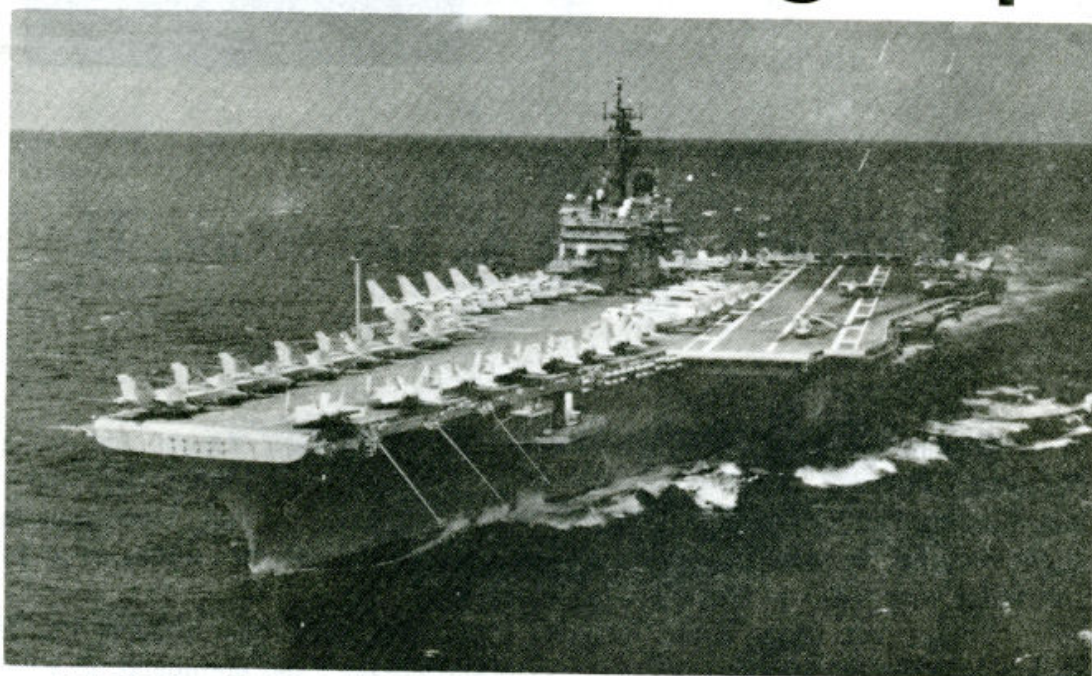


The Officers and Crew
of
America's Flagship



USS CONSTELLATION (CV 64)



Welcome You Aboard

Dear Visitor,

Welcome aboard the greatest warship in the universe, USS Constellation. As you tour "America's Flagship," I'm certain you will see why I'm proud to serve as her Commanding Officer. The crew's pride and professionalism show throughout the ship. Feel free to ask any questions along the way. The crew will be more than happy to answer them. Connie sailors are proud of their ship and are more than willing to show her to you. Enjoy your visit.

Warmest regards,

M. A. Ostertag, II



Captain Marc A. Ostertag, II

Captain Marc A. Ostertag, II was born in Wichita, Kansas and raised in Sarasota, Florida. He graduated from Wichita State University and was commissioned an Ensign after Aviation Officer Candidate Training. Upon completing flight training, he was designated a Naval Aviator and assigned duties as a Flight Instructor with VT-7 in Meridian, Mississippi.

Subsequent flying tours included duty with numerous Fighter Squadrons including VF-124, VF-121, VF-161, VF-211, VF-101, and command of VF-102, where he accumulated more than 4000 hours in the F-8, F-4 and F-14 aircraft.

Significant tours ashore have included Pacific Missile Test Center; Aide and Flag Lieutenant to both Commander Test and Evaluation Forces and Defense Nuclear Agency; Aviation Fighter Community Detailer and Air Combat Placement Officer at the Bureau of Naval Personnel; and the Staff of Commander, Naval Air Forces, U.S. Atlantic Fleet.

Captain Ostertag is a graduate of the Industrial College of the Armed Forces at Fort McNair, Washington, DC. After graduation, he reported as Executive Officer, USS JOHN F. KENNEDY (CV 67), where he served until receiving orders to Command USS MARS (AFS 1). During his tenure, USS MARS was awarded the Meritorious Unit Commendation for Desert Shield/Storm and the Commander Naval Surface Force U.S. Pacific Fleet "Battle Efficiency Award." In February 1993, the USS MARS was decommissioned and Captain Ostertag reported to Joint Task Force FIVE as Deputy Commander and Chief of Staff. He assumed command of the aircraft carrier USS CONSTELLATION (CV 64) in December 1994.

Personal awards include the Defense Superior Service Medal, Legion of Merit, Defense Meritorious Service Medal, as well as two Navy Meritorious Service Medals and various other Expeditionary and unit awards.

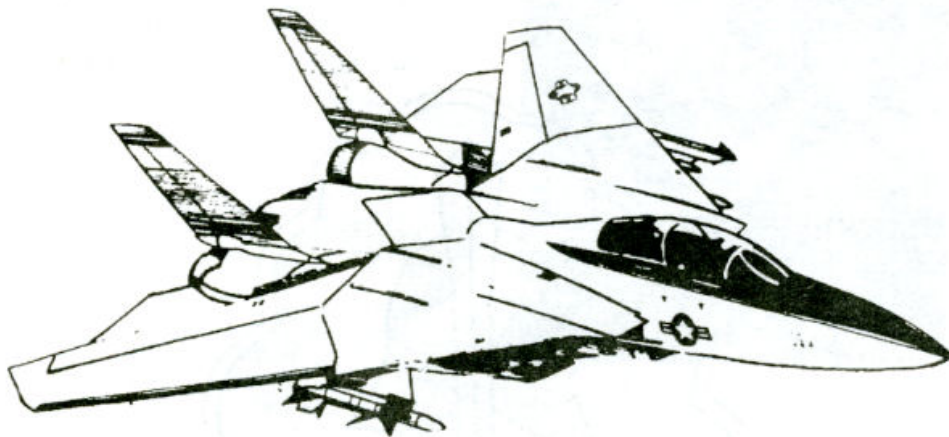
Captain Ostertag resides with his best friend and wife, Marsha, sons, Doug and Marc, and daughter, Kelly, at Naval Air Station, North Island, California.



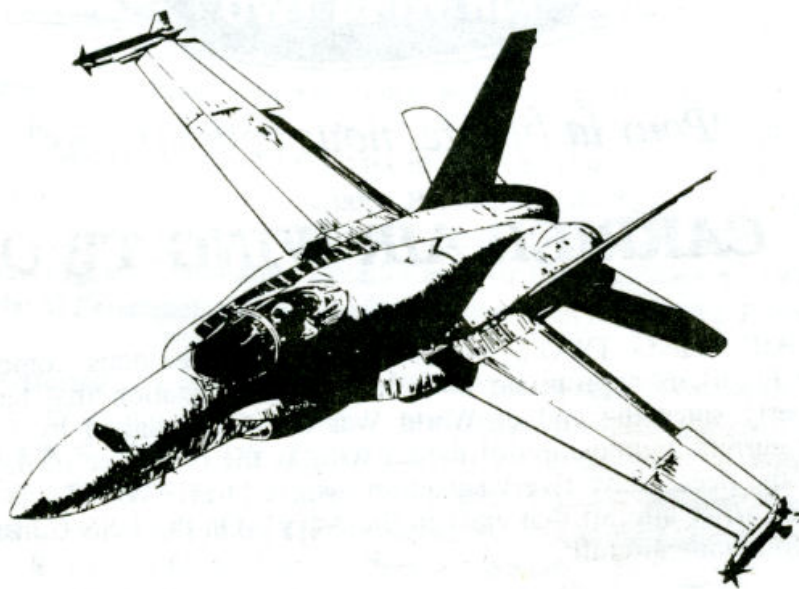
"Pour la liberte, nous combattons"

CARRIER AIR WING TWO

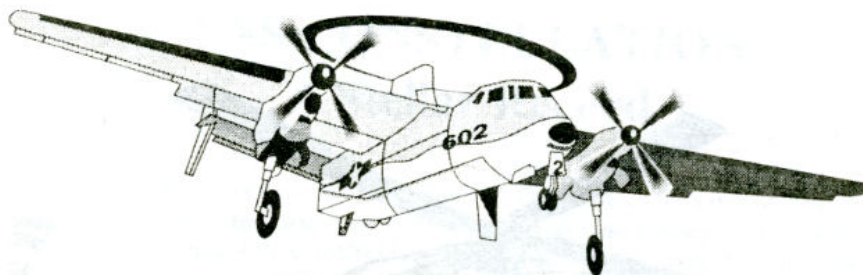
CARRIER AIR WING TWO'S motto, "Pour la liberte, nous combattons" (For Liberty, We Fight), is appropriate for a military organization that has served the cause of liberty since the end of World War II. Commanded by Captain Dave Nichols, the current composition of the air wing is the prototype of the air wing of the future in the fleet today. Every squadron assigned to CVW-2 flies the newest and most capable carrier aircraft that exist in the Navy! On the USS Constellation you will see the following aircraft:



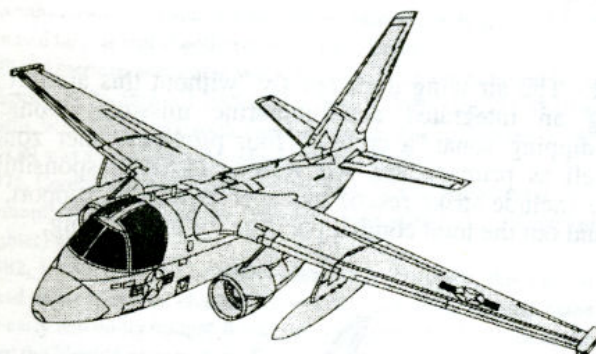
F-14 SUPER TOMCAT: A two-seat long-range, supersonic interceptor with attack capability. Outfitted with new engines, the F-14D enjoys increased fuel efficiency and unrestricted throttle handling throughout its flight envelope, including catapult shots without the use of afterburner. Improved radar and enhanced missile capability give the star of "TOPGUN" a decisive edge in the air-to-air arena. The VF-2 "Bounty Hunters" fly in CVW-2.



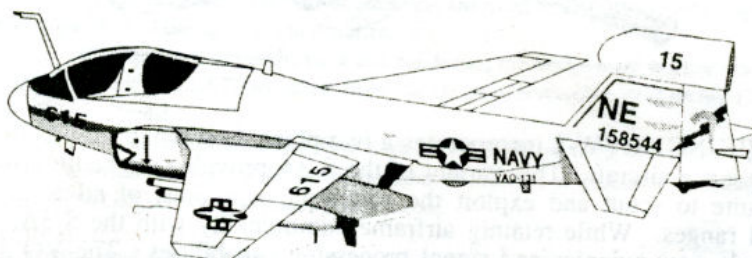
F/A-18 HORNET: This agile multi-mission fighter/attack aircraft is the centerpiece of CVW-2's potent striking power. Flying the Lot XV Hornet, the VFA-137 "Kestrels", VFA-151 "Vigilantes" and VMFA-323 (USMC) "Death Rattlers" offer the premier power projection arm to the battle group commander. Capable of delivering precision weapons day or night and carrying the AMRAAM missile the F/A-18 has a state of the art air-to-air/air-to-ground weapons suite.



E-2C+ HAWKEYE: The "eyes" for CVW-2, this airborne early warning and control aircraft keeps the big picture for the battle group. The VAW-116 "Sunkings" fly the updated version to the Hawkeye. This E-2C+ with a crew of 5 operates at longer ranges, can track more than 2000 targets, has improved jamming resistance and sharper fully automated/optimized overland detection. State the art avionics and upgraded engines make this "mini AWACS" an indispensable command and control platform.



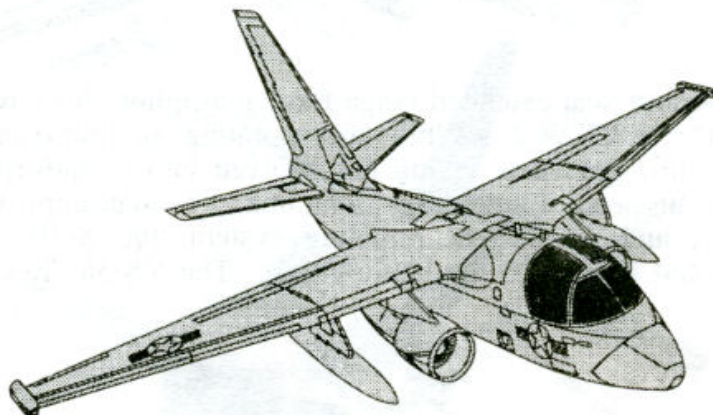
S-3B VIKING: A four-seat extended range force multiplier, this aircraft is the "long pole in the tent" for CVW-2. While incorporating an improved antisubmarine weapons system, this upgraded Viking has evolved into a platform relied upon to perform multiple missions. Equipped with an imaging radar, improved avionics, the Harpoon missile, and an inflight refueling system, the S-3B provides unique offensive punch and support to the battle group. The VS-38 "Red Griffins" fly in CVW-2.



EA-6B PROWLER: A four-seat electronic countermeasures aircraft, the VAQ-131 "Lancers" fly the ICAP-2 version of the Prowler. An improved jamming capacity, expanded communications system, enhanced signal processing and the HARM missile make the EA-6B the platform of choice for the suppression of enemy air defense systems and to protect CVW-2 strike aircraft as they can put ordnance on a target and egress safely.



SEAHAWK: The air wing does not fly without this aircraft first being airborne. Incorporating an integrated anti-submarine mission avionics system with an outstanding dipping sonar, a crew of four provides inner zone protection for the carrier as well as primary Sea Air Rescue (SAR) responsibility. Other primary mission areas include strike rescue and special warfare support. The HS-2 "Golden Falcons" round out the total combat package for the air wing.



ES-3A VIKING: CVW-2 incorporates a two plane detachment of ES-3A electronic reconnaissance aircraft. This variant of the S-3A provides the battle group it's own sensor suite to scout and exploit the electronic emissions of adversary forces at extended ranges. While retaining airframe commonality with the S-3A, the ES-3A has entirely new avionics and signal processing capabilities. The VQ-5 Det Delta "Sea Shadows" fly in CVW-2.

USS CONSTELLATION

A Stellar Record

Like its famous namesake, the current USS CONSTELLATION (CV 64) has a long and proud record of service. Built at the New York Naval Shipyard as the second ship in the "Kitty Hawk" class of aircraft carriers, USS CONSTELLATION has more than 30 years of service, which have seen it sail into harm's way from Yankee Station off the coast of Vietnam to the Gulf of Oman in the Indian Ocean.

Commissioned on Oct. 27, 1961, USS CONSTELLATION sailed west to its homeport of San Diego, California in July 1962.

On Aug. 4, 1964, the American destroyers Maddox and Turner Joy were attacked by North Vietnamese patrol boats in the international waters of the Gulf of Tonkin. USS CONSTELLATION, visiting Hong Kong on a regularly scheduled port visit, set sail immediately and began launching strikes against North Vietnamese vessels and bases.

For the next eight years, USS CONSTELLATION would return to the South China Sea for a total of seven combat cruises, conducting air strikes against heavily fortified North Vietnamese positions, engaging naval targets and shooting down enemy aircraft.

The first American aces of the war, Lt. Randall Cunningham and Lt. j.g. Willie Driscoll of Fighter Attack Squadron 96, flew off USS CONSTELLATION's decks. Their success came during the ship's seventh WESTPAC, its sixth combat cruise. For its actions in Southeast Asia, USS CONSTELLATION was awarded the Presidential Unit Citation.

In 1975, Connie was redesignated "CV" from "CVA" following modifications to the flight deck and equipment which enabled the ship to deploy with S-3A *Viking* (anti-submarine) and F-14 *Tomcat* (fighter) aircraft.

In 1982, USS CONSTELLATION returned to the yards, this time in Bremerton, Wash. Naval aviation had undergone vast changes since 1961, and when the ship came out of the yards in 1984, two weeks early and under budget, it was fully modernized. One facet of the ship's upgrade was the ability to carry the Navy's newest strike fighter, the F/A-18 *Hornet*.

During WESTPAC '87, USS CONSTELLATION once again found itself in the spotlight, this time in the role of providing vital air cover for the escort of U.S.-flagged tankers through the Persian Gulf.

In February 1990, USS CONSTELLATION departed San Diego, returning to the East Coast for a three-year overhaul. The \$800-million Service Life Extension Program (SLEP), completed in the Philadelphia Naval Shipyard in March 1993, added an estimated 15 years to the carrier's operational life. The overhaul saw upgrades to virtually every system on the ship, from the galleys to the engine rooms and the flight deck to the anchors.

USS CONSTELLATION returned to San Diego on July 22, 1993, following its third transit around Cape Horn at the tip of South America.

After the most comprehensive and condensed pre deployment workups in aircraft carrier history, USS CONSTELLATION sailed from San Diego in November 1994 on her 17th deployment to the Western Pacific.

From its birthplace at the New York Naval Shipyard to its homeport of San Diego and its rebirth at Philadelphia; from the troubled waters of the Gulf of Tonkin to the North Arabian Sea, USS CONSTELLATION has written a stellar record.

"Let friend and foe alike know that America has the muscle to back up its words. Ships like this and men like you are that muscle."

**President Ronald Reagan,
to the crew of USS CONSTELLATION
off the coast of California
August 20, 1981**

USS CONSTELLATION VITAL STATISTICS

Builder	New York Naval Shipyard
Keel Laid	September 14, 1957
Launched	October 8, 1960
Commissioned	October 27, 1961
Total Cost	400 Million (1961) Dollars
SLEP Began	June 1, 1990
Slep Complete	March 4, 1993
SLEP Cost	800 Million (1993) Dollars
Propulsion	Four Steam Turbine Engines
Freshwater Distilling Plants	400,000 Gallons Per Day
Combat Load Displacement	88,000 Tons
Propellers	Four
..... (21 Feet in Diameter, 44,000 pounds each)	
Speed	In Excess Of 30 Knots
Length over Flight Deck	1,079 Feet
Breadth at Flight Deck	270 Feet
Area of Flight Deck	4.1 Acres
Number of aircraft elevators	Four
Height Keel to Mast	17 Stories
Compartments and Spaces	More Than 3,000
Anchors	Two (Thirty Tons Each)
Telephones	More Than 1,400
Meals Served Per Day	(At Sea) 18,000

Constellation's Aircraft

When deployed, USS Constellation will carry from 80-90 aircraft, including:

F/A-18 Hornet: A single-seat, jet-powered strike/fighter aircraft, equally capable of performing both fighter and attack (i.e., bombing) missions.

F-14 Tomcat: Two-seat, supersonic jet fighters — the "glamor" jets of the Navy's fighter force.

EA-6B Prowler: A modified A-6, the Prowler carries four aviators, and is designed for electronic warfare and suppression of the enemy's use of radio and radar.

S-3B Viking: Long-distance anti-submarine warfare missions, designed to extend the "umbrella of protection" from subsurface enemies.

E-2C Hawkeye: With the unusual rotating disk on top, the Hawkeyes provide airborne radar and communications for early warning of threats and control of the skies.

SH-60 Sea Hawk: Provide helicopter anti-submarine warfare and search and rescue support.

Constellation History Highlights

August, 1964 In response to attacks on American destroyers in the Gulf of Tonkin, Constellation launches the first American air strikes against North Vietnam.

Vietnam War Constellation makes seven combat cruises. On the sixth, Lt. Randall Cunningham and Lt. j.g. Willie Driscoll become the first U.S. Aces of the Vietnam War, shooting down five enemy aircraft.

1975 Redesignated "CV" from "CVA" following modifications to the flight deck and equipment to support the S-3A Viking and F-14 Tomcat.

1987 Constellation provides air cover for U.S.-flagged tankers in the Persian Gulf.

Feb. 13, 1990 Constellation departs San Diego for Philadelphia and the Service Life Extension Program, an overhaul designed to add 15 years to the carrier's life.

March 4, 1993 Constellation departs Philadelphia, after completing the 800 million-dollar overhaul.

July 22, 1993 Constellation returns to Naval Air Station North Island, and prepares to usher in the 21st century as the newest fleet asset.