from HANCOCK to CORAL SEA, assuming command of TG 77.5 while relinquishing command of TG 77.7 to Captain Stone, Commanding Officer HANCOCK. As soon as the alerting message was received, both Task Groups proceeded to Point Yankee, TG 77.7 arriving on 1 February and 77.5 one day later, having made a short stop in Subic Bay.

Planning by TF 77 forces began immediately with TG 77.4 and RANGER having the Vinh Army Supply Depot east, TG 77.5 and CORAL SEA the Dong Hoi Barracks and TG 77.7, and HANCOCK the Ben Thuy port facilities as targets if reprisal actions were necessary. Plans and alternate plans included preparation for both a fair weather and a foul weather attack. On 3 February, however, word was received that execution of DeSoto Patrol would be delayed until 7 February with, in addition, a change in target assignment. These new assignments were in the form of three options; Option One having as targets the Dong Hoi and Vit Thu Lu Barracks, Option Two having Option One targets plus Chanh Hoa Barracks, and Option Three having Option Two targets plus the Quang Khe Naval Base. Planning was completed, but the DeSoto Patrol was postponed shortly thereafter.

On 6 February, a general standdown was ordered and both Task Groups 77.5 and 77.7 were directed to proceed to Subic Bay. Task Group 77.4 was to remain at Point Yankee and continue normal Yankee Team/Barrel Roll operations.

DECLASSIFIED

DECLASSIFIED

~~SECRET~~
DECLASSIFIED

DECLASSIFIED

The standdown was abruptly terminated when at 0612H on 7 February the first alert message was received stating that the Pleiku Military Installation in South Vietnam had been attacked. This message further directed both CORAL SEA and HANCOCK to return to Point Yankee. Shortly thereafter messages were received indicating that all or part of CINCPAC Operation Order Flaming Dart might be executed and directed pilots to be briefed and aircraft loaded. Commander 2nd Air Division was designated as coordinating authority for USAF/VNAF/USN strikes.

The time between the initial alert message and the execute message, a period of approximately six hours and sixteen minutes was concerned primarily with three significant items:

1. Whether CORAL SEA and HANCOCK could be in position sufficiently soon to make the time over target (TOT) that would be specified by higher authority. When this TOT was established as 071500H, it was determined that both could accomplish jet launches only in time to reach the target area.
2. The initial alert message indicated that Option Two of the Flaming Dart Operation Order would be executed but stipulated a possibility of only Option One going. This was finally resolved with CORAL SEA and HANCOCK preparing for a combined strike on Dong Hoi and RANGER preparing a single strike on the Vit Thu Lu Army Barracks.
3. As a result of a late desire by higher authority to include the VNAF in the initial strike, confusion arose as to the desired TOT. This was finally established as 071500H. During RANGER A1H launch, however, CTF-77 received a request from 2nd Air Division via SSB to delay RANGER strike TOT one half hour in order to permit USAF/VNAF to strike without interference since RANGER target was close to USAF/VNAF target. This request was approved by CTF-77 and RANGER jet launch was delayed 30 minutes while the A1H's who had already launched were held over the ship. At 071433Z, a request was made by 2nd Air Division via SSB to CTF-77 to "hold" all strikes. This request was denied by CTF-77 because TF-77 planes were already on their way to the targets and weather prediction indicated "go".

The planned attack on the Vit Thu Lu Army Barracks by RANGER aircraft proved to be unsuccessful because of weather. Low lying clouds precluded approaching the target any closer than two miles. As a result, RANGER aircraft were required to abort the mission, jettison their ordnance in the sea areas and return to the carrier. This was accomplished with the exception of one A4C that landed at Danang because of hung ordnance. This plane was returned to the ship later that evening.

DECLASSIFIED

DECLASSIFIED

DECLASSIFIED
~~SECRET~~

DECLASSIFIED

CORAL SEA and HANCOCK aircraft were more fortunate in finding the Dong Hoi area somewhat less obscured by clouds and the decision was made to attack. CORAL SEA aircraft struck first, followed closely by those of HANCOCK. The strike aircraft were followed by photo reconnaissance aircraft for assessment of damage but because of smoke and clouds in the target area plus the late time of day, a subsequent BDA flight was requested and flown the following day. Results of the BDA indicated damage are contained in enclosure (4).

The mission was not without loss, however. An A4 aircraft from CORAL SEA, piloted by LT E. A. DICKSON, USNR, was hit by ground fire on the low level run-in to the target. This resulted in a fire in the port wing area of the aircraft. In spite of the fire, LT DICKSON succeeded in releasing his ordnance and turned out to sea. Unfortunately, the fire became more severe necessitating him to eject some one-to-two miles off the coast of North Vietnam. He was observed to clear the aircraft but, before his chute had opened, he had descended into a bank of clouds. Search and Rescue (SAR) operations were initiated immediately but proved to be of no avail. Subsequent information from North Vietnamese sources indicated that the body of LT DICKSON was recovered by North Vietnamese fisherman.

In addition to LT DICKSON's aircraft several other aircraft of TF-77 were subjected to damage by ground fire. In the main, this damage was minor and did not preclude safe return of the aircraft and pilot. This damage is summarized in subsequent pages.

Even more severe weather conditions were encountered by the USAF and VNAF in South Vietnam. As a result of adverse reports by weather reconnaissance aircraft and poor weather at the home fields, the strike by USAF/VNAF aircraft was cancelled entirely. No strike aircraft were launched. The following day, 8 February, however, the USAF/VNAF strike was launched and a successful mission flown against the Chap Le Army Barracks (NVN TGT 39).

At TF 77 level, 9 and 10 February proved to be uneventful except for a very successful night Barrel Roll mission in Laos by RANGER planes. See enclosure (4). On 10 February, TG 77.7 was ordered to proceed to Subic Bay for upkeep. Hardly had TG 77.7 departed the immediate vicinity of Point Yankee when word was received at 2255H on 10 February that additional reprisal strikes were being ordered as a result of a Viet Cong attack on a hotel in South Vietnam that was used as a billeting area for U. S. troops.

DECLASSIFIED

~~SECRET~~

Enclosure (3)

DECLASSIFIED

~~SECRET~~
DECLASSIFIED

DECLASSIFIED

HANCOCK was immediately recalled. Planning commenced for several possible options and higher authority was notified that all three carriers would be prepared to launch by 0430H on the morning of the 11th.

From receipt of the initial alerting message at 2255H on 10 February until receipt of CINCPAC's 102323Z, at approximately 0800H on the morning of the eleventh, the two primary areas of concern were again with target assignment and time over target. For TF 77, the targets were finally resolved as a three-carrier attack on the Chanh Hoa Barracks (NVN target 24) as primary target and the Dong Hoi Barracks as alternate. For the USAF/VNAF strike, Vu Con Barracks (NVN target 32) were assigned as primary and the Chap Le Barracks (NVN target 39) as weather alternate. TOT was originally estimated as 1200H on the 11th but because of problems with preparing for the VNAF participation, this was later changed to 1400H for TF 77 aircraft and 1600H for USAF/VNAF.

The initial launch was conducted at 1232H on the 11th from RANGER and consisted of eight ALH aircraft. This was followed shortly thereafter by the jet launch from RANGER and launches from CORAL SEA and HANCOCK. Aircraft composition and ordnance loading is covered in enclosure (4).

The planes of all three carriers found the primary target area, Chanh Hoa Barracks, sufficiently clear to conduct an attack. The strike proved to be successful and post-strike bomb damage assessment indicated extensive damage. CORAL SEA, however, suffered the loss of three aircraft and one pilot; the pilot later being reported as having been captured by the North Vietnamese. Additional minor damage was experienced by other aircraft and is summarized in enclosure (4).

A three-carrier alert status was maintained from the time of completion of Flaming Dart II until 14 February at which time HANCOCK was directed to proceed to Subic Bay for upkeep while maintaining a 48-hour alert posture. Preparatory planning, however, for Operation Order Flaming Dart III, later redesignated as Burning Bolt, resulted in the recall of HANCOCK to Point Yankee after less than two days in port. Numerous targets and combinations of targets were given and required extensive planning. Burning Bolt was followed on 17 February by Racing Motor with essentially the same general objectives and procedures. On 19 February, Rolling Thunder Missions were instituted and replaced Racing Motor.

Rolling Thunder I, II, III and IV proved to be planning drills only. The first actual strikes were conducted during Rolling Thunder V on 2 March by a combined USAF/VNAF effort against the Quang Khe Naval Base and a USAF effort against Xom Bang Ammo Dump. Navy participation was confined to SAR missions only. MARCH

Task Force 77's first active participation in the Rolling Thunder series occurred during Rolling Thunder VI, a combined Navy/USAF strike on the Phu Qui ammunition depot on 15 March. Execution date for Rolling Thunder VI had initially been established for 11 March with the following day, 12 March, designated as a weather alternate. Weather on both days

5

DECLASSIFIED

~~SECRET~~
Enclosure (3)

DECLASSIFIED

DECLASSIFIED

SECRET
DECLASSIFIED

proved to be unsuitable and the strike was cancelled. Late on the 12th the strike was again scheduled with alternate dates for each succeeding day until the mission was accomplished on the 15th.

Since the modified standdown that was established on 22 February was still in effect, only RANGER and HANCOCK aircraft participated in the mission. CORAL SEA was in Subic Bay and at the time of the strike had just gotten underway.

The overall strike proved to be extremely successful. Post strike assessment indicated the target complex had been extensively damaged. The major casualty occurring to Task Force 77 forces was the loss of one A1H aircraft from RANGER during the return flight to the carrier. The pilot experienced an engine failure and ditched the aircraft some 65 miles from RANGER. Although observers stated the ditching appeared to be normal in all respects, the pilot was not observed to exit from the aircraft. Search and Rescue operations were rapidly instituted including destroyers on the search almost immediately after the accident. The pilot had not reported any damage sustained by ground fire during the attack consequently the cause of engine failure is not known. Damage sustained by other TF 77 aircraft as a result of ground fire is included in enclosure (4).

On 17 March, RADM MILLER passed command of Task Force 77 to RADM OUTLAW, COMCARDIV ONE. Additional Rolling Thunder missions had been scheduled and were taken for planning and execution by the new Task Force commander. RADM MILLER in his flagship, RANGER, proceeded to Subic Bay after 66 continuous days at sea.

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

SUMMARY OF YANKEE TEAM MISSIONS PERFORMED BY CARRIER DIVISION
THREE WHEN FUNCTIONING AS YANKEE TEAM COMMANDER

This enclosure contains information regarding various strikes against North Vietnam. Because of the somewhat different reporting procedures used by the various Task Groups, the information varies from ship to ship. This is caused, for example by the fact that in some instances ordnance carried was reported as total ordnance and in other instances as total ordnance per aircraft. Reports of ordnance expended also varied in several cases. Some reports included ordnance expended, jettisoned or returned only by the strike aircraft, while others include that of the escort, SAR and BDA escort aircraft as well. It is recommended that in the future totals of all ammunition expended, jettisoned or returned by the various types of missions be recorded in a format similar to these contained herein.

DECLASSIFIED

~~CONFIDENTIAL~~
Enclosure (4)

002676

~~SECRET~~ **DECLASSIFIED**
SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

FLAMING DART I
7 February 1965
USS RANGER (CVA 61)

AIRCRAFT/ORDNANCE LOAD

<u>Purpose</u>	<u>Aircraft</u>	<u>Ordnance Load (each)</u>
Strike	8 A1H	12 MK 81 (inst./non-delay)/ FAMMO
	16 A4C	12 MK 81 Snakeye (inst./non- delay)/FAMMO
Flak Suppression	4 F4B	2 SW/2 SPA/4 IAU-3A
TARCAP	4 F4B	2 SW/2 SPA
Photo Recce BDA	2 RF8A	

TARGET

Vit Thu Lu Barracks (Target 36)

RESULTS

Mission aborted due to weather. One A4C recovered at Danang - hung bomb. All other aircraft recovered without loss aboard RANGER. No attacks were made and ordnance jettisoned at sea.

DECLASSIFIED

~~SECRET~~
Enclosure (4)

~~SECRET~~ **DECLASSIFIED**
SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

FLAMING DART I
7 February 1965
USS HANCOCK (CVA 19)

AIRCRAFT/ORDNANCE LOAD

<u>Purpose</u>	<u>Aircraft</u>	<u>Ordnance Load (each)</u>
Strike	9 A4E	6 MK 81 Snakeye (.01)/2 LAU-3A
	8 A4C	8 MK 81 Snakeye/FAMMO
Flak Suppression	4 F8E	4 ZUNI (VT)/2 SW/FAMMO
TARGAP	4 F8C	2 SW/FAMMO
Photo Recce	2 RF8A	
Photo Recce Escort	2 F8C	2 SW/FAMMO

TARGET

Dong Hoi (Target 33)

ORDNANCE

<u>Type</u>	<u>Expended</u>	<u>Unexpended</u>
MK 81 Snakeye	110	8
LAU-3A	17	1
ZUNI	14	
20mm Ammo	Unknown	

WEATHER OVER TARGET

Varied from 1500-2300 feet overcast with thin scattered below, multi-cloud layers above. Visibility 15 miles plus. Marginal conditions for attack.

DECLASSIFIED

~~SECRET~~
Enclosure (4)

~~SECRET~~
~~DECLASSIFIED~~
SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

TOTAL DAMAGE TO AIRCRAFT

One A4C and one F8E were slightly damaged by flak. One A4E and one A4C received moderate damage. One A4E received light bomb blast damage.

One A4E pilot received superficial cuts about face and neck from shell fragment penetrating aircraft in area of cockpit. He diverted to Danang with hung bomb and received medical attention at Danang, then flew his aircraft to HANCOCK.

DAMAGE IN TARGET AREA

Two areas of substantial fires. Both white and black smoke was observed from fires in target area.

ENEMY REACTIONS

Heavy, intensive fire from two Swatow gunboats in Dong Ho harbor. Light to moderate 37mm ground fire; heavy small arms/AAW fire.

DECLASSIFIED

~~SECRET~~
Enclosure (4)

~~SECRET~~
SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

FLAMING DART I
7 February 1965
USS CORAL SEA (CVA 43)

AIRCRAFT/ORDNANCE LOAD

<u>Purpose</u>	<u>Aircraft</u>	<u>Ordnance Load (each)</u>
Strike	8 A4C	108 MK 81 Snakeye
	4 A4E	4 CBU 2/16 ZUNI
Flak Suppression	4 A4E	8 Sidewinder/4 Aero 7D
TARCAP	4 F8D	FAMMO

TARGET

Dong Hoi (Target 33)

ORDNANCE

<u>Type</u>	<u>Expended</u>	<u>Returned</u>	<u>Unexpended</u>	<u>Jettisoned</u>
MK 81 Snakeye	90	3		15
CBU-2	2	0		2
ZUNI	16	0		0
Sidewinder	0	8		0
AERO 7D	0	2		2
20mm	600	0		0

WEATHER OVER TARGET

Varied from 1500-2300 feet overcast with thin scattered below, multi-cloud layers above. Visibility 15 miles plus. Marginal conditions for attack.

TOTAL DAMAGE TO AIRCRAFT

One A4E received flak in port wing. One A4C received flak in starboard wing. One A4C sustained single hole from small arms fire in centerline of fuel tank. One A4C crashed in sea approximately 1 NM east of Dong Hoi shoreline, wingman observed canopy separation, seat rocket firing and seat separation, however, remaining sequence not observed. Pilot was LT E. A. DICKSON; word later received that NVN fisherman recovered pilot's body.

DECLASSIFIED

SECRET

SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

DAMAGE IN TARGET AREA

Two areas of substantial fires. Both white and black smoke was observed in target areas.

ENEMY REACTIONS

Heavy, intensive fire from two Swatow gunboats in Dong Hoi harbor. Light to moderate 37mm ground fire; heavy small arms/AAW fire.

DECLASSIFIED

~~SECRET, NOFORN~~
Enclosure (4)

SECRET
SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

FLAMING DART II
11 February 1965
USS RANGER (CVA 61)

AIRCRAFT/ORDNANCE LOAD

<u>Purpose</u>	<u>Aircraft</u>	<u>Ordnance Load (each)</u>
Strike	8 A1H	12 MK 81 (inst./non-delay)/FAMMO
	16 A1C	12 MK 81 Snakeye (inst./non-delay)/FAMMO
Flak Suppression/ TARCAP	6 F4B	2 SW/2 SP/4 LAU-3A
BDA Escort	2 F4B	2 SW/2 SP/4 LAU-3A
Strike Coordinator	1 F4B	2 SW/2 SP/4 LAU-3A
Photo Recce BDA	1 RF8A	

TARGET

Chanh Hoa (Target 24) ²⁴

ORDNANCE (Strike aircraft only)

<u>Type</u>	<u>Expended</u>	<u>Returned</u>	<u>Unexpended</u> <u>Jettisoned</u>
MK 81 Snakeye	185	1	6
MK 81 Bombs	96		
LAU-3A	18		6
SW		12	
SP III		12	
20mm Rounds	1100		

WEATHER OVER TARGET

From 2500 feet broken, scattered clouds at 700 to 1000 feet. Visibility approximately 5 to 7 miles. Marginal conditions for attack.

DECLASSIFIED

Enclosure (4)

DECLASSIFIED

SECRET
SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

TOTAL DAMAGE TO AIRCRAFT

One A4C received flak in starboard multiple carriage bomb rack. One A4C received flak in starboard slot. One A4C received flak in port slot. One A4C received flak damage in port section of tailpipe making a hole the size of a silver dollar. No personnel casualties.

DAMAGE IN TARGET AREA

Numerous small fires and indications of moderate damage.

ENEMY REACTIONS

Light AAW fire observed. Moderate, light AAA fire.

DECLASSIFIED

SECRET

SPECIAL HANDLING REQUIRED

NOT RELEASABLE TO FOREIGN NATIONALS

FLAMING DART II
11 February 1965
USS HANCOCK (CVA 19)

AIRCRAFT/ORDNANCE LOAD

<u>Purpose</u>	<u>Aircraft</u>	<u>Ordnance Load (each)</u>
Strike	8 A4C 8 A1H	8 MK 81 Snakeye (.01)/FAMMO 8 MK 81 (.01)(.025), 1 MK 83
Strike/Flak Suppression	8 A4E	6 MK 81 Snakeye (.01)/2 LAU-3A (inst.)/FAMMO
Flak Suppression/ TARCAP	4 F8E	4 ZUNI (VT-inst.)/2 SW/FAMMO
Strike Coordinator	1 A4C	1 LAU-3A (inst.)/FAMMO
TARCAP	4 F8C	2 SW/FAMMO
Photo Recce	2 RF8A	
RESCAP	2 A1H	6 LAU-3A (inst.)/5 Smoke Floats/ 1 Survival Kit/FAMMO

TARGET

Chanh Hoa (Target 24)

ORDNANCE

<u>Type</u>	<u>Expended</u>	<u>Unexpended</u>
MK 81 Snakeye	96	16
MK 81 Bomb	62	2
MK 83	8	
LAU-3A	45	4
ZUNI	16	
SW		16

WEATHER OVER TARGET

From 2500 feet broken ceiling to 3000 feet overcast. Lower layer of scattered clouds at 700 to 1000 feet. Visibility approximately 5 to 7 miles. Marginal conditions for attack.

DECLASSIFIED

~~SECRET~~ **DECLASSIFIED**
SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

TOTAL DAMAGE TO AIRCRAFT

One A1H received small bullet hole in port speed brake. No personnel casualties.

DAMAGE IN TARGET AREA

Numerous buildings observed burning and considerable damage in target area.

ENEMY REACTIONS

Light AAW fire observed. Moderate, light AAA fire.

DECLASSIFIED

~~SECRET~~ **DECLASSIFIED**

SPECIAL HANDLING REQUIRED

NOT RELEASABLE TO FOREIGN NATIONALS

FLAMING DART II
11 February 1965
USS CORAL SEA (CVA 43)

AIRCRAFT/ORDNANCE LOAD

<u>Purpose</u>	<u>Aircraft</u>	<u>Ordnance Load (total)</u>
Strike	8 A4C	128 MK 81 Snakeye/6 CBU-2A
	8 A4E	52 AERO 7D/48 LAU-3A
Flak Suppression	3 A4C	8 ZUNI/4 Sidewinders
	1 A4E	FAMMO
TARCAP/Flak Supp	2 F8D	
HI TARCAP	2 F4B	
Photo BDA	2 RF8A	
Photo Escort	2 F8D	

TARGET

Chanh Hoa (Target 24) ²⁰

ORDNANCE

<u>Type</u>	<u>Expended</u>	<u>Returned</u>	<u>Unexpended</u> <u>Jettisoned</u>
MK 81 Snakeye	71	21	36
CBU-2A	6		
AERO 7D	50		2
LAU-3A	48		
ZUNI	4		4*
Sidewinders	0	2	2*

*Lost with downed aircraft.

WEATHER OVER TARGET

From 2500 feet broken ceiling to 3000 feet overcast. Lower layer of scattered clouds at 700 to 1000 feet. Visibility approximately 5 to 7 miles. Marginal conditions for attack.

DECLASSIFIED

DECLASSIFIED

SECRET
SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

TOTAL DAMAGE TO AIRCRAFT

One A4C hit on forward port gun shield faring. One A4C hit on port side of radome. One A4C hit on port side of drop tank. One A4E hit in port wing at wheel well. One A4C had flameout, pilot ejected and recovered in good condition. One A4E diverted to Danang, landing gear collapsed and ordnance exploded; pilot reported safe and in good condition. One F8D was unaccounted for; SAR effort proved negative; later a communist NVN news release said pilot, LCDR Robert H. SCHUMAKER, was captured.

DAMAGE IN TARGET AREA

Numerous buildings observed burning and considerable damage in target area.

ENEMY REACTIONS

Light AAW fire observed. Moderate, light AAA fire.

DECLASSIFIED

SECRET
DECLASSIFIED

SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

ROLLING THUNDER VI
15 March 1965
USS RANGER (CVA 61)

AIRCRAFT/ORDNANCE LOAD

<u>Purpose</u>	<u>Aircraft</u>	<u>Ordnance Load (each)</u>
Strike	10 A1H	6 LAU-3A/FAMMO
	12 A4G	2 LAU-10A/FAMMO
	12 A4G	2 LAU-10A/FAMMO
TARCAP/Strike	8 F4B	2 SP III/2 SW/4 LAU-10A
Photo Recce	2 RF8A	

TARGET

Phu Qui Ammo Depot (NVN Target 40)

ORDNANCE

<u>Type</u>	<u>Expended</u>	<u>Unexpended</u>
LAU-10A	78	2
LAU-3A	60	
20mm	2100 rounds	
SP III		16
Sidewinder		16

WEATHER OVER TARGET

3500 feet broken north area and 1800 feet overcast in rain shower in southern portion of target. Tops of clouds in target area 8000 feet, visibility 4-5 NM below clouds. Hon Me Island to coast clear with visibility 2 NM, but cloud covering island from 500 to 7000 feet.

DECLASSIFIED

Enclosure (4)

DECLASSIFIED
SECRET

SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

TOTAL DAMAGE TO AIRCRAFT

One ALH received small arms fire (tracer bullet) in port wing tank. Minor damage only. One ALH (Fortress 512) ditched at sea at 150815Z bearing 290 degrees 63 NM from CVA 61 (17-21N/108-34E). Aircraft made a wings level, hard ditch into water. The aircraft floated for about one half minute tail high and then sank. The pilot (LTJG C. F. CLYDESDALE, 674268) was not seen to leave aircraft. The pilot had elected to ditch after reporting a rough running engine and smoke in the cockpit.

DAMAGE IN TARGET AREA

Initial PI reports indicate five buildings in the NW barracks area destroyed by fire; two buildings of the admin area received severe damage; three ammunition storage buildings were completely demolished and at least eight damaged; and numerous fires in woods. Subsequent BDA photography indicated following damage by RANGER aircraft:

Area ONE - Three buildings partially destroyed

Area FIVE - Four wood and thatch buildings burning

Area SIX - One building partially destroyed

Area SEVEN - No damage

ENEMY REACTIONS

Light AAA fire of moderate intensity from ridge at southern part of area one. No indications of fire control. Unknown flak noted 5 miles east northeast of target. Probable AW of medium intensity in vicinity of 19-17N/105-24E. Estimate 4 guns at site. Observed long orange flashes similar to Roman Candles. Accuracy was fair. Two AW sites of light intensity NE of target area. Small arms fire observed coming from a concentration of junks in vicinity of Hon Me Island.

DECLASSIFIED

SECRET
 SPECIAL HANDLING REQUIRED
 NOT RELEASABLE TO FOREIGN NATIONALS

ROLLING THUNDER VI
 15 March 1965
 USS HANCOCK (CVA 19)

AIRCRAFT/ORDNANCE LOAD

<u>Purpose</u>	<u>Aircraft</u>	<u>Ordnance Load (each)</u>
Strike	9 A1H	10 MK 81/2 LAU-32A/2 MK 79 Napalm/FAMMO
	9 A4E	6 MK 81 Snakeye/2 LAU-3A/FAMMO
	12 A4C	6 MK 81 Snakeye/FAMMO
Flak Suppression	8 F8C	4X ZUNI (VT)/2 Sidewinder
TARCAP	8 F8E	2 Sidewinder/FAMMO
RESCAP	2 A1H	4 LAU-32A/7 Smokes/1 Survival Kit/FAMMO
SARCAP	2 F8E	2 Sidewinder/FAMMO

TARGET

Phu Qui Ammo Depot (NVN Target 40)

ORDNANCE

<u>Type</u>	<u>Expended</u>	<u>Unexpended</u>
MK 79 Napalm	18	
MK 81	87	3
MK 81 Snakeye	124	2
LAU-32A	18	8
LAU-3A	18	
20mm	Unknown	
Zuni	32	
Sidewinder		36
Smoke Flares/Survival Kit		14/2

DECLASSIFIED

~~SECRET~~
~~DECLASSIFIED~~
SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

WEATHER OVER TARGET

Bases 2000 feet variable 2500 feet AGL broken layer with tops at 6000 feet. 8/10 coverage, visibility seven miles in haze. Surface wind NNE at 5-8 knots. There was an opening directly over target approximately eight miles in diameter, with clouds bases 1500 feet variable 2000 feet. Scattered layer, tops at 6000 feet. Two to three tenths coverage.

TOTAL DAMAGE TO AIRCRAFT

One A4E was damaged in the starboard slat midway and in the wing and panel section aft of the slat. Aircraft apparently overran one of its own 2.75 rockets that had a motor malfunction. Damage is minor. One A1H sustained a hole in the starboard divebrake, apparently caused by a small automatic weapon. One A1H was damaged in the starboard wing apparently by a 20mm clip from another aircraft. A fragment of a clip was found in damaged area. Damage is minor. No personnel injuries.

DAMAGE IN TARGET AREA

Initial evaluation indicates five buildings destroyed and five others damaged. Admin and barracks areas no. five and seven burning fiercely from napalm attacks. Subsequent BDA photography indicated following damage by HANCOCK aircraft:

- Area ONE - Three buildings completely destroyed; three partially destroyed
- Area FIVE - Five wood and thatch buildings burning
- Area SIX - Two buildings partially damaged
- Area SEVEN - No damage

ENEMY REACTIONS

The F8Cs - first aircraft in the target area - observed moderate AW fire coming from the high ridge in the southeastern section of area NR1. Target area defenses were well prepared for strike and commenced firing immediately on the first A4C run which followed the F8Cs. A1H pilots reported persistent and intense AW fire throughout their runs. 37mm fire (with tracers) was observed bursting under the clouds at 2500 feet; fortunately it was inaccurate. There was no evidence of radar controlled flak. AW and ground fire originated from the following areas: Area NR5; just east of the village that lies SE of area NR5; ridge 700 feet north of area NR5; position in field halfway between area NR5 and village; area NR6; position 500 feet SW of area NR6; area NR7; positions on ridges 200 feet NW of the center section of area NR7; and a position 200 feet south of the southern tip of area NR7.

~~DECLASSIFIED~~

DECLASSIFIED

SPECIAL HANDLING REQUIRED

NOT RELEASABLE TO FOREIGN NATIONALS

YANKEE TEAM MISSIONS CONDUCTED BY
COMMANDER CARRIER DIVISION THREE

<u>DATES</u>	<u>SHIP</u>	<u>RF8A</u>	<u>RA50</u>	<u>RA3B</u>	<u>TOTAL SORTIES*</u>
20 SEP 64 - 5 OCT 64	BHR	12	0	6	106
28 NOV 64 - 28 DEC 64	RANGER	3	7	7	120
17 JAN 65 - 12 FEB 65	RANGER	6	15	0	128
3 MAR 65 - 17 MAR 65	RANGER	5	6	0	80

*Includes WR, escort and ELINT aircraft, but does not include tankers, spares.

DECLASSIFIED

DECLASSIFIED

SECRET

SPECIAL HANDLING REQUIRED

NOT RELEASABLE TO FOREIGN NATIONALS

YANKEE TEAM OPERATIONS CONDUCTED BY
COMMANDER CARRIER DIVISION THREE AS
CTG 77.7 ABOARD USS BON HOMME RICHARD
20 September 1964 - 10 October 1964

<u>DATE</u>	<u>YT MSNS</u>	<u>SORTIES</u>				<u>WR</u>
		<u>RF8A</u>	<u>RA3B</u>	<u>EA3B</u>	<u>ESCORT</u>	
24 SEP	2	2		1	7	1
27 SEP	3	1	2	1	9	1
28 SEP					1	1
29 SEP	3	3		1	9	1
30 SEP	1	1		1	5	1
2 OCT	1	1		1	5	1
3 OCT	1		1	1	5	1
4 OCT	2	1	1	1	9	1
5 OCT	3	2	1	1	9	1
6 OCT	2	1	1	1	7	1
7 OCT					1	1
Totals	18	12	6	9	67	11

DECLASSIFIED

~~SECRET, NOFORN~~
Enclosure (4)

~~SECRET~~ **DECLASSIFIED**
 SPECIAL HANDLING REQUIRED
 NOT RELEASABLE TO FOREIGN NATIONALS

YANKEE TEAM OPERATIONS CONDUCTED BY
 COMMANDER CARRIER DIVISION THREE AS
 CTG 77.4 ABOARD USS RANGER
 28 November 1964 - 28 December 1964

DATE	YT MSNS	SORTIES								
		RF8A	RA3B	EA3B	ESCORT	WR	RA5C	A4C	F4B	
30 NOV	1	0	1	1	2	0	0	0	0	4
1 DEC	1	0	0	1	5	1	1	2	2	12
2 DEC	1	1	0	1	5	1	0	0	4	12
3 DEC	0	0	0	0	2	2	0	0	0	4
4 DEC	1	0	0	1	5	1	1	0	2	10
5 DEC	1	0	0	1	5	1	1	0	0	8
7 DEC	1	0	0	1	5	1	1	0	0	8
8 DEC	1	0	0	1	5	1	1	0	0	8
9 DEC	1	1	0	1	5	1	0	0	0	8
11 DEC	2	0	2	0	1	1	0	0	0	
12 DEC	0	0	0	0	2	2	0	0	0	
13 DEC	2	0	2	0	0	2	0	0	0	
14 DEC	2	0	2	0	1	1	0	0	0	
15 DEC	1	0	0	0	4	2	1	0	0	
17 DEC	0	0	0	0	3	3	0	0	0	
18 DEC	0	0	0	0	3	3	0	0	0	
19 DEC	1	1	0	0	3	1	0	0	0	
23 DEC	1	0	0	1	5	1	1	0	0	
24 DEC	0	0	0	0	1	1	0	0	0	
26 DEC	0	0	0	0	1	1	0	0	0	
27 DEC	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	
Totals	17	3	7	9	65	29	7	2	8	

DECLASSIFIED

SECRET

SPECIAL HANDLING REQUIRED

NOT RELEASABLE TO FOREIGN NATIONALS

YANKEE TEAM OPERATIONS CONDUCTED BY
COMMANDER CARRIER DIVISION THREE AS
CTG 77.4 ABOARD USS RANGER
17 January 1965 - 12 February 1965

DATE	YT MSNS	SORTIES					
		<u>RF8A</u>	<u>RA3B</u>	<u>EA3B</u>	<u>ESCORT</u>	<u>WR</u>	<u>RA5C</u>
19 JAN	1			1	7	1	1
20 JAN	1			1	5	1	1
21 JAN	1			1	5	1	1
22 JAN	1			1	5	1	1
26 JAN	1			1	5	1	1
31 JAN	1	1		1	5	1	
1 FEB	2	1			5	1	1
3 FEB	2			1	7	1	2
4 FEB	2			1	7	1	2
5 FEB	3	1		1	7	1	2
6 FEB	1	1			3	2	
9 FEB	2	1		1	9	2	1
10 FEB	2	1		1	7	1	1
12 FEB	<u>1</u>	<u>—</u>		<u>—</u>	<u>3</u>	<u>1</u>	<u>1</u>
Totals	21	6		11	80	16	15

DECLASSIFIED

SECRET
DECLASSIFIED

SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS

YANKEE TEAM MISSIONS CONDUCTED BY
COMMANDER CARRIER DIVISION THREE AS
CTG 77.4 ABOARD USS RANGER
3 March 1965 - 17 March 1965

<u>DATE</u>	<u>YT</u> <u>MSNS</u>	<u>SORTIES</u>						<u>WW</u>
		<u>RF8A</u>	<u>RA3B</u>	<u>EA3B</u>	<u>ESCORT</u>	<u>WR</u>	<u>RA5C</u>	
3 MAR	1			1	7	1	1	
4 MAR					2	2		
5 MAR	1			1	5	1	1	
6 MAR	1	1		1	6	2		1 RA5C 1 F4B
8 MAR	1	1			4	2		
9 MAR	3	1		1	9	1	2	
10 MAR	1			1	5	1	1	1 RA5C 1 F4B
13 MAR	1	1		1	5	1		
14 MAR	2	1		1	7	1	1	
16 MAR								1 RA5C 1 F4B
17 MAR	—	—		—	—	—	—	
Totals	11	5		7	50	12	6	

DECLASSIFIED

~~SECRET~~
DECLASSIFIED

The following Barrel Roll Mission numbers were designated for planning purposes, but were not executed:

27, 29, 31, 32, 36, 37, 38, 39, 40.

Missions are in chronological order.

~~SECRET~~
DECLASSIFIED
Enclosure (5)

002676