

**THE OFFICERS AND CREW
OF
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 shows 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. B. Nordeen
M. B. Nordeen



Captain Michael B. Nordeen

Captain Nordeen was born in Centuria, Wisconsin and attended the University of Wisconsin in River Falls, graduating in 1966. He entered the Aviation Officer Candidate (AOC) program and was commissioned an Ensign on September 30, 1966. Following flight training, he was designated a Naval Aviator on January 10, 1968.

Captain Nordeen reported to VA-44, Jacksonville, Florida for training in the A-4 SKYHAWK. After completion of training he reported to the "SUNLINERS" of VA-81 where he deployed to the Mediterranean aboard the USS JOHN F. KENNEDY (CV-67). In February 1970 he transitioned to the Navy's newest corsair, the A-7E, and once again deployed to the Mediterranean aboard the USS FORRESTAL (CV-59). Captain Nordeen was selected for the Pilot Exchange Program (PEP) in August 1971 and reported to the Royal Australian Navy 724 Squadron, Ranas, Nowra, New South Wales, Australia. With the 724 Squadron he served as an instructor in the A-4G SKYHAWK and MB 326H MACCHI.

In October 1973, Captain Nordeen reported aboard the USS FRANKLIN D. ROOSEVELT (CV-42) as flight deck officer and deployed twice to the Mediterranean. Following graduation from the Armed Services Staff College in January 1976, Captain Nordeen was ordered to the "WALDOS" OF VA-66.

Following Mediterranean deployments in USS INDEPENDENCE (CV-62) and USS DWIGHT D. EISENHOWER (CVN-69), his next assignment in June 1979 was with the Staff Commander Light Attack Wing One as Administrative Officer. In June 1980, Captain Nordeen reported to the "VALIONS" of VA-15 as Executive Officer and assumed command in September 1981. During his tour, the "VALIONS" deployed once to the Indian Ocean and once to the Mediterranean aboard the USS INDEPENDENCE (CV-62) in support of the Iranian hostage crisis and the Israeli/PLO conflict in Lebanon. In October 1982, Captain Nordeen achieved a major personal milestone when he logged his 1000th carrier arrested landing.

Captain Nordeen reported to the staff of the Commander Naval Air Force, U.S. Atlantic Fleet, in January 1983 where he served as Attack Training Officer and Atlantic Fleet F/A-18 HORNET introduction coordinator. In September 1984, he reported to the VA-174 "HELLRAZORS" and served as the East Coast A-7 Fleet Replacement Squadron (RAG) Commanding Officer.

Captain Nordeen's next assignment was USS MIDWAY (CV-41), homeported in Yokosuka, Japan where he served as Executive Officer from February 1986 until July 1987.

Following training at SOSMRC in Newport R. I., Captain Nordeen commanded USS MARS (AFS-1), from February 1988 to August 1989. During this tour he deployed to the Indian Ocean and Persian Gulf in support of 7th Fleet and Middle East Force Units.

Captain Nordeen reports to USS CONSTELLATION (CV-64) from the office of the Chief of Naval Operations Air Warfare where he served as New Carrier Construction and Procurement Officer. He is married to the former Pat Issac of Lindstrom, Minnesota. Their son, Jeff is a Junior at the University of Florida and their daughter Krista is a Senior at Potomac High School, Dumfries, Virginia. They currently reside in Montclair, Virginia.

USS CONSTELLATION

A stellar record

Like her 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, Connie has nearly 30 years of service which has seen her sail into harms way from Yankee Station off the coast of Vietnam to the Gulf of Oman in the Indian Ocean.

Commissioned Oct. 27, 1961, Constellation sailed west to her new homeport of San Diego in July of 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. 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, 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 Vietnam War, Lt. Randall Cunningham and Lt.j.g. Willie Driscoll of VF-96, flew off Constellation's flight deck. Their success came during the ship's seventh WESTPAC, and her sixth combat cruise.

For her action in Southeast Asia, Constellation was awarded the coveted Presidential Unit Citation.

In 1975, Connie was redesignated "CV" from "CVA" with the addition of the S-3A Viking and F-14 Tomcat.

In 1982, Constellation celebrated her 21st birthday. Naval aviation had undergone vast changes since 1961, and to keep up with those changes, Connie once again went into the yards for modernization. When she emerged from Bremerton in 1984, two weeks early and under budget, she had been modified to carry the Navy's new strike fighter, the FA-18 Hornet.

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

Constellation's most recent voyage commenced Feb. 12, 1990, when she set sail for her new homeport of Philadelphia, Pennsylvania, via South America. During the transit from west to east, Constellation visited Valpariso, Chile; Rio de Janeiro, Brazil and St. Thomas in the Virgin Islands. After arrival in April 1990 at the historic Philadelphia Naval Shipyard, Constellation began her two and a half year SLEP (Service Life Extension Program) overhaul which is expected to increase her service life by at least 20 years. Constellation should be homeported in Philadelphia until 1992.

From her birthplace at the New York Naval Shipyard to her homeport of Philadelphia, from the troubled waters of the Gulf of Tonkin to the North Arabian Sea, Constellation has written an impressive record for the world to see. And it's been a stellar record to say the least!

"Let friend and foe alike know that America has the muscle to back up its words, and ships like this and men like you are that muscle." President Ronald Reagan, Aug. 20, 1981

Vital Statistics

Original Cost
\$400 million

Flight Deck Area
4.1. acres

Height
17 stories

Average Draft
35 feet

Displacement
85,000 tons

Top Speed
In excess of 30 knots

Propulsion
Four steam turbine engines

Compartments and spaces
More than 3,000

Population
More than 5000 with air wing

Squadrons
VS-37 Sawbucks
(S-3A Viking)
VFA-113 Stingers
(FA-18 Hornet)
VFA-25 Fist of the Fleet
(FA-18 Hornet)
HS-8 Eightballers
(SH-3 Sea King)
VA-196 Milestones
(A-6E Intruder)
VAW-113 Black Eagles
(E2-C Hawkeye)
VF-21 Freelancers
(F-14A Tomcat)
VF-154 Black Knights
(F-14A Tomcat)
VAQ-139 Cougars
(EA-6B Prowler)

On this date...

Oct. 27, 1961...Commissioned at New York Naval Shipyard.

July 12, 1962...Departs New York to sail around Cape Horn to San Diego.

Aug. 4, 1964...Launches strikes in response to Gulf of Tonkin incident.

May 10, 1972...Lt. Cunningham and Lt.j.g. Driscoll, flying off USS Constellation, become the first aces of the war by downing three MiGs in one day and five in four months.

Nov 23, 1974...Enters Persian Gulf while participating in MIDLINK 74, the first time an American carrier had been in those waters in 26 years.

July 1, 1975...Redesignated "CV" from "CVA", becoming a multi-use carrier with ASW capabilities.

Aug. 20, 1981...President Reagan declares Constellation "America's Flagship."

Feb. 21, 1985...Departs San Diego for WEST-PAC, the first deployment with the FA-18 Hornet.

Sept. 24, 1986...Becomes the first aircraft carrier to visit Anchorage, Alaska.

Aug. 3, 1987...Begins flying cover for escort of U.S.-flagged tankers through the Persian Gulf.

