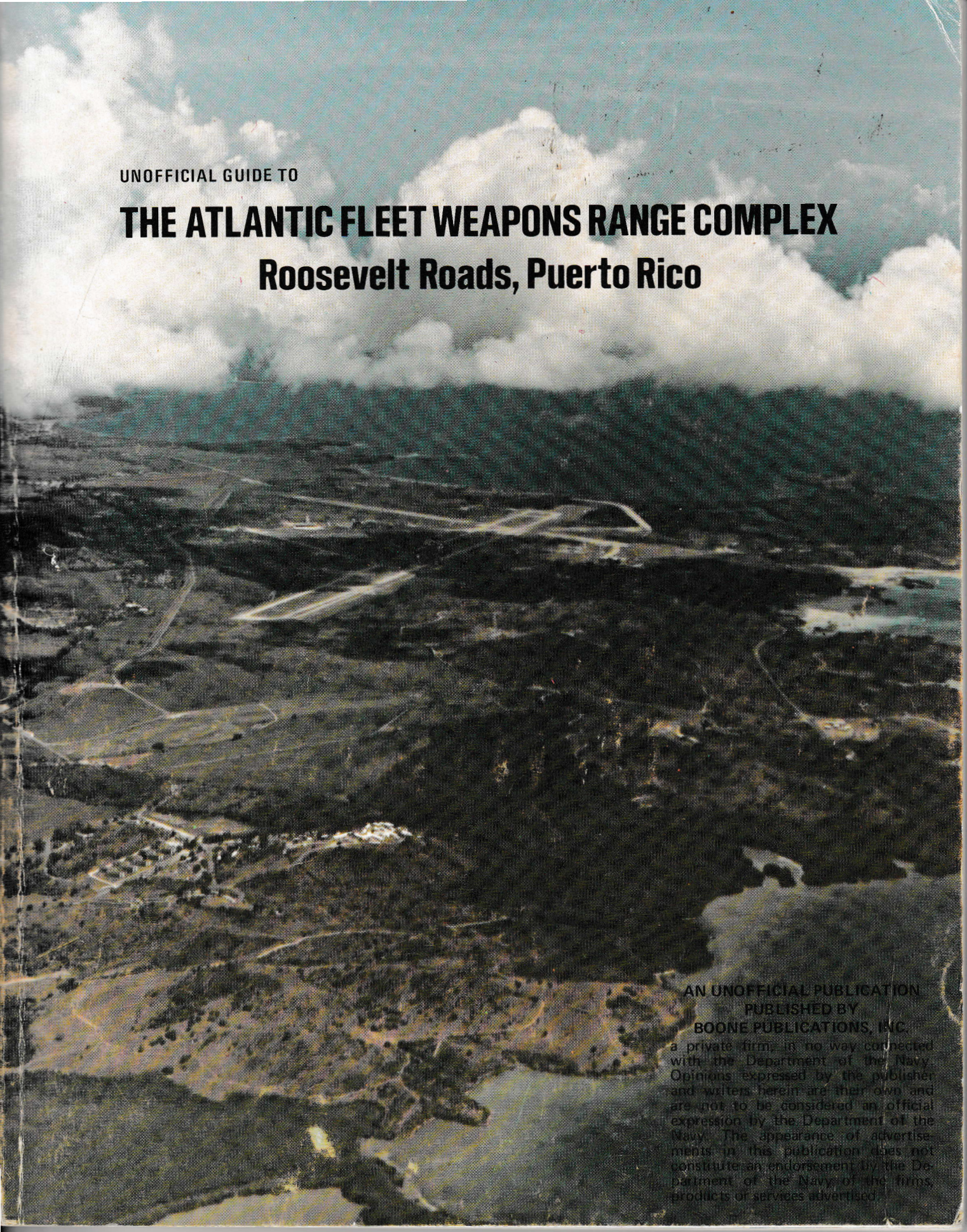

UNOFFICIAL GUIDE TO

THE ATLANTIC FLEET WEAPONS RANGE COMPLEX

Roosevelt Roads, Puerto Rico

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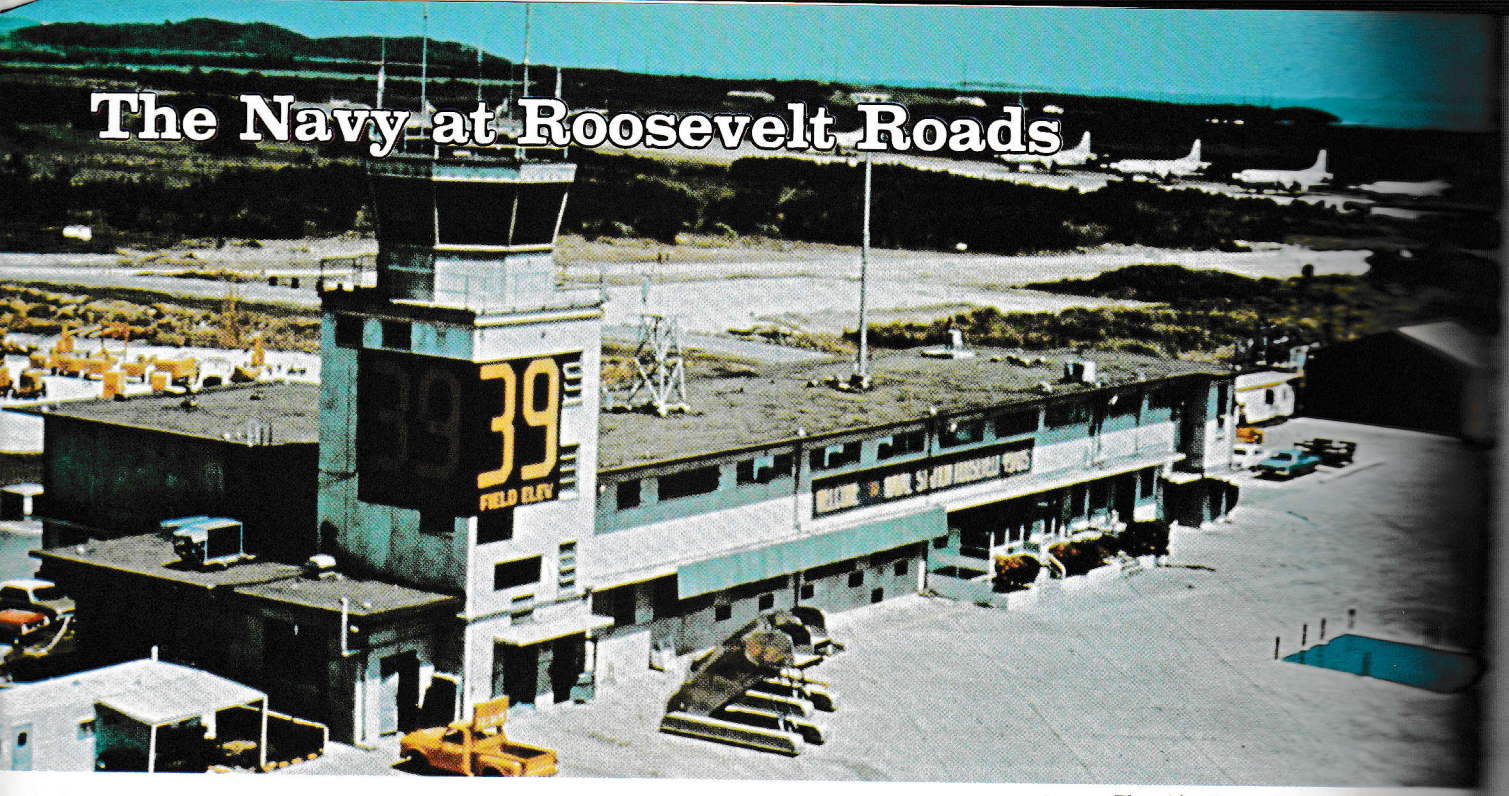
The Navy at Roosevelt Roads



The Air Operations Building

INTRODUCTION

The United States Navy is a composite of a wide variety of activities. It is, of course, ships of the line and their underwater submarine counterparts. It is also the diverse air units, whether they be propellor, jet, or helicopter, launched from the huge flight decks of a carrier or from shore-based Naval Air Stations.

There are many other units related to the United States Navy as well: the Marines, with their own proud history and traditions; the Seabees who, with their "Can-Do" spirit, perform engineering miracles daily; underwater demolition team (UDT) swimmers; hurricane hunters; and many more.

What is unique about Roosevelt Roads is that it is an essential training center for every one of these activities. It is, in fact, one of the most complete Naval training and testing areas anywhere in the world.

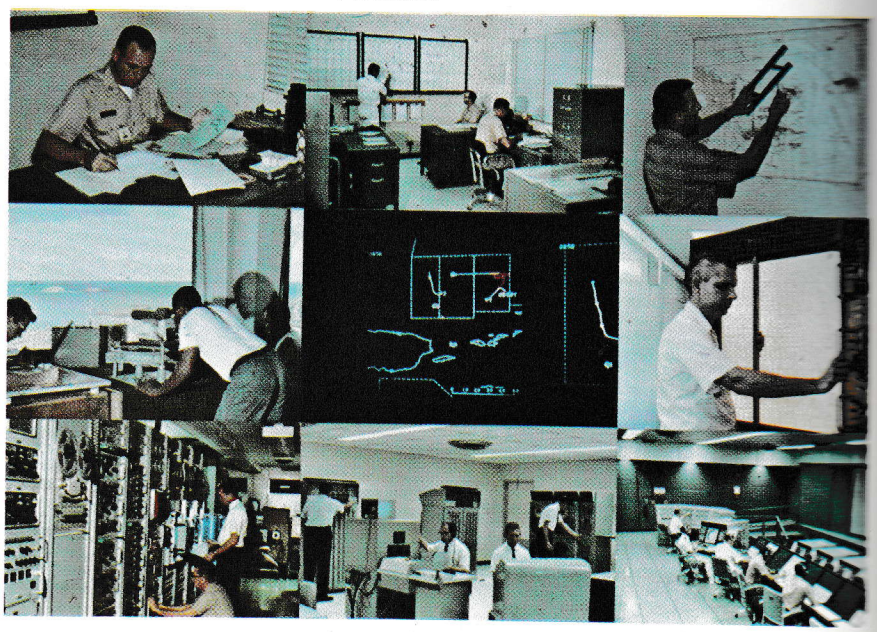
The U.S. Naval Station, Roosevelt Roads, is a military command responsible for the huge land acreage as well as the personnel, buildings, and services required to support the various training activities.

Primary among the "tenants" located on the Naval Station is the headquarters of Commander Atlantic Fleet Weapons Range. The Weapons Range is one of the largest controlled land and sea areas available for conducting large-scale fleet exercises.

The unique combination of large ocean areas, strategically located land masses, and the most modern and sophisticated electronic equipment enables the Range to provide virtually every element required for realistic battle conditions in fleet training.

The ocean areas to the north and south of Puerto Rico are not heavily transited by commercial shipping and air traffic. This, combined with excellent climatic conditions, has established the range as a primary exercise area for Atlantic Fleet units.

Some of the most sophisticated hardware and techniques of the modern Navy are used in Roosevelt Roads operations.



A BRIEF HISTORY

Roosevelt Roads was first conceived as a possible site for a naval facility in 1919, due to its excellent potential for a harbor, airfield, and land defense post.

Nothing materialized, however, until World War II, when the site was further visualized as a major operating base. It was to be an industrial establishment, capable of supporting 60 per cent of the Atlantic Fleet under war-time conditions. In addition, it would furnish logistic support to secondary air bases on the islands of Antigua, Saint Thomas, and Culebra.

In the event Great Britain was overwhelmed by Axis powers, the area would become an operating base for the British fleet, with quarters established as a refuge for the Royal Family.

In the early 1940's a construction program of massive proportions commenced, transforming the area into a booming war-time base. A huge dry dock was constructed during that period with supporting machine shops, foundry, and piers.

The dry dock, which is 1,088 feet in length and 145 feet wide, is among the world's largest. Although it has never been used extensively, it did provide repair facilities for a few ships near the end and just after the war.

When Roosevelt Roads was commissioned a U.S. Naval Operating Base in 1943, it was far from the finished product of the 1940 plan. The war had passed the Caribbean and Allied leaders agreed that the proposed station size was no longer necessary. For the next 14 years, the base lapsed into an almost inoperative status which saw it close seven times and reopen eight.

In 1955, the Chief of Naval Operations ordered the establishment of the Atlantic Fleet Guided Missile Training Center. Roosevelt Roads was chosen for the site and in 1957 was redesignated as a naval station.

One of the first steps in the new expansion was the acquisition of the Army's old Fort Bundy, an area which now comprises the southern portion of the station. Fort Bundy was first established in 1940 as a headquarters for coast artillery emplacements, with the mission of defending against enemy attack during construction of the Naval Base itself.

Aviation activities also increased. In May 1959, the Naval Station airfield was named Ofstie Field, in honor of the late Vice Admiral Ralph A. Ofstie, former Deputy Chief of Naval Operations (Air), and a distinguished leader in Naval aviation. The airfield's 6,000-foot runway was increased to 11,000 feet in order to accommodate ever increasing jet air traffic.

During the initial build-up and expansion of Roosevelt Roads, the station's operational control and responsibilities were extended beyond the station proper to include an additional 29,000 acres of land on ten adjoining islands. Within a period of a few short years, Roosevelt Roads has become one of the largest Naval Stations in the world, as well as home of the Atlantic Fleet Weapons Range.

WHAT'S IN A NAME — The term "Roosevelt Roads" is the heritage of both the station's wartime mission and the man who first envisioned it. Franklin D. Roosevelt initiated planning for a naval facility in the area that would feature a 10-mile protected anchorage—Roads—that was to have been constructed across Vieques Sound, connecting the naval station with Vieques Island.

Roosevelt Roads was originally selected as the site for a Naval Station because of its excellent harbor. Surface Operations personnel can support virtually every type of ship in the Atlantic Fleet.

Atlantic Fleet Weapons Range

Atlantic Fleet Weapons Range Headquarters.

Commander Atlantic Fleet Weapons Range/Commander Fleet Air Caribbean (COMLANTFLTWPNRAN/COMFAIRCARIB) is the overall commander of the Atlantic Fleet Weapons Range Complex, encompassing the Naval Station, Roosevelt Roads; Atlantic Fleet Range Support Facility; and Fleet Composite Squadron EIGHT. Also reporting to him, in his role as Commander Fleet Air Caribbean, are two commands in Cuba: the Naval Air Station, Guantanamo Bay, and Fleet Composite Squadron TEN. COMLANTFLTWPNRAN/COMFAIRCARIB reports to COMNAVAIRLANT, CINCLANTFLT, and CNO, respectively, for operational and administrative matters.

Within the Atlantic Fleet Weapons Range, the Commanding Officer, U.S. Naval Station, Roosevelt Roads, is responsible to COMLANTFLTWPNRAN/COMFAIRCARIB for the maintenance and operation of facilities and material.

The Commanding Officer, Atlantic Fleet Range Support Facility is responsible for day-to-day scheduling and operation of the range, while the Commanding Officer of Fleet Composite Squadron EIGHT provides aircraft and target drone service in support of the Atlantic Fleet Range Support Facility.

COMLANTFLTWPNRAN / COMFAIRCARIB commands and controls assigned activities and coordinates their efforts in direct support of fleet weapons systems training and readiness of the operating forces and other designated activities. The mission also includes the planning and coordination of logistic support of fleet activities as well as coordinating support of development, training, and evaluation projects.

The organization of the Atlantic Fleet Weapons Range Command, as now established, simplifies the command line structure to coordinate all available assets and efforts in direct support of fleet weapons training for the operating forces.

(ABOVE) Captain Johns welcomes two distinguished visitors to Roosevelt Roads: Rear Admiral Norvell Ward, Commandant of the Tenth Naval District, and Honorable C E Bennett, Chairman of the House Real Estate Subcommittee.

CAPTAIN RUBEN LEE JOHNS, U.S. NAVY
Commander, Atlantic Fleet Weapons Range/
Commander, Fleet Air Caribbean

Captain Ruben Lee JOHNS, a native of Missouri, was born October 31, 1920. He attended high school and junior college at Chanute, Kansas, and Kansas State Teachers College, Pittsburg, Kansas. He played football and baseball in high school and college.

Entering the Navy as an Aviation Cadet in January 1941, he was commissioned Ensign and received Navy Wings of Gold in June of that year at the Pensacola, Florida, Naval Air Station. His first assignment was as an instructor in fighter aircraft tactics and air-to-air gunnery at Miami until September 1942. After attending the Naval School of Photography at Pensacola he joined a fighter squadron in February 1943, which conducted operations against the Japanese in the South Pacific on the islands of Guadalcanal, New Georgia, Bouganville, and others.

Shortly after returning to the United States in July 1944, Captain JOHNS joined another fighter squadron, returned to the Pacific, and conducted flight operations against the enemy from the aircraft carriers USS WASP and BUNKER HILL until May 1945.

In April 1946 he assumed command of a fighter squadron at Norfolk, Virginia, operating from the carrier USS PRINCETON. The PRINCETON sailed to the western Pacific via the Panama Canal for patrol duty. From May of the following year until January 1949, Captain JOHNS served as Aide to Commander FIRST Fleet in San Diego and Commander Western Sea Frontier in San Francisco, California.

Following a year of school in 1949 at Monterey, California, Captain JOHNS reported to the Naval Air Test Center, Patuxent River, Maryland, where he attended the Naval Test Pilot School. He served the next two years as a test pilot. After six months as Project Officer for Air Development Squadron THREE, Atlantic City, New Jersey, he assumed command of a jet fighter squadron at the Oceana, Virginia, Naval Air Station in 1952 and operated in the carrier USS MIDWAY in the Atlantic Ocean and Mediterranean Sea. In 1953 and 1954 he served as Aircraft Operations Officer for the carrier USS WASP, which operated in both the Atlantic and Pacific Oceans, and cruised extensively in the South China Sea and the Gulf of Tonkin during the French Indo-China War.

In June 1954, he reported to the Office of the Chief of Naval Operations where he served the next two years associated with Research and Development Projects and Operational Requirements. From September 1956 to February 1959 Captain JOHNS commanded Carrier Air Group FOUR at NAS Moffett Field, California, which operated from the carriers USS HORNET and BENNINGTON in the western Pacific.

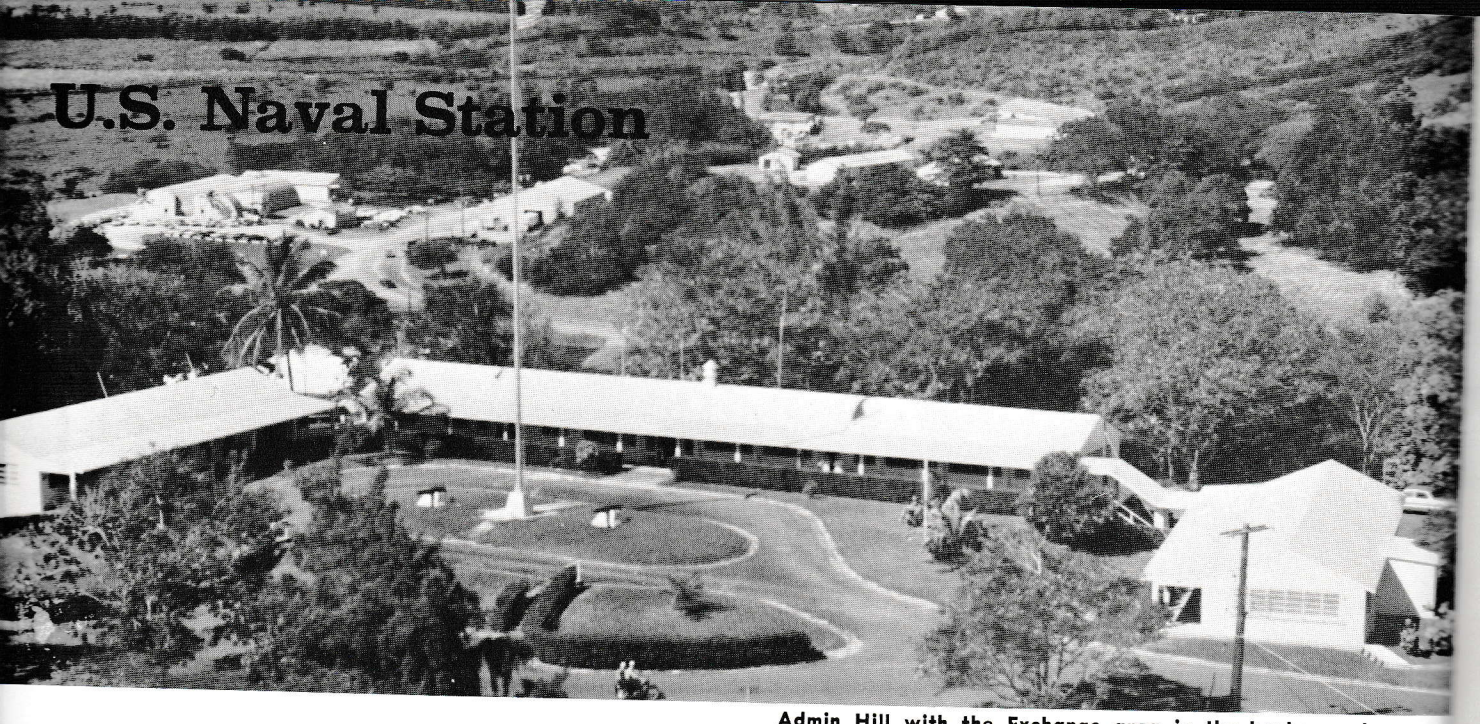
In May 1959 Captain JOHNS reported to the Navy Department in Washington where he served the next two years working with projects concerned with missile ranges, ballistic missiles and space programs. He graduated from the Industrial College of Armed Forces in July 1962 and reported for duty with the Navy Department in the Pentagon.

Captain JOHNS reported for duty as Chief of Staff to the Chief of Naval Air Basic Training at the Pensacola, Florida, Naval Air Station in October 1964. In August 1966 he was selected as Prospective Commanding Officer for the Naval Air Station at Albany, Georgia, when commissioned in July 1967.

Captain Johns assumed his present assignment as Commander, Atlantic Fleet Weapons Range/Commander, Fleet Air Caribbean on August 1, 1969.

He is married to the former Miss Sue Craven of Pensacola, Florida. They have two children, Stephanie and Jennifer.

U.S. Naval Station



Admin Hill with the Exchange area in the background.

Operation of a weapons range and training center requires a lot of land, people, buildings, and services. To provide these essential items of support is the mission of the U.S. Naval Station, Roosevelt Roads.

The Naval Station is landlord for more than 37,000 acres of real estate. It is responsible for maintaining this land, as well as constructing and maintaining over $100 million worth of buildings and 120 miles of roadway. New construction comes close to $4 million a year.

The Naval Station operates clubs and recreation facilities, as well as housing and barracks, for some 200,000 military visitors who annually visit Roosevelt Roads, and for the 5,000 military personnel and dependents permanently assigned here.

Huge quantities of fuel and supplies are stocked by the Naval Station. To move material and men, two HU-34 helicopters, various fixed wing service aircraft, small surface craft and tugs, and 490 vehicles are operated by the Naval Station. Each year, the air operations department handles more than 70,000 landings and takeoffs, including some 2,000 instrument approaches and 6,100 instrument operations.

Ship movements average 1,200 a year, and small craft movements are more than 5,400.

The Naval Station is responsible for a vast weapons loading and storage operation located at Roosevelt Roads and on 25,000 acres of land at Vieques Island.

Special exercises bring up to 3,000 transients to the Naval Station at a time. Operation Springboard, a major fleet exercise scheduled annually from January through April, provides complete training for ships, submarines, and air squadrons, as desired by type and operational commanders of the Atlantic Fleet. Units of many North and South American and European countries also come to Roosevelt Roads each year for Operation Springboard.

In 1969, Roosevelt Roads was the site for Exotic Dancer II, a field exercise involving the Army, Navy, Marines, and Air Force of the Atlantic Command, plus units of the Puerto Rico National Guard.

Project Stormfury, consisting of experiments for seeding and monitoring hurricanes, is based each summer out of Roosevelt Roads.

For specific information on Naval Station Facilities and Services, see section beginning on page 23.

Naval Station harbor craft coax USS SHANGRI-LA to the fleet pier.

CAPTAIN HAROLD E. VITA, U.S. NAVY
Commanding Officer, U.S. Naval Station, Roosevelt Roads

Captain Harold Emanuel Vita was born in Woodside, Long Island, New York, on February 20, 1921, son of Charles S. and Rose K. (Mayer) Vita, both now deceased. He attended New York University prior to enlisting in the V-5 program in March 1941. After elimination flight training at the Naval Air Station, Floyd Bennett Field, New York, he was appointed Aviation Cadet, U.S. Naval Reserve in June 1941 and had flight training at the Naval Air Station, Jacksonville and Miami, Florida. Designated Naval Aviator and commissioned Ensign on March 17, 1942, he subsequently advanced in rank to that of Captain, to date from June 1, 1961, having transferred from the Naval Reserve to the U.S. Navy on August 14, 1946.

After receiving his wings in 1942, he joined Fighter Squadron NINE operating in both the African and Pacific areas from aircraft carriers. During the period April to June 1944, he was an instructor at the Naval Air Station, Melbourne, Florida, after which he served with Fighter Squadron TWELVE, attached to the USS RANDOLPH.

From July to September 1945, Captain Vita was an instructor at the Naval Air Station, Corpus Christi, Texas, and in February 1946, was assigned to the Naval Air Material Center, Philadelphia, Pennsylvania, where he had duty on the Staff and as a test pilot. In September 1947, he reported for instruction, under the Holloway Plan, at George Washington University, Washington, D.C., and in August 1948, joined Attack Squadron ONE HUNDRED SEVENTY FOUR, to serve as Executive Officer and later Commanding Officer until January 1950. The next month he reported to Operational Test and Evaluation Squadron THREE where he was assigned to evaluate the latest Navy aircraft.

Captain Vita reported for instruction at the General Line School, Monterey, California, in 1952, and upon completion of the course there in December 1952, was assigned to the Bureau of Ordnance, Navy Department, Washington, D.C., where he headed the mine and depth charge research and development section. In January 1955, he assumed command of Fighter Squadron EIGHTY-THREE, the Navy's first air-to-air missile squadron to be deployed. He was detached from that command in September 1956 and in November that year joined the USS TICONDEROGA (CVA-14) as Navigator. During May and June 1958, he continued duty afloat, in a similar capacity, on board the USS KEARSARGE (CV-33).

From July 1958 to February 1959, he attended test pilot school at the Naval Air Test Center, Patuxent River, Maryland, and after completing his training there, was assigned as operations officer of the Armament Test Division and later as an Assistant Director of Weapons System Test Division where he remained for duty until June 1961. He next commanded Carrier Airborne Early Warning Squadron ELEVEN, the largest carrier squadron with detachments on all Pacific Fleet carriers.

In July 1963, he became Bureau of Naval Weapons Representative at the Grumman Aircraft Engineering Corporation, Bethpage, Long Island, New York. Assigned in October 1966 to the Naval Air Systems Command Headquarters, Washington, D.C., he served with the Research and Technology Group for 18 months before assuming duties as Executive Director of the Material Acquisition Group. Captain Vita assumed command of the U.S. Naval Station, Roosevelt Roads, P. R., on June 27, 1969.

In addition to the Silver Star Medal with Gold Star, the Distinguished Flying Cross with Gold Star, the Air Medal with five Gold Stars and the Presidential Unit Citation Ribbon, Captain Vita has the American Defense Service Medal; European-African-Middle Eastern Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; and the National Defense Service Medal with bronze star.

His official home address is 325 Dolphin Avenue, Beach Haven, New Jersey. He is married to the former Helen Gibbons of Philadelphia, and they have six children, Christine M. White, Brian L., Harold E., Helen G., Katherine W., and Margaret H.

Atlantic Fleet Range Support Facility

USS C. V. RICKETTS launches a TARTAR on the sea range.

Actual operation of the Atlantic Fleet Weapons Range is the responsibility of the Atlantic Fleet Range Support Facility.

More specifically, the mission of the Support Facility is to provide target and range services in support of fleet training and for the development, test, and evaluation of weapons systems.

This mission involves the establishment of operating and safety procedures, the dissemination of information on scheduled operations, the coordination of scheduled operations with outside agencies, and, finally, the actual conduct of the exercises as scheduled.

At the heart of the Range Support Facility is the Operations Department, which is divided into four divisions: (1) the Sea Range Division, which conducts all missile firings, anti-air warfare exercises, and other special operations utilizing the Range Operations Center; (2) the Underwater Range Division, which evaluates submarine and surface ship weapons systems and supports special project testing; (3) the Inner Range Division, which has responsibility for the Culebra Naval Gunfire Support Range, the complex of small island air-to-ground targets surrounding the island of Culebra and the Close Air Support Zone on the eastern tip of Vieques Island; and (4) the Schedules Division, which schedules all operations conducted on the Atlantic Fleet Weapons Range with the exception of the Springboard Operations.

The Development Department of the Facility is responsible for planning, engineering and installing improvements and additions to Range facilities, and for budgeting for annual funding requirements. This department is manned primarily by engineers and other technical specialists such as computer programmers.

The Maintenance and Support Department has cognizance over material and logistic matters for the facility. This includes liaison with other supporting activities such as the Naval Station, supervision of the material and maintenance function of contractor activities, communications and security.

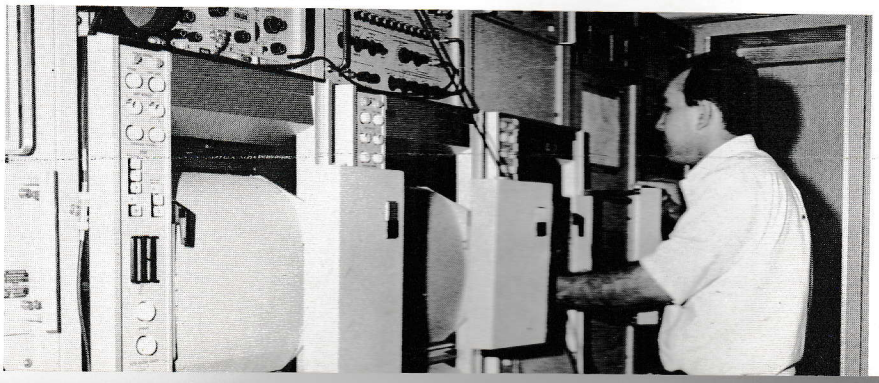
Range Safety and Frequency Management/Control personnel are also attached to the Commanding Officer's staff to monitor and control these important aspects of Range operations and development.

To achieve the maximum benefit from each missile firing, missiles have the capability of sending radioed information on a variety of their internal functions. To receive, record, and analyze this information there is attached to the Facility a small but technically sophisticated group known as the Fleet Missile Systems Analysis and Evaluation Group (FMSAEG) detachment, whose parent activity is located in Corona, California. This detachment can record the radio information (known as telemetry) from the missile, analyze it within a few minutes, and advise the firing unit as to how well its missile performed and what, if anything, went wrong.

A notable feature of the Facility's operation is its unique military-civilian team aspect. Management is military, as are a number of functions for which there are available military skills, but the technical operations and maintenance of Range facilities and drone targets are accomplished by RCA and Teledyne-Ryan contractor personnel respectively. The range planning and development engineers, the FMSAEG detachment and most clerical personnel are Civil Service. Altogether, the facility has about 25 officers, 80 enlisted, 35 civil service, and 190 contractor personnel.

Since its commissioning, numerous operations have been successfully conducted using the Ranges of the Atlantic Fleet Range Support Facility. Because of growth in personnel experience and physical facilities, the Range today is capable of rendering to exercising units almost any type of training target presentation known to the Navy. As a result of this capability, the Atlantic Fleet Range Support Facility motto, "Scheduled as Requested," has become a by-word of the Atlantic Fleet.

The unique military-civilian FMSAEG group translates computer output into actual operational evaluations.



CAPTAIN THOMAS R. McCANTS, U.S. NAVY
Commander, Atlantic Fleet Range
Support Facility

Captain Thomas R. McCants, son of the late Mr. and Mrs. Robert S. McCants of Orangeburg, South Carolina, was born on December 3, 1919 in Orangeburg, South Carolina where he graduated from Thackston High School in 1937. After attending the Citadel, the Military College of South Carolina, for two years, he entered the U.S. Naval Academy at Annapolis, Maryland, where he graduated and was commissioned an Ensign in the U.S. Navy during June 1942. He then entered the U.S. Naval Submarine School at New London, Connecticut and graduated in September 1942. Upon graduation from Submarine School he reported to the USS MARLIN (SS 204) and served as Gunnery Officer until September 1943. Reporting aboard the USS FLASHER (SS 249) in October 1943, Captain McCants served in that submarine as Assistant Engineer, Gunnery Office, Executive Officer, and Navigator. While serving in the FLASHER, he completed six successful war patrols in the Southwest Pacific and was awarded the Silver Star Decoration and a Gold Star in lieu of a Second Award. During these six patrols, FLASHER sank twenty-one enemy ships for a total of 100,231 tons, the most tonnage sunk by any submarine during World War II. Other awards received during World War II were the Presidential Unit Citation, American Defense Medal (with star), American Area Campaign Medal, Navy Occupation Service Medal, National Defense Service Medal, Philippine Liberation Ribbon and the Asiatic Pacific Medal with six Bronze Stars.

After leaving the FLASHER in March 1946, Captain McCants reported for duty in USS PIPER (SS 409). While in PIPER he served as First Lieutenant, Electronics Officer, Executive Officer, Operations Officer, and Navigator until June 1949.

He then reported to the Fleet Airborne Electronics Training Unit Atlantic and served as the Anti-Submarine Warfare Training Officer until February 1951. Captain McCants next reported to the USS ATULE (SS 403) and served in that submarine as Executive Officer and Navigator until July 1952. Upon detachment from the ATULE he reported to the USS CORSAIR (SS 435) as Commanding Officer and commanded that ship until November 1953 when he was detached and reported to the USS GRENADIER (SS 525), which he commanded until January 1955.

Upon detachment from GRENADIER, Captain McCants attended a six-month course of instruction at the Armed Forces Staff College and then reported to the Chief of Naval Operations in July 1955 for duty as Head of the Anti-Submarine Tactics and Doctrine Section. When detached from Chief of Naval Operations in July 1957, he reported to the USS HOWARD W. GILMORE (AS 16).

Serving in USS HOWARD W. GILMORE as Executive Officer until July 1958, Captain McCants reported next for duty as Commander Submarine Division FORTY-ONE. After detachment as COMSUBDIV FORTY-ONE, he reported to the NROTC Unit, Duke University, at Durham, North Carolina in September 1959 for duty as Executive Officer and Associate Professor, Naval Science. Completing his tour at Duke University in June 1962, Captain McCants reported to Commander Submarine Flotilla SIX for duty as Chief of Staff.

In August 1964, Captain McCants took command of the USS ORION (AS 18), homeported in Norfolk, Virginia, where he remained until January 1966, when he reported to the Armed Forces Staff College, Norfolk. There he served on the faculty until June 1968 when he assumed the position of Director, Faculty Group C, at the College. Captain McCants was awarded the Joint Service Commendation Medal for his service at the Armed Forces Staff College.

Captain McCants assumed the duty as Commanding Officer, Atlantic Fleet Range Support Facility, on October 17, 1969.

He is married to the former Betty Richardson of Orangeburg, South Carolina. They have four children: three sons, Thomas, Jr., William and Philip; and a daughter, Jean. Tom, Jr., is married and is with the South Carolina National Bank in Columbia, South Carolina; William is in Law School at the University of South Carolina; and Jean is a sophomore at Winthrop College, Rock Hill, South Carolina. Phil, who is thirteen, lives with his parents, who reside at 5 FDR on this Naval Station, Roosevelt Roads.

Fleet Composite Squadron Eight

Providing air and target service for the Atlantic Fleet Weapons Range is the job of Fleet Composite Squadron EIGHT. Because its mission is so closely related to the Range, the squadron comes under the operational and administrative control of Commander, Atlantic Fleet Weapons Range/Commander, Fleet Air Caribbean. VC-8 maintains a complement of about 40 officers and 350 enlisted personnel.

The roots of Fleet Composite Squadron EIGHT extend back to July 1, 1958, when Guided Missile Squadron TWO was established as the first such squadron in the fleet. In January 1959, GMSRON-2 officially moved to Roosevelt Roads, where the squadron began providing jet target drones for ships and other fleet activities in the Caribbean area.

In July 1960, the squadron was redesignated as Utility Squadron EIGHT and continued to provide drone services utilizing the QF-9 and Ryan KDA-1. In January 1962, the KDA-1 was phased out of UTRON EIGHT's drone operations and was replaced by the new BQM-34A (Q2C) drone. In November 1963, VU-8 received the first of its new DF-8F "Crusader" drone controlling aircraft which replaced the DF-1D Fury.

Some of the firsts established by VU-8 in the Atlantic Fleet during 1964 were: (1) the first land recovery of a BQM; (2) the first night BQM launch; (3) the first dual BQM launch; and (4) the first BQM flown at low altitudes of only 50 feet.

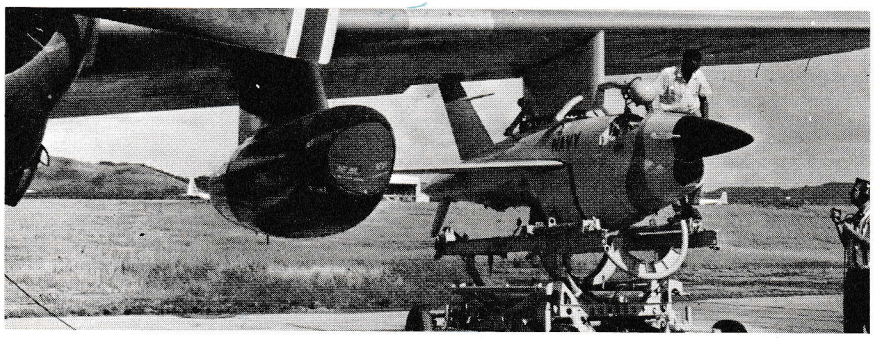
On July 1, 1965, the Squadron's designation was once again changed when it became known as Fleet Composite Squadron EIGHT (VC-8). "Composite" was a title which truly described the squadron's stable of thirty-seven aircraft which had grown to include the DF-8F, A-4B, QF-9G/J, DT-28B, P/DP-2E, and UH-34E.

In 1967, VC-8 acquired the first operational dual launch AQM capability for the A-4. This aircraft, configured with two AQM targets, greatly expanded the squadron's ability to provide realistic simultaneous target presentations to Fleet Units. In August of the same year, VC-8 added a new target service with the equipping of its F-8 aircraft with bannertows. Also, in the same year, VC-8 received the first of two US-2C "Tracker" aircraft which increased the squadron's total number of aircraft types to seven and added the slow speed, low altitude, surface-to-air gunnery target to the list of services offered by VC-8.

Early in 1970, VC-8 acquired two twin jet engined SH-3 helicopters. Because of their added horsepower and extended cruising range over the H-34, the H-3 has taken on the workload of BQM recovery.

In February 1970, the NOLO operation was terminated by VC-8. The remaining QF-9's were flown to Point Mugu, California, for further operations.

The services rendered by the Fleet Composite Squadron EIGHT "Redtails" on behalf of the Atlantic Fleet air and surface units have been continually expanded in quality, quantity, and diversity. The efforts of all squadron personnel toward the goal of supplying units utilizing the Weapons Range with the best aerial services possible have contributed to the readiness of these units.



On the ground and in the air, presenting the firebee drone is one of VC-8's primary missions.

COMMANDER ROBERT E. ZAPALAC, U.S. NAVY
Commanding Officer, Fleet Composite Squadron EIGHT

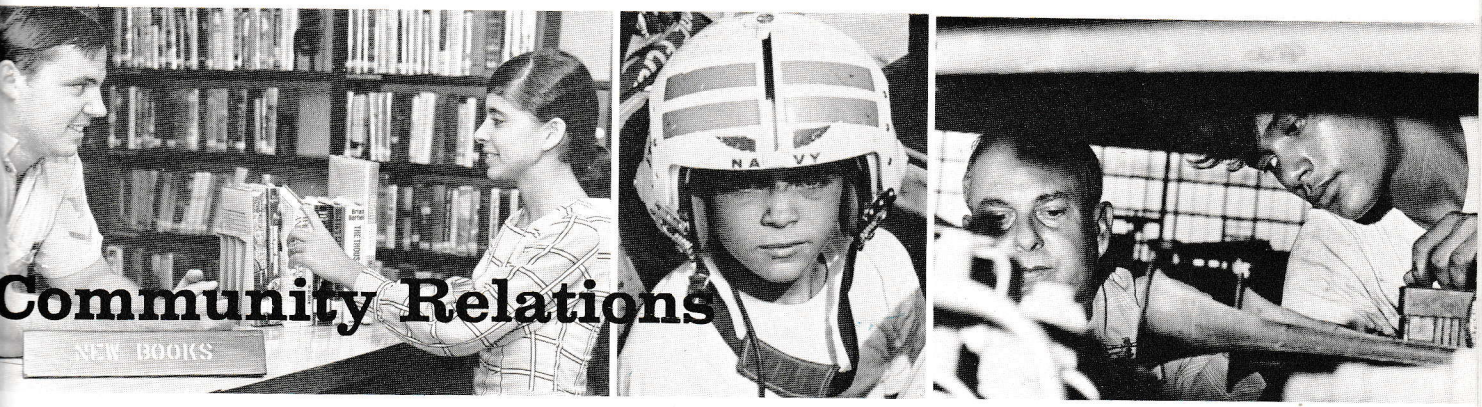
Commander Robert E. Zapalac, a native of Houston, Texas, attended Rice University graduating with a Bachelor Degree in Business Administration.

In 1954 he entered flight training at Pensacola, Florida, and later went to Corpus Christi, Texas. He received his wings in October 1955 and served as a combat aircrew plane commander with VS-30. As a Lieutenant in 1958, he was a flight instructor for VT-27.

Serving with VR-21, COD (Carrier Onboard Delivery) from 1961 to 1964 he delivered personnel and priority cargo to Pacific Fleet carriers. He flew the C-1A Trader and made 420 arrested landings, including a landing on every carrier in the Pacific Fleet. During this tour he was promoted to Lieutenant Commander.

He next served as the assistant air operations officer aboard the USS CONSTELLATION (CVA-64) deployed to WESTPAC. He was an F-9 flight instructor for VT-24 when he was selected for Commander.

Commander Zapalac became the Executive Officer for Fleet Composite Squadron EIGHT in July 1968 and assumed the duties of Commanding Officer in May 1970.



Community Relations

Roosevelt Roads has many strong and friendly ties with the very hospitable people of Puerto Rico. Some 763 Puerto Rican neighbors work on station, and Navy personnel frequent the many shops and restaurants in nearby Fajardo and Ceiba as well as San Juan.

Each year Roosevelt Roads holds several open houses, so that interested persons can visit the Weapons Range headquarters, ships, and aircraft. The 1970 Blue Angels show attracted a record 26,000 persons to Roosevelt Roads in a single day.

School tours are provided year-round, especially of the popular jets at VC-8 and of the weather facilities located on station.

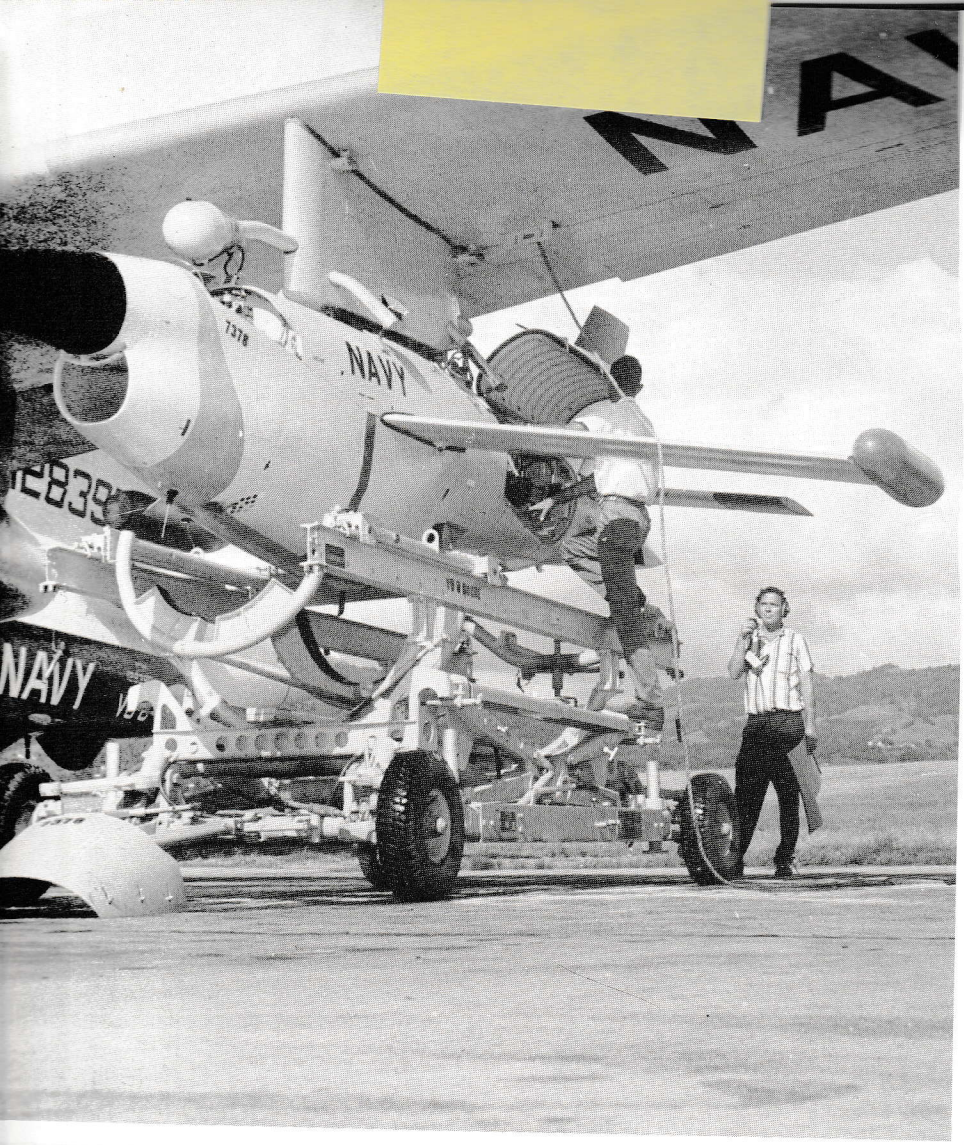
In the summer months, when base loading is reduced, the barracks and recreational facilities are made available to a wide range of youth groups from Eastern Puerto Rico.

A summer camp, jointly operated by the Police Athletic League, Puerto Rico Boys Commission, and Navy brought 200 boys each week to the station. The camp offered Navy sports and recreation facilities, a boat trip and field day to Vieques Island, and a tour of Navy ships and airplanes. Barracks, cooking facilities, and sports facilities were provided free by the Navy.

Similarly Roosevelt Roads is used in the summer by the Boy Scouts, Explorer Scouts, and 800 members of the American Crusaders.

Operation Handclasp contributes foods, medicines, and building materials each year to needy Puerto Rican groups. Seabees have donated their weekend time to renovating schools and churches, constructing a baseball park on the island of Culebra, and working in numerous other civic action enterprises.

In return, the various towns near Roosevelt Roads, including Ceiba, Fajardo, Naguabo, and many others, invite Navy and military personnel to their colorful festivals and other celebrations held throughout the year. Often, special nights are set aside to honor the personnel at Roosevelt Roads.



The Atlantic Fleet Range Support Facility

INTRODUCTION

Almost every ship and aircraft squadron in the Atlantic Fleet will be visiting the Roosevelt Roads area during the coming year, some more than once.

The reason for these visits is the multi-million dollar Atlantic Fleet Weapons Range Complex, headquartered at Roosevelt Roads. The Complex includes three separate ranges for weapons training and testing, all of which come directly under the operational control of the Atlantic Fleet Range Support Facility.

SEA RANGE

The first of the three ranges is the Sea Range, encompassing two open ocean areas, one to the north of Puerto Rico and the other to the south. These areas are used for anti-air warfare exercises and for missile firings by both ships and aircraft.

OPERATIONS CENTER

All operations in the Sea Range are controlled from the Range Operations Center located in the headquarters building. The Operations Center is a highly technical facility using radar tracking information, computers, display consoles and large screen displays. The tracking radars are located at Roosevelt Roads, St. Thomas and St. Croix in the U.S. Virgin Islands, and on Luis Pena Cay, a small islet just west of Culebra Island.

There is a surveillance radar located on Pico del Este, a dominating peak just west of Roosevelt Roads. This radar is also used by the Federal Aviation Administration for air control purposes.

Radar information is fed into digital computers and displayed almost instantaneously on seven-foot square display sceens in the Range Operations Center. This presentation is controlled from data display consoles used to track the movement of ships and aircraft operating in radar range. The system, therefore, enables a person to watch an entire fleet exercise unfold before his eyes as it actually takes place.

The main control room for remote controlled targets is also located in the Range Operations Center, where four Firebees can be controlled at one time. Additional control sites are located at St. Thomas and St. Croix, and on a large hill called North Deli-

cias located adjacent to the headquarters building at Roosevelt Roads. The targets can be maneuvered from these sites as though they were actual piloted aircraft or gunboats, adding a great deal of reality to the weapons training.

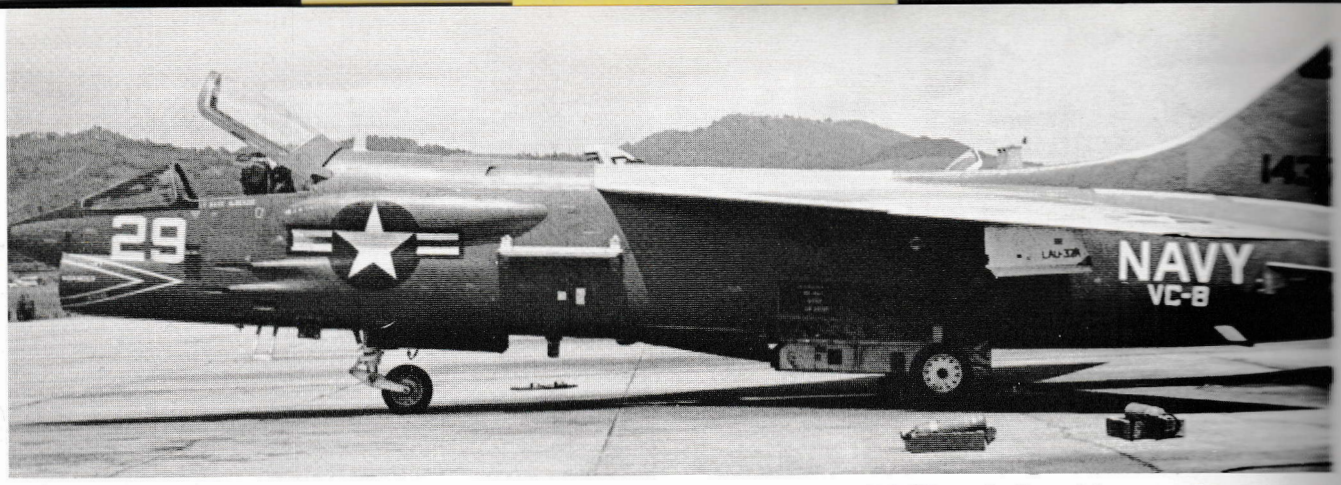
SURFACE TARGETS

There are three types of surface targets available for both missiles and gunfire. The first of these is the decommissioned destroyer Killen. She has had all equipment removed from her below deck spaces and has been filled with styrofoam, making her virtually unsinkable. Equipped with instruments to determine the accuracy of incoming shots, she is towed to the target area and is used as a target for both missiles and gunfire. The Killen has the capability of launching a Firebee to simulate surface-to-surface missile attack. The other two types of targets are remote controlled boats, one type being 63 feet long with a top speed of 28 knots. The other type is 20 feet long and can travel at 45 knots. Because of its small size and high speed, this is a very difficult target to hit.

FIREBEE DRONE

The target that receives the most use in air-to-air and surface-to-air missiles shots is the BQM-34A Firebee drone aircraft. The Firebee is a small, specially built pilotless jet airplane that can be remotely controlled. Weighing just over a ton, the Firebee can reach an altitude of 55,000 feet at speeds just under the speed of sound. It can be launched from both the surface and from an airplane, spending 60-90 minutes on station, depending on the type of launch. The Firebee is recoverable and averages better than five flights before it is destroyed. With an average of five presentations per flight, this drone can be used for a target approximately 25 times before its usefulness ends.

Intent Navy men follow the progress of a BQM presentation for USS England (opposite page).



F-8 "Crusader" used to present tow-targets.

SH-3A helo used to recover downed drones.

AQM

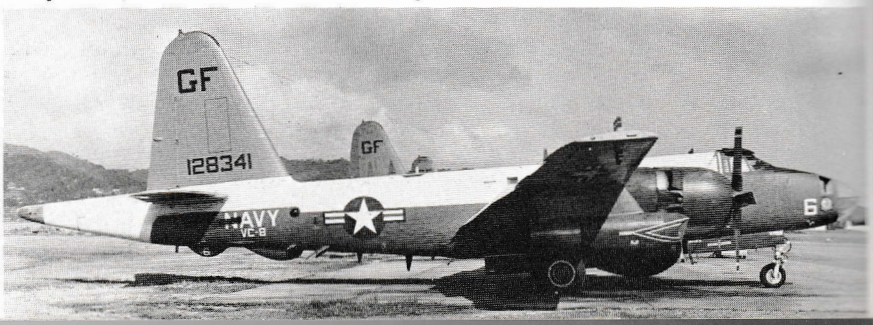
Another type of target is the supersonic, rocket-powered AQM drone. Only about one quarter the size of the Firebee, the AQM can reach an altitude of 70,000 feet and fly at twice the speed of sound. The AQM is not recoverable, making it an ideal target for missiles equipped with warheads.

TDU

There is also a target called the TDU that can be towed behind an aircraft. This is the main target for anti-air gunnery, although it can also be used as an air-to-air missile target.

A-4 "Skyhawk" used to present AQM.

P-2 patrol plane used to deliver the BQM.



Presenting air targets over the Range requires a wide variety of aircraft, and VC-8 flies them all.