

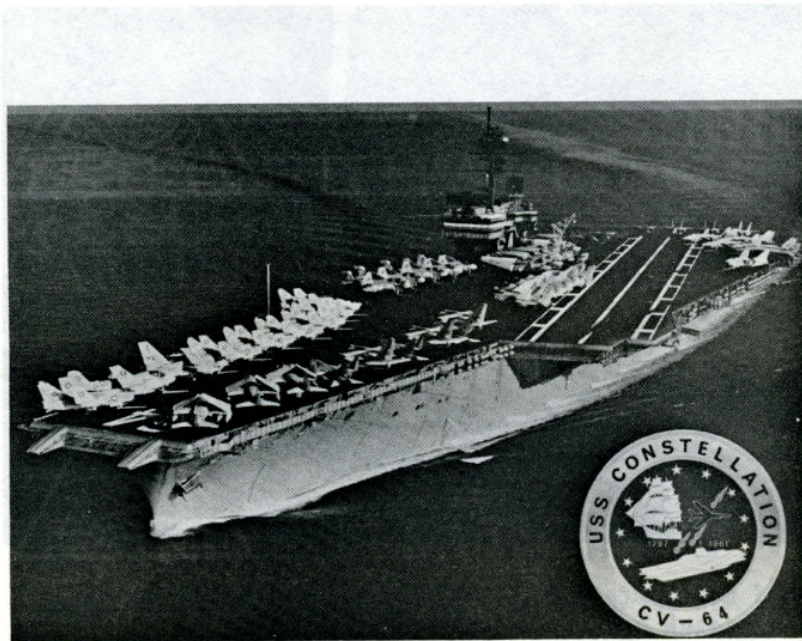
1-16-84

WELCOME



ABOARD

USS CONSTELLATION (CV 64)

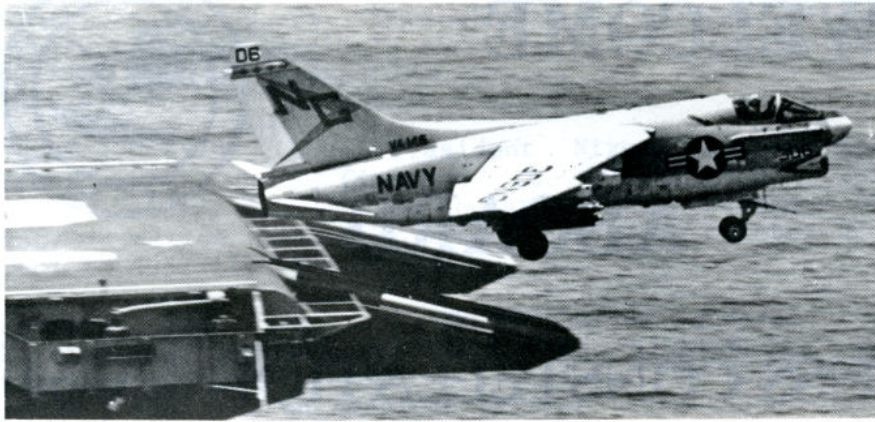


CARRIER

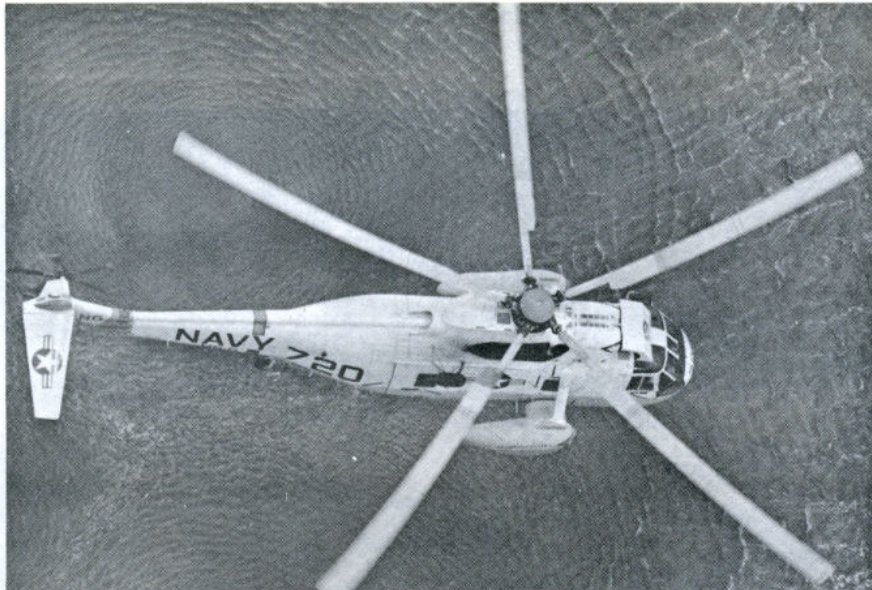


AIR WING

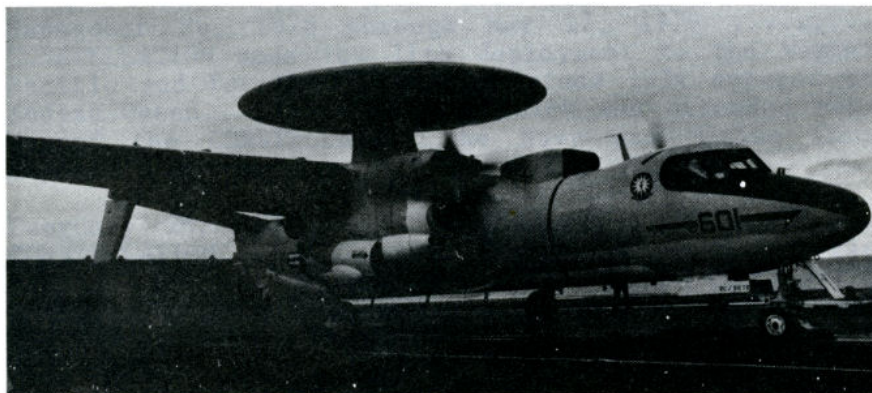
NINE



One of the Navy's most versatile aircraft, an A-7 'Corsair' is catapulted from the Connie's flightdeck.



SH-3 helicopters are used for antisubmarine warfare and search and rescue missions.



The largest aircraft aboard Constellation are the E-2C 'Hawkeye' Early Warning planes.

Commissioned at New York Naval Shipyard October 27, 1961, the multi-purpose aircraft carrier CONSTELLATION is named after the United States frigate CONSTELLATION, which is now a national shrine and still afloat in Baltimore, Maryland.

The carrier is 1,072 feet long -- more than 3 football fields -- and some 90 yards wide. The flight deck has an area of 4.1 acres -- that's parking for 1900 cars or 50 aircraft. The flight deck is about 60 feet above the water, and the hull extends another 35 feet below the surface. There are over 3,000 compartments in the ship, distributed over 17 decks.

Although somewhat overweight at 84,000 tons, CONSTELLATION travels at speeds in excess of 30 knots. Her power comes from eight boilers which produce steam at a pressure of 1,200 pounds per square inch. When passed through four turbine engines, this steam generates 250,000 horsepower to turn her four 20-foot propeller screws.

SPIRIT OF THE OLD, PRIDE OF THE NEW

Connie launches her aircraft with the aid of four steam-driven catapults. Each of these "cats" has the power to propel a 30-ton aircraft to a speed of 150 miles an hour in just 250 feet. Using all four catapults, the ship can launch aircraft at a rate of three per minute.

Aircraft returning to CONSTELLATION engage their tail hooks in one of four arresting cables stretched across the flight deck. These wires are linked to hydraulic engines which reel out the cable to bring the aircraft to a smooth controlled stop. These engines are capable of arresting aircraft weighing as much as 60,000 pounds.

The airwing consists of nine separate squadrons, each flying a specific mission. These squadrons, scattered at various naval air stations around the country, are united under the direction of the air wing commander to make up CONSTELLATION's largest department. Joined for training, patrol or combat deployment, the wing and ship form a cohesive and powerful force, equally effective in attack or defense.

With the air wing aboard, Connie has a population of nearly 5,000 men taking care of the ship and her approximately 100 aircraft. During operations at sea, Connie and her crew are self-sustaining, equipped with a hospital, dental clinic, post office, laundry, weather bureau, tailor shop, soda fountains and TV and radio stations. The crew has a library for study and a chapel where all faiths may worship. Shipboard evaporators make water for all the ship's needs.

CAPACITY FOR CONSUMABLE GOODS

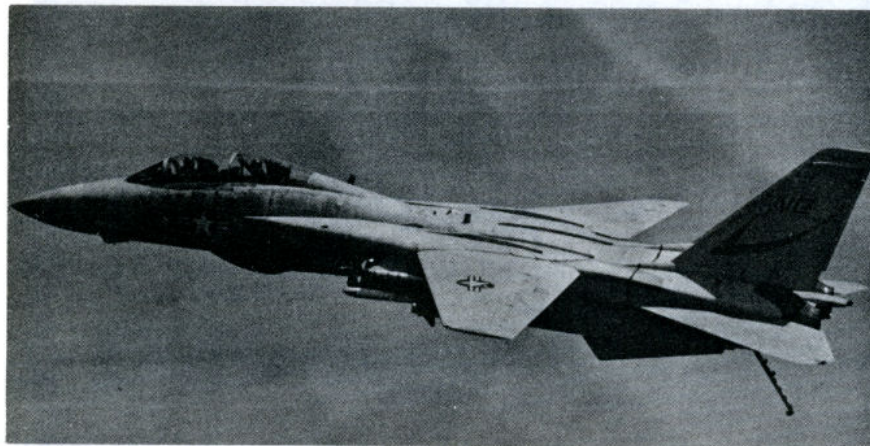
Dry provisions.....	2,003,758 lbs
Vegetables.....	405,000 lbs
Ice plant.....	5,200 lbs/day
Meat.....	370,705 lbs
Dairy products.....	86,600 lbs

DAILY FOOD PREPARATION

Meals served.....	15,000
Bread.....	1,000 loaves
Vegetables.....	10,000 lbs
Meat.....	5,000 lbs
Potatoes.....	3,000 lbs



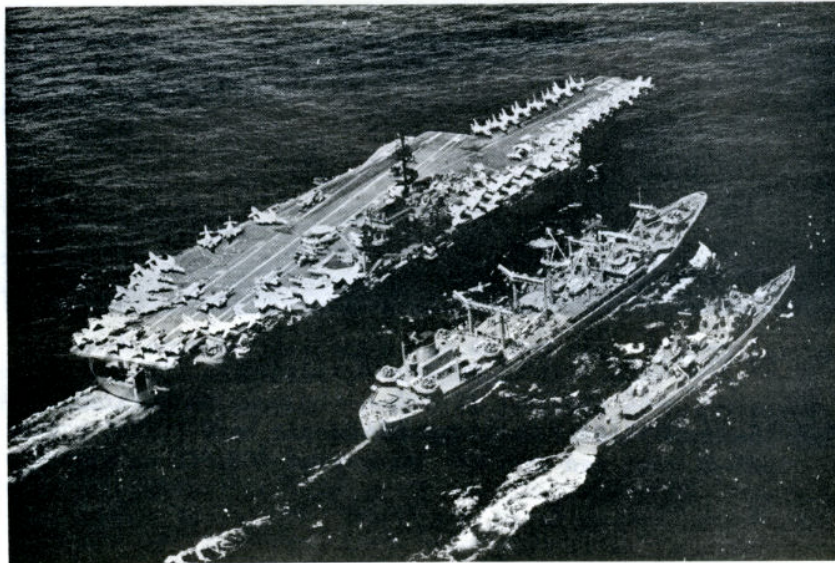
One of the Navy's most powerful aircraft, the EA6 'Intruder' all-weather attack bomber is a critical member of Carrier Air Group NINE.



The premium fighter in the Navy's airborne arsenal, two squadrons of F-14 'Tomcats' regularly deploy aboard Constellation.



An electronic submarine stalker, the S-3A 'Viking' aircraft ensures Constellation that "underwater enemies" pose no danger to the welfare and mission of the Connie.



The Constellation and an escort destroyer receive fuel and supplies from a fleet oiler (middle) during an underway replenishment evolution in the Indian Ocean.

HISTORICAL HIGHLIGHTS

October 27, 1961.... CONSTELLATION commissioned at New York Shipyard.

July 12, 1962.....CONSTELLATION departed New York to sail around Cape Horn en route to her new home in San Diego.

February 21, 1963...CONSTELLATION departed on her first western Pacific deployment.

November 24, 1964...CONSTELLATION's crew members were awarded the Navy Unit Commendation and Armed Forces Expeditionary Medal for participating in Gulf of Tonkin operations.

February 1, 1965....CONSTELLATION returned to San Diego after her second western Pacific deployment where she launched retaliatory air strikes for unprovoked attacks by North Vietnamese patrol boats on two U.S. destroyers in international waters in the Gulf of Tonkin.

June 15, 1965.....CONSTELLATION joined the U.S. Seventh Fleet off the coast of Vietnam to conduct air strikes against North Vietnamese military targets.

February 18, 1968...President Lyndon B. Johnson paid a surprise visit to CONSTELLATION.

June 18, 1968 CONSTELLATION joined the U.S. Seventh Fleet off the coast of Vietnam for her fourth tour of combat.

November 1, 1968 CONSTELLATION pilots flew the last missions against North Vietnam before the declaration of a bombing halt.

October 1, 1971 CONSTELLATION sailed from San Diego to embark on a sixth combat deployment to Vietnam and resume strikes into North Vietnam.

May 10, 1972 In furious dog-fighting over North Vietnam, CONSTELLATION aircraft shot down seven enemy MIG's. Lt. Randy Cunningham and Lt.j.g. Willie Driscoll become America's first air aces of the Vietnam War by downing three MIG's in one day, five in four months.

July 1, 1973 President Nixon awarded the Presidential Unit Citation to CONSTELLATION for "extraordinary heroism and outstanding performance of duty in action against an armed enemy from October 22, 1961 to June 13, 1972."

November 23, 1974 CONSTELLATION entered the Persian Gulf while participating in "MIDLINK 74," an international naval exercise. This was the first time in 26 years that an American carrier had cruised these waters.

January 31, 1975 CONSTELLATION departed San Diego for Puget Sound Naval Shipyard, Bremerton, Washington to undergo one of the most extensive carrier overhauls ever undertaken, enabling CONSTELLATION to carry the Navy's two newest aircraft - the S-3 Viking and the F-14 Tomcat - nearly the entire ship was refurbished.

July 1, 1975 CONSTELLATION was redesignated "CV" from "CVA" becoming a multi-mission carrier with full antisubmarine capabilities.

April 26, 1976 After 14 months in the yards, CONSTELLATION set sail for San Diego to rejoin the fleet.

July 3, 1976 ... CONSTELLATION celebrated America's Bicentennial year with a nationally telecast TV special from the flight deck featuring many major celebrities and guests.

February 16, 1977 ... CONSTELLATION set sail for Hawaiian waters to participate in "RIMPAC 77," a major international naval exercise encompassing 38 ships, 225 aircraft and 20,000 men from four countries.

April 12, 1977 through November 21, 1977 CONSTELLATION completed her 10th deployment to the Western Pacific, during which it made the first port call by an aircraft carrier to Pattaya, Thailand.

September 26, 1978 through May 17, 1979 CONSTELLATION made its 11th deployment to the Western Pacific and for the first time since 1974 entered the Indian Ocean. The deployment which was extended twice earned the CONSTELLATION the Navy and Marine Corps Expeditionary Medals.

February 26, 1980 October 15, 1980 CONSTELLATION made her 12th deployment to the Western Pacific and set a new endurance record for WESTPAC carriers by remaining on station in the Indian Ocean for 110 continuous days.

October 1981 May 1982 CONSTELLATION is scheduled to make its 13th deployment to the Western Pacific. Upon returning, it will undergo an extensive overhaul at Puget Sound Naval Shipyard, Bremerton, Washington, where it is to receive the NATO Sea Sparrow Missile System, PHALANX Close-In Weapon-System and F/A-18 support facilities, among other significant changes.

1-84

Commanding Officer USS CONSTELLATION



Captain Lyle F. Bull, U. S. Navy

Captain Lyle F. Bull was born to Mr. and Mrs. Ralph J. Bull of Port Byron, Illinois on April 8, 1938. He graduated from Iowa State University in 1960 and began his naval career at Officer Candidate School, Newport, Rhode Island. Upon commissioning in September 1960, he was assigned to flight training at Pensacola, Florida, and was ordered to VAH-123 at NAS Whidbey Island, Washington, where he was designated a Bombardier/Navigator in May 1961. After completing his assignment with VAH-123, Captain Bull was assigned to VAH-4 until March 1964.

In November 1964, he reported to VAH-123 as an instructor in the A-3B Skywarrior. In January 1965, he was selected as one of six Bombardier/Navigator to be trained in the A-6A, NAS Oceana, Virginia. In May 1965, he returned to NAS Whidbey Island to help establish VA-128, the first A-6A training squadron on the West Coast.

Assigned as a replacement crew to VA-196 in August 1967, Captain Bull and his pilot took a replacement A-6A to USS CONSTELLATION (CVA-64) on Yankee Station after three A-6A's were lost in a strike on Hanoi.

From 1967 to 1970, Captain Bull flew 237 combat missions with VA-196 during three cruises, two aboard USS CONSTELLATION (CVA-64) and one aboard USS RANGER (CVA-61).

In April 1970, Captain Bull was assigned to the Office of the Chief of Naval Operations where he was Attack Weapons System Program Coordinator in the Aircraft requirement section of the DCNO (Air Warfare). While at the Pentagon, Captain Bull initiated the A-6E/A-7E TRAM programs, which are now in the fleet.

Captain Bull was screened for command and received interim orders to VA-128 waiting return to VA-196 as Executive Officer in July 1974 and subsequently, Commanding Officer in June 1975.

Following Captain Bull's tour as Commanding Officer of VA-196, he was assigned to USS ENTERPRISE (CVN-65) as Air Operations Officer.

In February 1978, he assumed command of VA-128, the West Coast A-6 Intruder replacement training squadron, after which he was assigned as Assistant Chief of Staff for Operations for Carrier Group SEVEN which included duty as the first carrier battle group on station in the Indian Ocean during the Iranian hostage crisis.

In February 1981, Captain Bull assumed the duties of Commanding Officer, USS SAN JOSE (AFS-7), then based in Alameda, California. In August 1981, USS SAN JOSE changed homeport to Guam where Captain Bull was relieved on 3 August 1982. He assumed command of USS CONSTELLATION (CV-64) on 16 September 1982.

Among Captain Bull's awards are the Navy Cross, Distinguished Flying Cross, nineteen Strike-Flight Air Medals, seven Navy Commendation Medals for service in Vietnam, and Meritorious Service Medal for his work on the A-6E/A-7E TRAM program.

Captain Bull is married to the former Diana Kay Stone, daughter of Mr. and Mrs. Lester R. Stone of East Moline, Illinois. They have four children, Ron, Vince, Bruce, and Dell; three daughters-in-law, Gina, Sheri, and Tacie; and five grandchildren, Jason, Lindsay, Molly, Jordan and Cassidy.

1-84

Executive Officer USS CONSTELLATION



Captain Rodney C. Franz



Captain Rodney C. Franz was born in Ohio and raised in Ripley Township. A graduate of Duke University, his naval career began as a Naval Aviation Officer Candidate at Naval Air Station Pensacola, Florida. Receiving his commission in the Naval Reserve in October 1962, he was designated a Naval Flight Officer in April of the following year at NAS Corpus Christi, Texas.

His first sea duty assignment was Air Transportation Squadron THREE (VR-3) based at McGuire Air Force Base, New Jersey. For 30 months he navigated C-118 and C-130 aircraft, logging world-wide missions to more than 40 countries.

In 1966, Captain Franz accepted a Regular Navy commission and reported to the Pentagon as Personal Aide and Administrative Assistant to Deputy Chief of Naval Operations for Fleet Operations and Readiness, Vice Admiral J. B. Colwell. In 1968, he was ordered to Attack Squadron ONE TWO EIGHT (VA-128) at NAS Whidbey Island, Washington, and was trained as an A-6 Bombardier/Navigator.

In 1969, Captain Franz joined the "Boomers" of Attack Squadron ONE SIX FIVE (VA-165), deploying to Vietnam aboard USS RANGER (CVA 61) and USS AMERICA (CVA 66). During the latter cruise, he served as Squadron Project Officer for A-6C's utilizing lowlight television and infrared sensors in combat.

Shore duty returned Captain Franz to VA-128 for a 30-month tour as an A-6 instructor. In 1973, he rejoined VA-165 as Maintenance, Administrative and Operations department heads, and made a Western Pacific/ Indian Ocean cruise aboard USS CONSTELLATION (CVA 64).

In 1976, Captain Franz reported to the "Vampires" of Air Test and Evaluation Squadron FIVE (VX-5) based at Naval Weapons Center, China Lake, California. As Maintenance and Projects Reports Management Officer, he was involved in the development and operational evaluation of laser-guided ordnance, AWG-21 Standard Arm, TRAM and prototype electronic warfare systems.

In 1978, Captain Franz joined Attack Squadron ONE ONE FIVE (VA-115) permanently deployed aboard USS MIDWAY (CV 41) homeported in Yokosuka, Japan. He served as Executive Officer until June 1979 when he became the squadron's 35th Commanding Officer. Under his command, the "Eagles" became the first Pacific Fleet A-6E TRAM squadron and were awarded second consecutive Functional Wing Maintenance Excellence, CNO Safety and Commander, Naval Air Forces Pacific Battle Efficiency awards, the Commander in Chief, Pacific Fleet Golden Anchor award for retention and the Admiral C. Wade McClusky award signifying the best of 36 Navy fleet attack squadrons.

Following temporary assignment with Commander Medium Attack Tactical Electronic Warfare Wing, Pacific Fleet, he became the 13th Commanding Officer of VA-128. Under his command, the "Golden Intruders" flew 10,000 accident-free hours, made 14 major carrier qualification and visual weapons deployments and delivered 19,000 pieces of ordnance in training 105 aircrew, 13 air intelligence and more than 1,200 maintenance fleet replacement personnel.

Captain Franz became Executive Officer of USS CONSTELLATION (CV 64) on February 24, 1983.

Captain Franz is married to the former Elizabeth Lynne Long of Wilmington, North Carolina. They have two children, George and Elizabeth.