

UNITED STATES ATLANTIC FLEET  
NAVAL AIR FORCE  
ATTACK SQUADRON THIRTY FIVE  
CARE OF FLEET POST OFFICE  
NEW YORK, NEW YORK

1967

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5750  
Ser: 08  
MAR - 2 1968

  
REGISTERED MAIL

 (Unclassified upon removal of enclosure (1))

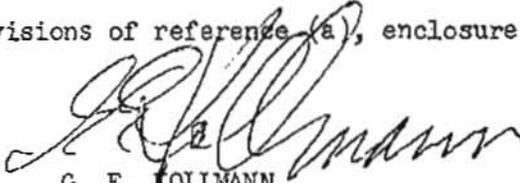
From: Commanding Officer, Attack Squadron THIRTY-FIVE  
To: Chief of Naval Operations (Attn: OP-05A56)

Subj: Command History (OPNAV 5750-1)

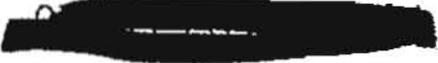
Ref: (a) OPNAVINST 5750.12

Encl: (1) Command History 1967

1. In accordance with the provisions of reference (a), enclosure (1)  
is submitted.

  
G. E. KOLLMANN

Copy to:  
CNO (OP-09B9)

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1. Chronology of Significant Events, 1967

- 1 January - Attack Squadron THIRTY-FIVE was conducting strikes against military targets in North Vietnam, while operating from the deck of USS ENTERPRISE (CVA(N)65).
- 24 February - The squadron led the first Alpha strike on Hon Cai Thermal Power Plant.
- 26 February - Seven crews were involved in the first air mining operations since World War II and the first mines ever delivered by jet aircraft, when MK-50 and MK-52 mines were dropped in Song Ca and Song Giang Rivers.
- 26 February - A-6A Intruders led the first Alpha strike on Bac Giang Thermal Power Plant.
- 24 March - The squadron flew an A-6A Alpha strike on Thai Nguyen Thermal Power Plant.
- 25 March - The squadron flew a night Alpha strike on Thai Nguyen Iron and Steel Mill.
- 19 May - The squadron Operations Officer led a major VFR Alpha strike on Van Dien Vehicle Depot.
- 19 May - Aircraft BUNO 152594 was lost to a surface to air missile approximately 25 miles southwest of Hanoi. The crew of LCDR E. B. McDANIEL and LT J. K. PATTERSON are listed as missing in action.
- 21 May - The squadron Executive Officer led a major VFR strike on Van Dien Vehicle Depot.

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

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- 6 June - The squadron Commanding Officer led a major VFR strike on Van Dien Vehicle Depot.
- 7 July - Attack Squadron THIRTY-FIVE returned to Naval Air Base Oceana after completing an eight month combat tour in Southeast Asia, having flown 1221 combat sorties delivering over 13,000,000 pounds of ordnance.
- 14 July - Commander Glenn E. KOLLMANN relieved Commander Arthur H. BARIE as Commanding Officer of Attack Squadron THIRTY-FIVE.
- 29 July - Seven pilots and six bombardier/navigationers were detached to Little Rock, Arkansas to participate in a Joint Task Force Two Field Test 4.4 low level navigation and target acquisition test.
- 7 August - Five aircraft were flown to Jacksonville, Florida where the flight crews received briefings on Project STORMFURY, a joint Navy, Air Force and Environmental Science Services Administration project concerning the control of hurricanes.
- 1 October - 29 officers, 65 enlisted men and 6 aircraft were detached to Yuma, Arizona to join Air Wing NINE for intensive training in conventional and nuclear weapons delivery tactics. All of the pilots from VA-35 fired at least one SIDEWINDER, thus becoming the first A-6A squadron to fire the heat seeking missile.

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- 6 November - The squadron moved to NAS Alameda, California to join Air Wing NINE aboard ENTERPRISE for carrier qualifications and pre-deployment operations.
- 28 December - After the Christmas Holiday stand-down, VA-35 moved aboard USS ENTERPRISE for a deployment to WESTPAC on 3 January 1968.

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2. Narrative

a. Command Organization

(1) Commander Arthur H. BARIE served as Commanding Officer of Attack Squadron THIRTY-FIVE from 29 July 1966 until 14 July 1967. He was relieved on that date by Commander Glenn E. KOLLMANN, who had previously served as Executive Officer. CDR KOLLMANN became the thirtieth Commanding Officer of VA-35 and continued to serve in that capacity for the duration of 1967.

(2) VA-35 is permanently based at Naval Air Station Oceana, Virginia Beach, Virginia. During the 1967 Western Pacific Deployment, the squadron was attached to Air Wing NINE and operated from the deck of USS ENTERPRISE CVA(N)65.

(3) The basic mission of the squadron is to conduct offensive low level operations with conventional or nuclear weapons. This function is performed by utilizing day visual deliveries and the all-weather capability of the A-6A, which enables ordnance to be delivered on targets completely obscured by weather or darkness. Upon return to CONUS, the squadron was involved in training operations for future deployments.

(4) Attack Squadron THIRTY-FIVE has custody of 12 Grumman built A-6A and 3 A-6B Intruder aircraft. At the end of the year there were 47 officers, 353 enlisted personnel and 6 civilian technical representatives attached to the squadron. The officer complement of 47 men includes 40 flight crew members to man the 15 two-place aircraft.

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b. Operations and Activities

(1) 1 January 1967 found Air Wing NINE and the "Panthers" of Attack Squadron THIRTY-FIVE conducting intensive strike operations over North Vietnam. The squadron, onboard ENTERPRISE, had departed NAS Alameda on 19 November 1966 with nine aircraft and twelve flight crews.

(2) The first six months of 1967 were spent in the combat theatre where the squadron exploited the all-weather attack capabilities of the A-6A. 1221 missions, an average of over 100 per flight crew, were flown over the North during the five line periods concluded 20 June 1967. Almost one half of all ordnance expended by Air Wing NINE during the deployment was delivered by VA-35. The "Panthers" set a Naval record for ordnance expenditures by pounding North Vietnamese targets with 13,075,687 pounds of ordnance, an average of approximately one million pounds per flight crew. This record was still unsurpassed at the end of the year. Of 38 Alpha and major strikes made by Air Wing NINE, 18 were conducted solely by VA-35 and the A-6A. In addition, VA-35 was responsible for the first air mining operation since World War II and the first mines ever delivered by jet aircraft, when mines were dropped in the Song Ca and Song Giang Rivers. While the majority of the strikes were made under instrument and night conditions, the squadron also participated in all major VFR strikes and conducted IRON HAND missions.

(3) The first line period was from 18 December 1966 to 16 January 1967. 232 combat sorties were completed during this period, with 94% being system and night deliveries. Due to extremely poor weather encountered

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over North Vietnam, the A-6A was often the only aircraft capable of being launched to strike a designated target. 1,344,000 pounds of ordnance were expended on such targets as Vinh Railroad Yard and Phu Ly Railroad Yard.

(4) The routine of daily flight operations was broken by an in-port period from 17 January to 29 January. Liberty was enjoyed at Subic Bay in the Philippines and a two-day visit to Manila.

(5) The squadron returned to Yankee Station 1 February and resumed operations over North Vietnam. Coordinated major strikes were conducted on Thanh Hoa Railroad Yard/Siding and Dong Phong Thong Railroad Yard during the line period. In addition, VA-35 flew Alpha strikes on Hon Gai Thermal Power Plant and Bac Giang Thermal Power Plant. 2,478,849 pounds of ordnance was expended as a result of 232 sorties flown.

(6) A five day stay in Hong Kong provided relief from the rigors of combat before the third line period started on 22 March. The A-6A and VA-35 had gained the respect of Air Wing NINE by making consistently successful strikes under adverse conditions. The squadron was carrying the bulk of the Air Wing offensive and had proved that radar significant targets could be struck by utilizing the all-weather delivery system of the Intruder. Significant targets during this line period included Chi Ne Army Barracks, Thai Nguyen Thermal Power Plant and Thai Nguyen Iron and Steel Mill.

(7) On 29 March South Vietnamese Premier Nguyen Cao Ky and other dignitaries paid tribute to Air Wing NINE with a visit to ENTERPRISE.

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Attack Squadron THIRTY-FIVE provided four aircraft for the transportation of the distinguished visitors from Saigon to ENTERPRISE. Premier Ky flew with CDR G. E. KOLLMANN, Chief of State Nguyen Van Thieu was a passenger of CDR A. H. BARTIE, Chief of the Joint General Staff GEN Cao Van Vien flew with CDR H. L. TURK and Navy Captain Tran Van Chon flew with LCDR E. B. McDANIEL. The visitors watched flight operations from ENTERPRISE and decorated numerous Navy flyers. Premier Ky presented CDR A. H. BARTIE, CDR G. E. KOLLMANN, LCDR R. P. HYDE and LTJG N. M. CARPENTER with the Vietnam Gallantry Cross.

(8) The fourth and fifth line periods saw frequent breaks in the weather over North Vietnam and more visual sorties were flown than had previously been possible. More than 50% of the sorties flown in May and June were visual deliveries. Large VFR strike groups were prevalent and the Air Wing combined to strike targets such as Haiphong Thermal Power Plant East and West, Kep Airfield and Van Dien Vehicle Depot. During one Vien Dien strike 35 airborne SAMs were sighted, but through violent evasive maneuvers aircraft loss was prevented. Van Dien was struck three times during the cruise and VA-35 led all three strikes.

(9) While involved in the first Alpha strike on Van Dien on 19 May, aircraft 152594 was lost to an SA-3 missile in the Panana Valley approximately 25 miles southwest of Hanoi. Its crew of LCDR E. B. McDANIEL and LT J. K. PATTERSON are listed as missing in action.

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(10) Attack Squadron THIRTY-FIVE returned to NAS Oceana, Virginia Beach, Virginia on 7 July. Combat awards were still filtering in for the rest of the year and others are still pending. By the end of the year, members of the squadron had received 1 Silver Star, 1 Bronze Star, 39 Distinguished Flying Crosses, 247 Air Medals, 26 Navy Commendation Medals and 4 Vietnamese Gallantry Crosses.

(11) After a well deserved leave period, the squadron turned to the problems of a short turn-around training cycle. Personnel turnover was high and the need for intensive training was apparent. In an attempt to complete a year's training schedule in only five months, flight operations were conducted daily. Low level navigation routes were flown to keep crews up-dated on the A-6A systems and practice bombing ranges in the area were used extensively.

(12) On 29 July, 7 pilots and 6 B/Ns were detached to Little Rock, Arkansas to participate in a ten-day Joint Task Force Operation Field Test 4.4. Under JTF 2 supervision, 14 flights were conducted to accumulate data for studying problems associated with low altitude flight profiles. Emphasis was on low level navigation procedures and target acquisition and identification.

(13) On 7 August Attack Squadron THIRTY-FIVE began participation in project STORMFURY 1967, a joint project of the Navy, Air Force and Environmental Science Administration. The goal of the undertaking was to improve predictions and inquire into the possibility of modifying.

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some aspects of destructive hurricanes. Squadron participation in the project began when representatives attended a briefing held in Jacksonville, Florida 7 August 1967. Ten squadron personnel participated in aerial co-ordination rehearsals off the coast of Florida during the period 7 August to 10 August. The A-6A Intruders were to seed the hurricanes with silver iodide generators from an altitude of 35,000 feet, while flying at 500 knots. Other aircraft were to fly at low altitude to observe and record conditions before and after the seeding. Although no seeding operations actually took place, the squadron remained on 48-hour alert, ready to proceed to the staging base at Roosevelt Roads Naval Air Station, Puerto Rico, until 15 October.

(14) The first of 12 new A-6A Intruder bombers (BUNO 152937) arrived from the Grumman factory 18 August. The new aircraft employ the P-7 weapons system. The most significant improvements over previous weapons systems are improved weapons system reliability and a usable Search Radar Terrain Clearance Mode.

(15) The training tempo increased in October as 35 officers, 65 enlisted men and six aircraft departed Oceana for MCAS Yuma, Arizona. The squadron joined Air Wing NINE again for intensive training in conventional and nuclear weapons delivery tactics until 15 October. In preparation for the forthcoming deployment, simulated missions were planned and flown in an effort to sharpen the Air Wing's capability for successful multi-plane raids against a single target. During this

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training period, Attack Squadron THIRTY-FIVE became the first A-6A squadron to fire the AIM 9B SIDEWINDER missile. All squadron pilots fired at least one of the heat seeking missiles in preparation for future A-6A employment of the weapon in combat.

(16) On 5 November the squadron moved from Oceana to NAS Alameda, California to board ENTERPRISE for a month of pre-deployment activities. Along with Air Wing NINE the squadron participated in flight operations off the California coast. Day and night carrier qualifications were completed during the first week of operations and the rest of the time was devoted to strike exercises, weapons training and the Operational Readiness Exercise. VA-35 received an overall grade of 95 on the ORE, for an objective evaluation of "outstanding".

(17) Attack Squadron THIRTY-FIVE and ENTERPRISE were honored with a visit by President Johnson, Secretary of Defense Robert McNamara and Chief of Naval Operations ADM Thomas Moorer on 10 November. The distinguished visitors viewed day and night launches and recoveries of Air Wing aircraft. As the guests walked through the hanger bay, squadron personnel answered questions on the statically displayed A-6A. Later in the day, the visitors proceeded to Ready Room Four where CDR G. E. KOLLMANN described a bombing strike he led on the Van Dien Vehicle Depot near Hanoi during the last deployment.

(18) With the ORE completed, the squadron returned to NAS Oceana on 6 December. Almost everyone in the squadron was able to take leave before departing Oceana on 28 December to join Air Wing NINE and ENTERPRISE for the forthcoming WESTPAC deployment on 3 January 1968.

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3. Documentary Annexes

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a. Monthly Flight Summary - Combat

<u>MONTH</u>	<u>DAY/NIGHT COMBAT HOURS</u>	<u>DAY/NIGHT COMBAT SORTIES</u>	<u>DAY/NIGHT CARRIER LANDINGS</u>
December 1966	129.9/85.0	69/48	69/49
January	98.7/120.4	48/67	61/71
February	238.6/183.6	129/103	150/95
March	126.9/87.1	63/48	82/56
April	209.7/174.2	108/94	115/99
May	327.2/195.7	169/107	192/89
June	180.6/132.1	98/70	106/69
July	0.0/0.0	0/0	0/0
August	0.0/0.0	0/0	0/0
September	0.0/0.0	0/0	0/0
October	0.0/0.0	0/0	0/0
November	0.0/0.0	0/0	0/0
December	0.0/0.0	0/0	0/0
TOTALS	1311.6/978.1	684/537	775/528

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b. Monthly Flight Summary - Training

<u>MONTH</u>	<u>DAY/NIGHT TRAINING HOURS</u>	<u>DAY/NIGHT TRAINING SORTIES</u>	<u>DAY/NIGHT CARRIER LANDINGS</u>
January	52.9/5.0	34/2	0/0
February	27.3/2.1	16/1	0/0
March	60.3/22.4	36/18	0/0
April	34.6/4.3	19/4	0/0
May	7.1/2.0	3/1	0/0
June	34.4/0.0	14/0	0/0
July	129/6.5	53/1	0/0
August	179.9/58.2	95/28	0/0
September	264.4/182.1	136/85	0/0
October	435/174	256/79	0/0
November	441/134	226/81	185/101
December	<u>194.2/50.5</u>	<u>107/33</u>	<u>51/15</u>
TOTAL	1860.1/640.1	995/333	236/116

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c. Sortie Percentages

<u>December</u>	<u>Sorties</u>	<u>Percentages</u>
Visual	0	0%
System	69	59%
Night	48	41%
<u>January</u>	<u>Sorties</u>	<u>Percentages</u>
Visual	15	13%
System	33	29%
Night	67	59%
<u>February</u>	<u>Sorties</u>	<u>Percentages</u>
Visual	28	12%
System	103	44%
Night	101	44%
<u>March</u>	<u>Sorties</u>	<u>Percentages</u>
Visual	10	9%
System	53	48%
Night	48	43%
<u>April</u>	<u>Sorties</u>	<u>Percentages</u>
Visual	26	13%
System	81	40%
Night	95	47%

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<u>May</u>	<u>Sorties</u>	<u>Percentages</u>
Visual	137	50%
System	32	12%
Night	107	38%

<u>June</u>	<u>Sorties</u>	<u>Percentages</u>
Visual	88	52%
System	10	6%
Night	70	49%

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<u>Total</u>	<u>Sorties</u>	<u>Percentages</u>
Visual	304	25%
System	381	31%
Night	536	44%

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## d. Ordnance Expended during 1966-67 Deployment

<u>TYPE</u>	<u>SIZE</u>	<u>EXPENDED</u>	<u>SORTIES</u>
MK-81	250#	235	9
MK-82	500#	19799	972
MK-83	1000#	761	55
MK-84	2000#	47	6
AGM-45	SHRIKE	143	135
MK-50/52	MINES	53	11
CEU-2/A	800#	8	4
MK-77	FIREBOMB	20	5
AN-M-65/66	FAT BOMB	5	1
LAU-3	2.75 ROCKETS	12	Note 2
AN-M-117	750	48	3
AGM-12B	BULLPUP	28	Note 3
MK-84 & 83		Note 4	10

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NOTES

1. Total ordnance expended during 1221 sorties = 13,075,687
2. Flights carrying LAU-3s were flown as IRON HAND carrying SHRIKES also. Total sorties with LAU-3s are listed under SHRIKE.
3. Bullpups always carried in combination with SHRIKE and IRON HAND sorties. Total sorties with Bullpup are listed under SHRIKE.
4. MK-83 and MK-84 were carried as a mixed load. Expenditures are listed with MK-83 and MK-84 totals.

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Ordnance delivered in percent: MK-82s - 80.3%  
SHRIKES - 11.7%  
All others - 8.6%

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e. Monthly Ordnance Expenditures - Combat

	<u>MONTH</u>	<u>TOTAL</u>
December 1966	1,164,546	1,164,546
January	1,344,006	2,508,552
February	2,478,849	4,987,401
March	1,272,917	6,260,318
April	2,219,537	8,479,855
May	2,878,687	11,358,542
June	1,717,145	13,075,687

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