

KEEPING THE MEMORY
1972
U.S.S. HANCOCK AND CVW 21 WESTPAC DEPLOYMENT





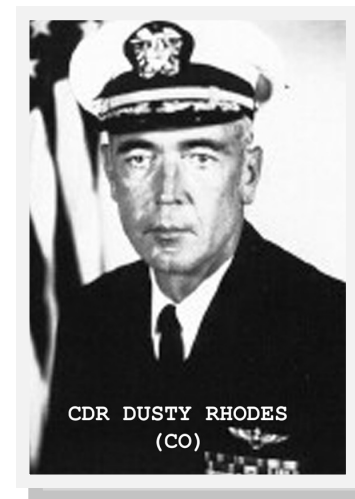
FLEET FIGHTER SQUADRON TWO ELEVEN FIGHTING CHECKMATES "NICKEL"

"THE AIR WAR OVER VIETNAM"
1965 ~ 1973





Standing: Left to Right: G. Brotherton, R. Philips, P. Colson, J. Bodanski, F. Wood, J. Davis XO, D. Rhodes CO
B. Repsher, E. Schrump, K. Dwyer, T. Hamilton.
Kneeling: F. Bachman, H. Livingston, J. Tucker, B. Woods, B. Foye, E. Brown, N. Bruely, B. Hull.



VF-211 OFFICERS DEPLOYED ABOARD THE USS HANCOCK

Back Row: S. Carter, P. Colson, E. Schrump, A. Monger (CO HANCOCK), J. Davis (CO VF-211), K. Dwyer, J. Bodanski, G. Brotherton, J. Rangus
Front Row: B. Hull, G. Murrell, B. Foye, J. Tucker, R. Phillips, J. Bushong, H. Livingston, N. Bewley, F. Bachman, B. Repsher

ATTACK CARRIER AIR WING

~21~

VF-211 (F-8J)

VF-24 (F-8J)

VA-212 (A-4F)

VA-164 (A-4F)

VA-55 (A-4F)

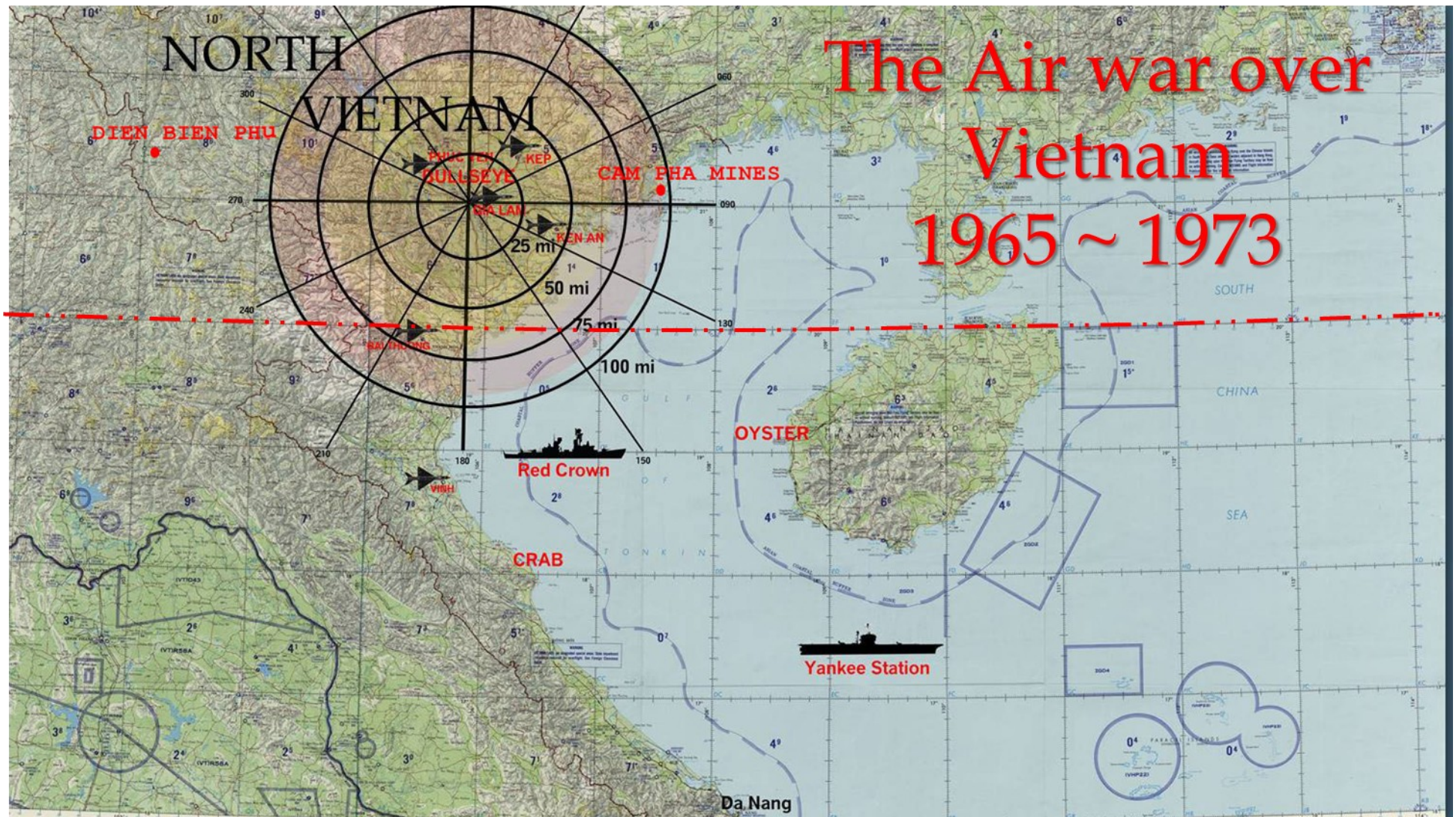
VFP-63 Det. 1 (RF-8G)

VAQ-135 Det. 5 (EKA-3B)

VAW-111 Det. 2 (E-1B)

HC-1 Det. 7 (SH-3G)





The air war over Vietnam consisted of three phases. The first phase, "Rolling Thunder", March 1965 to November 1968. The second phase, Paris peace negotiations, November 1968 to April 1972, combat operations restricted to areas south of the 20th parallel. The third phase started with "Operation Linebacker" 15 April 1972 and continued to 27 January 1973 , the end of the air war over Vietnam,

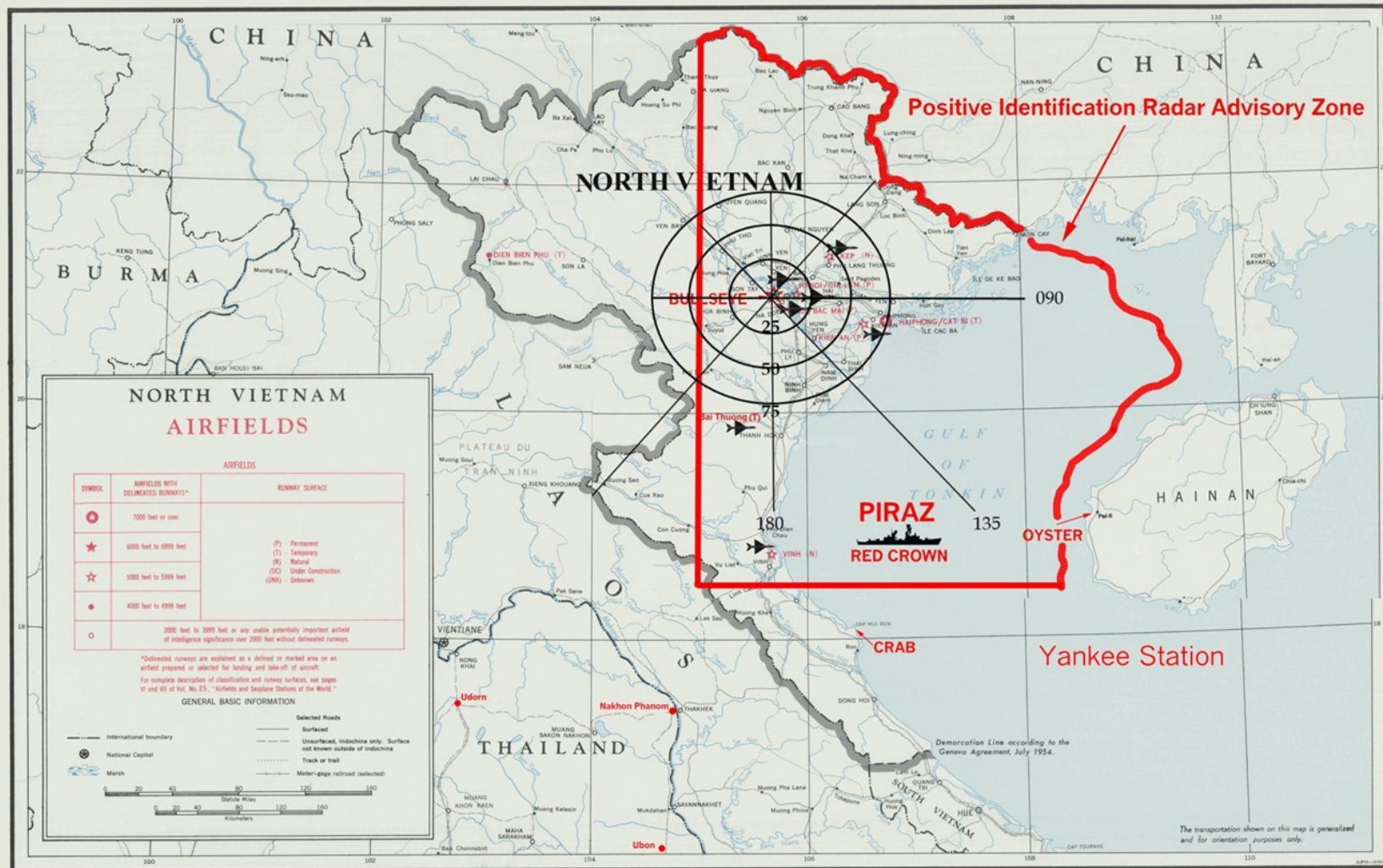
**VF-211's 1972 WESTPAC cruise , the first line period, 08 February to 08 March.
Combat operations during the second phase of the air war.**

**08 February 1972
USS Hancock with CVW-21 arrives on Yankee Station**



COMBAT OPERATIONS

PIRAZ (Positive Identification Radar Advisory Zone), more commonly known by the call sign "Red Crown." The PIRAZ area included NVN territory and the international water of the Gulf of Tonkin north of 18-30N and east of 105-00E. All aircraft entering the zone were required to check in with "Red Crown".





During the first line period (08-02-72 to 08-03-72) of the 1972 cruise CVW-21 operated under rules of engagement of the second phase of the air war.

The Attack squadrons were assigned ground targets along the rail line in North Vietnam south of Thanh Hoa and along the Ho Chi Minh trail from the Mu Gia Pass south.

In this phase, the Fighter squadrons flew BARCAP missions in the northern gulf, TARCAP, Photo escort and Iron Hand escort missions plus some air to ground attack missions along the supply routs south of the DMZ.

At this time there was an increase in MIG activity* and we would fly MIGCAP missions usually at feet wet quick re-action stations north of the DMZ.

*19 January 1972; Cunningham/Driscoll

06 March 1972; Weigand/Freckleton

~ BARCAP ~



TARCAP

Escort A-4 strike aircraft call out triple A. Protect the strike aircraft from any MiG threat



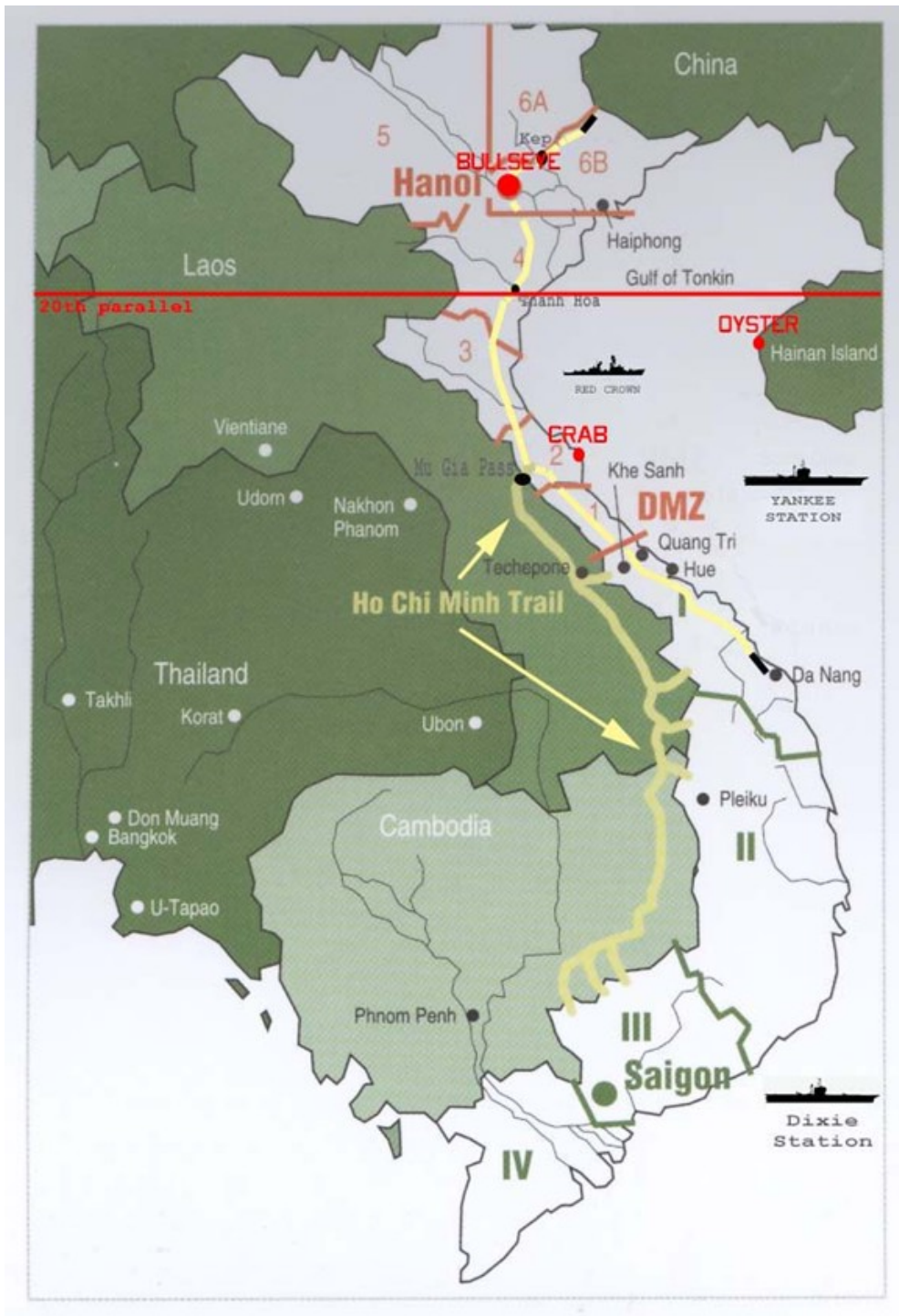


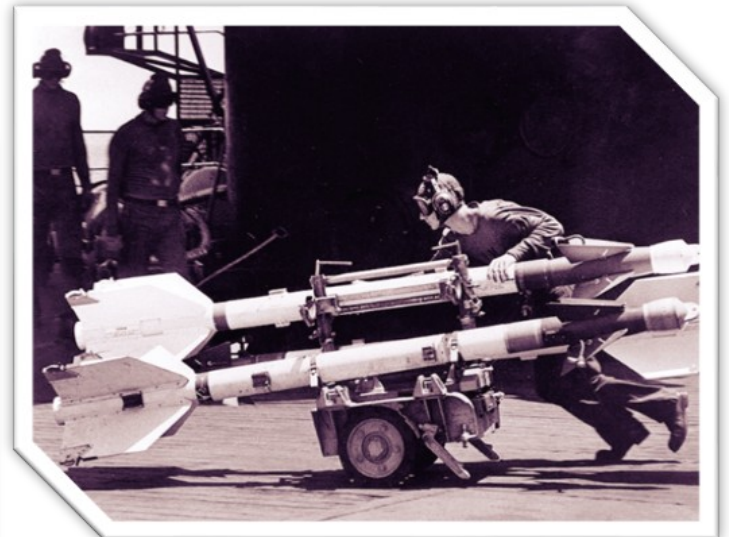
PHOTO ESCORT

Escort the RF-8Gs Provide protection from any MiG threat, call out triple A.

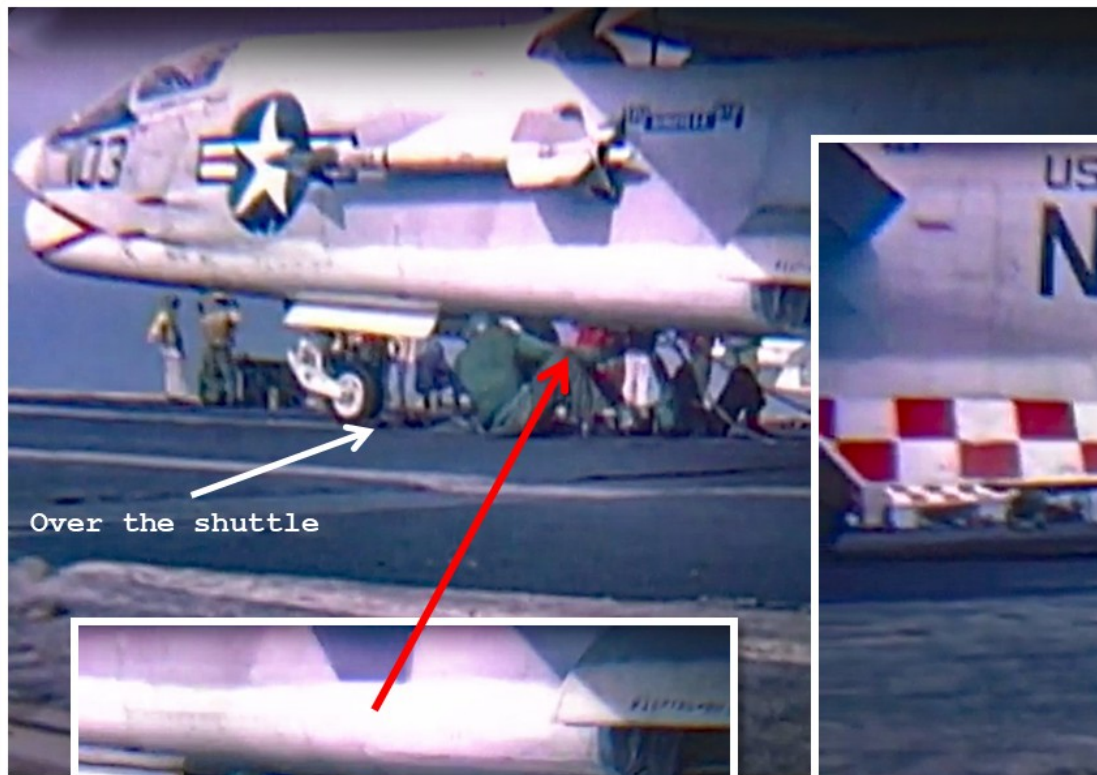


10 February 1972

First Day Combat Operations



Hooking up to the Catapult



Over the shuttle

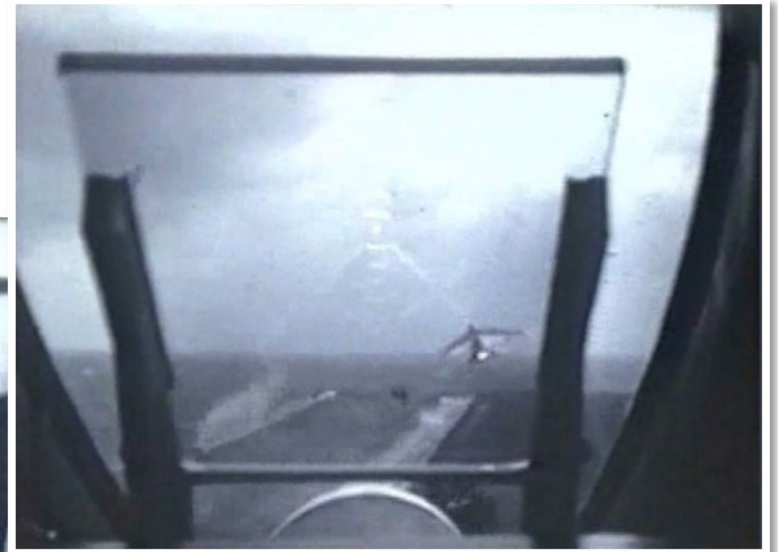
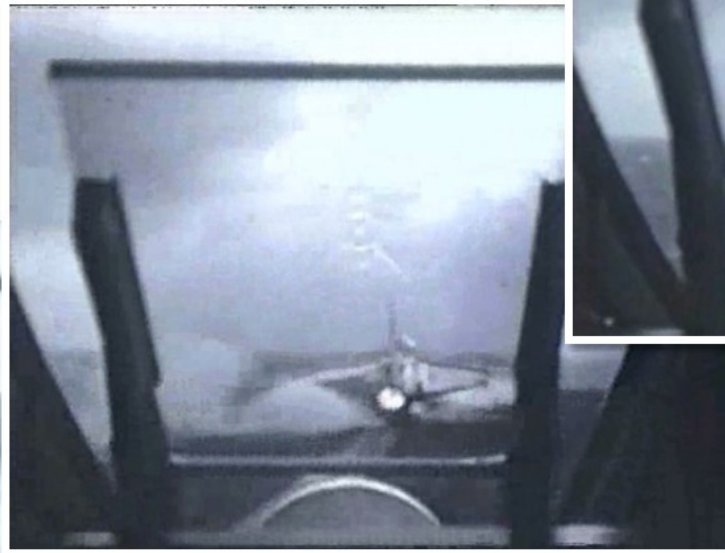
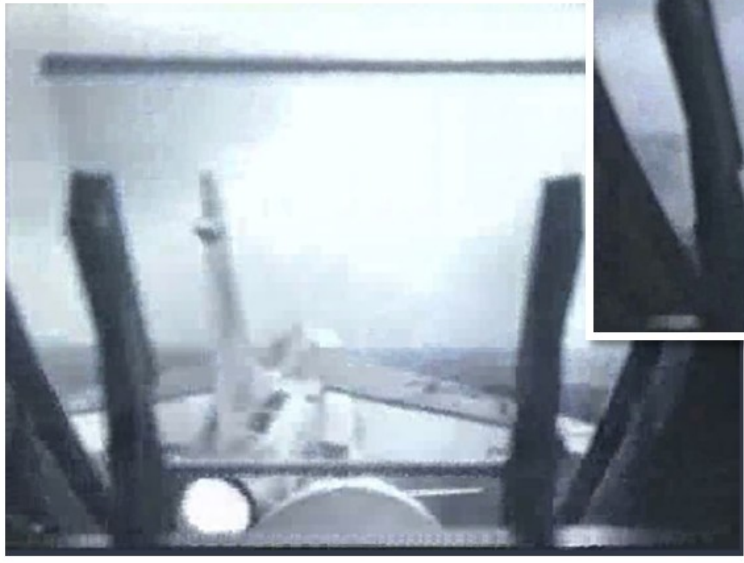


Hooking up the bridle



Hooking up the holdback

10 February 1972



***"The 60 yard Thunder Road,
zero to 160 MPH, 1.4 seconds."***

On every mission we took gas



P.D. Colson

The mission was not over until you trap
at the boat.



*Nickel Ten in the Stack, the recovery has started.
“Your signal is Charley upon arrival”*

The **pilot's “Charlie Time”** refers to the assigned time for landing. Specifically, it indicates the moment when an aircraft crosses the **RAMP**



TYPICAL CARRIER VFR APPROACH

Altitude - 800 FEET
Air Speed - 325 KIAS
Cruise Droop - EXTENDED
Arresting Hook - EXTENDED

Final approach - 30 SECONDS
optimum approach angle of attack

180° TURN

Start turn approximately opposite
the LSO platform
Altitude - 600 FEET
Optimum approach angle of attack

500 FEET

Altitude 600 Feet

BLC - AUTO

TACAN RANGE IS 1.25 NM
ABEAM

Gear - DOWN
Wing - UP
Landing checklist - COMPLETE
Approach power compensator - ..
ENGAGED and CHECKED

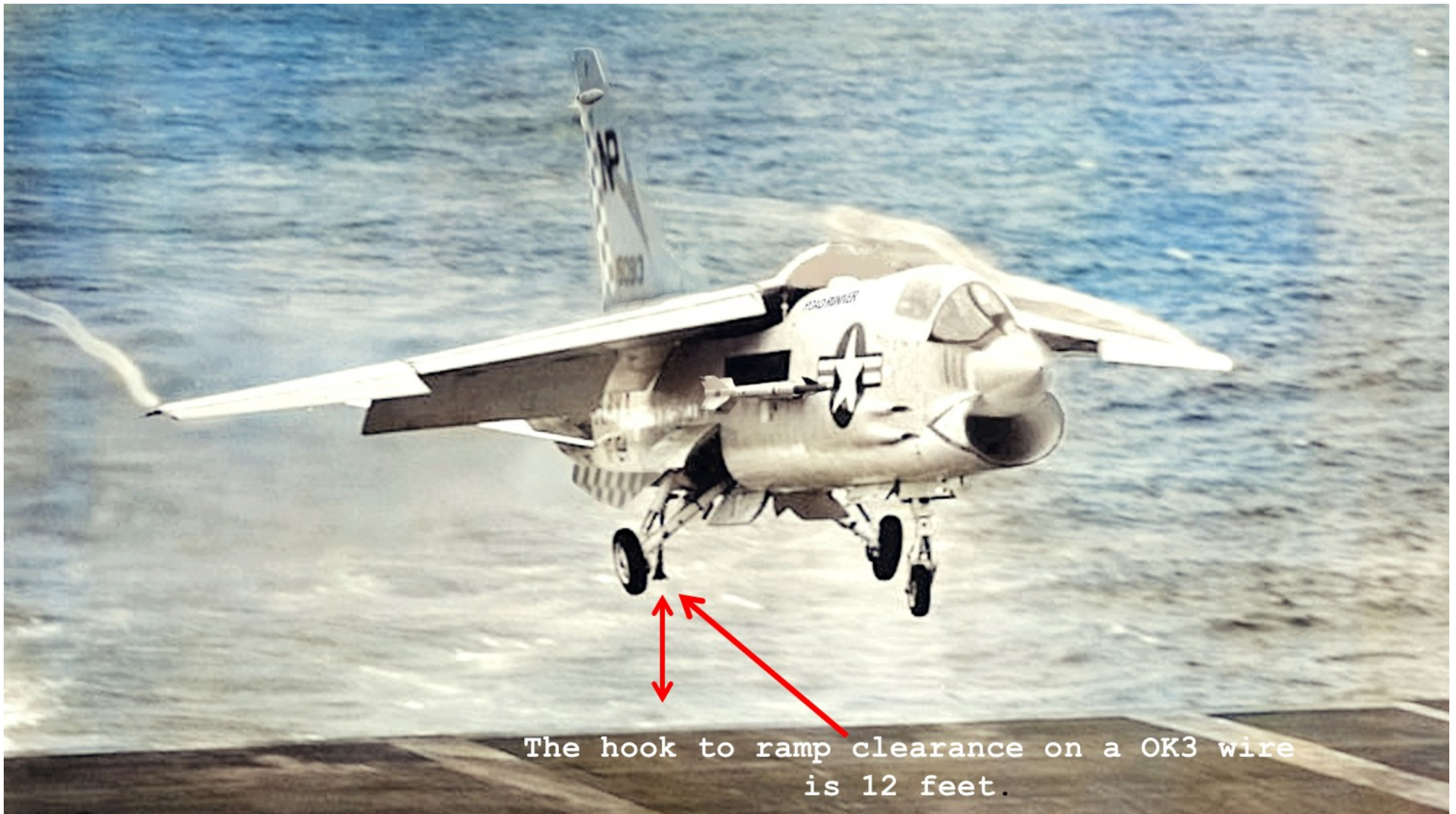
AV-119-08-61



"Naval Aviation"



Nickel Sticks at the ramp,
Pilot: Lt. Ed "Roadrunner" Schrump



The hook to ramp clearance on a OK3 wire
is 12 feet.

"Nickel 10, OK 3 wire"

Landing aboard the boat was a violent event!

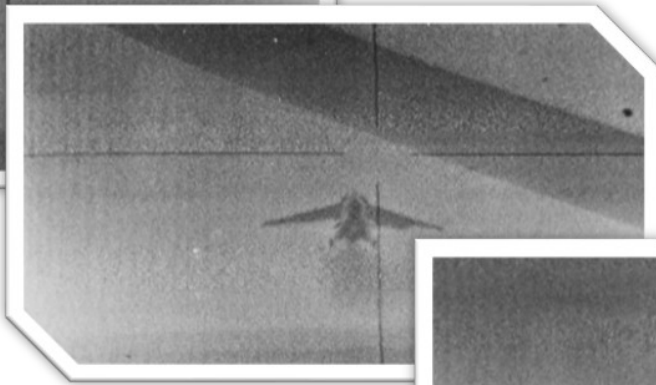
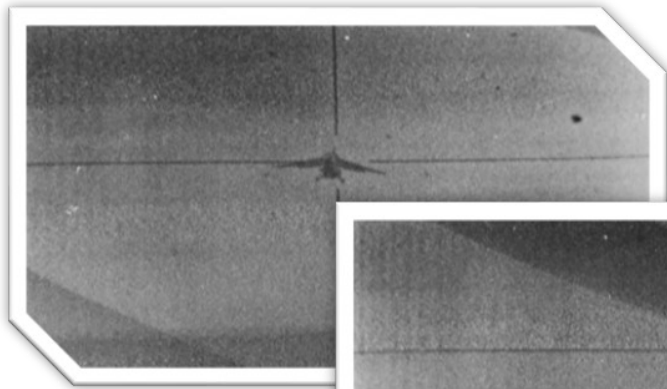
- Landing speed around 155 MPH (135 KTS)
- Trap
- Stop in less than two seconds.

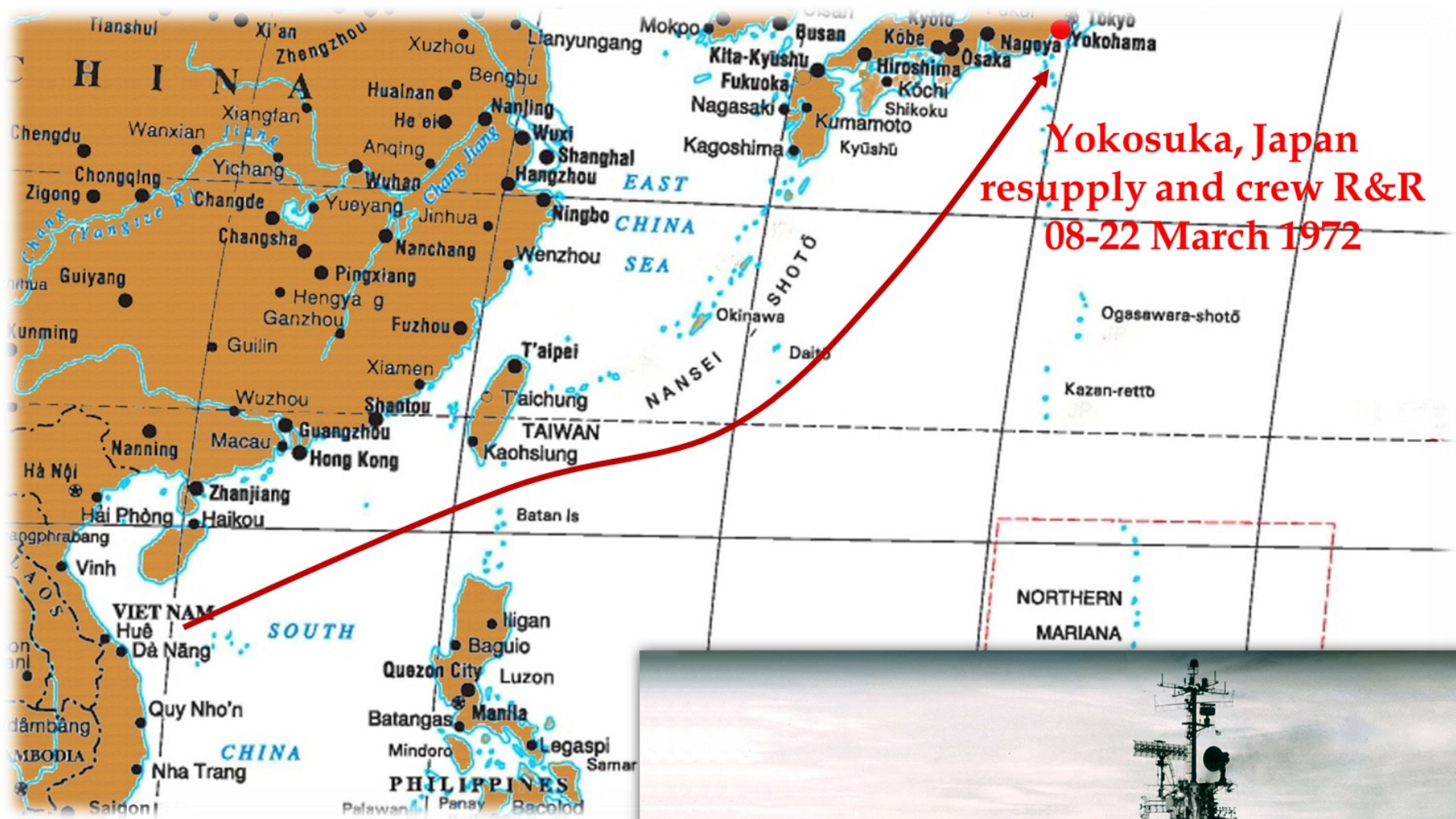


If you miss all four arresting cables long, it is called a “Bolter”



**If you miss all four arresting cables short,
you probably hit the ramp**





08-03-72 the end of the first line period.

USS Hancock departs Yankee Station for resupply and crew R&R in Yokosuka, Japan.

