ROOSEVELT ROADS

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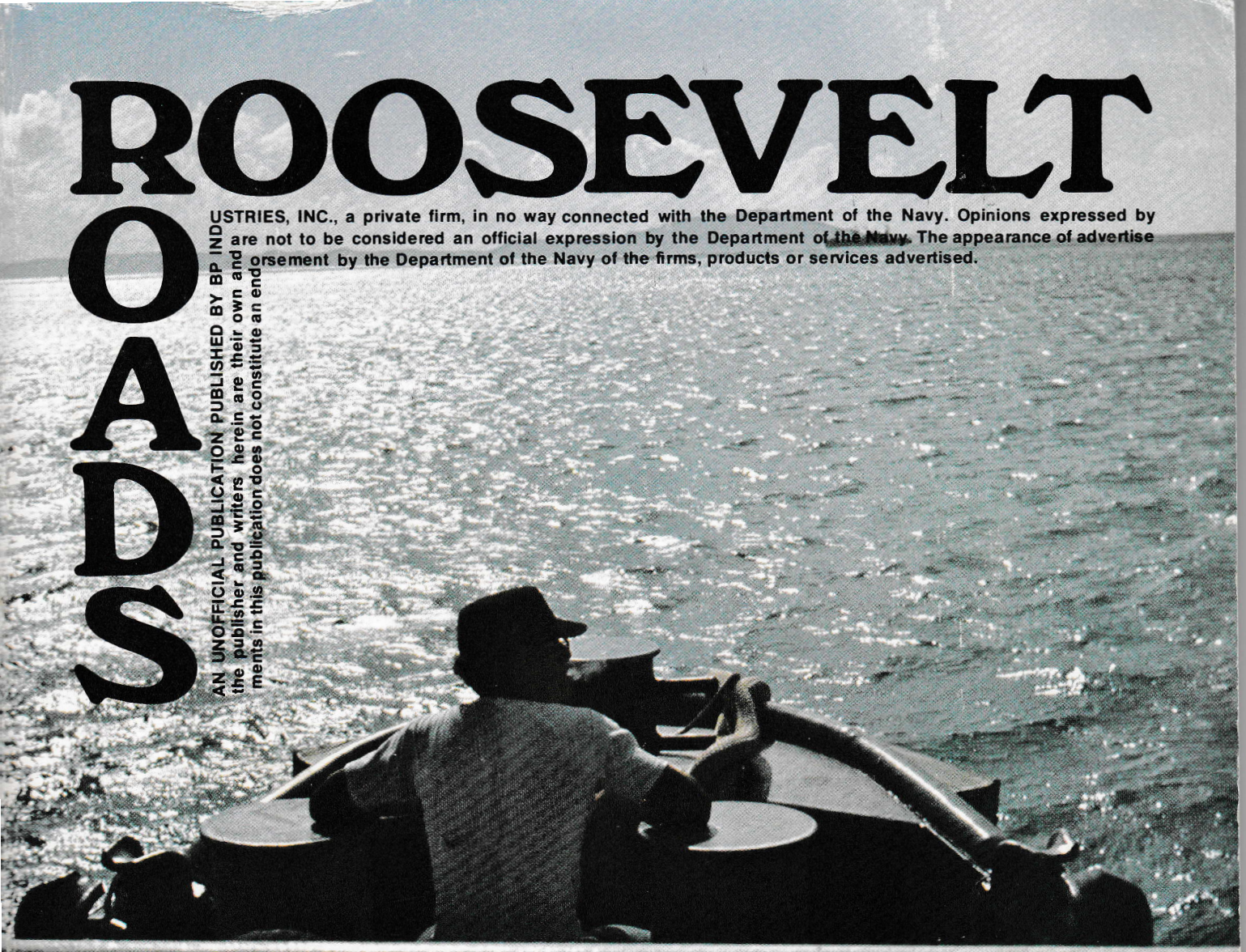
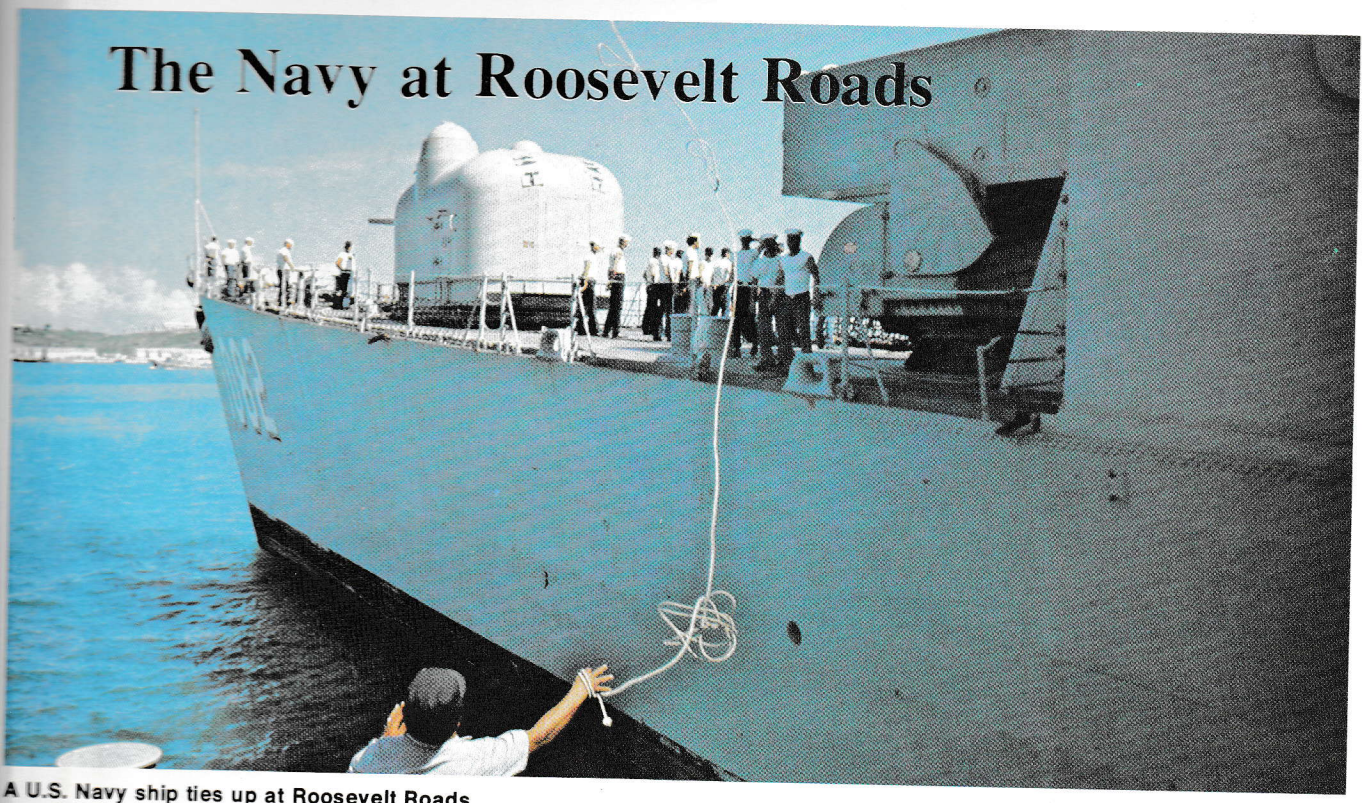


The Navy at Roosevelt Roads



A U.S. Navy ship ties up at Roosevelt Roads.

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; 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 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.

A-4C Skyhawk prepares to taxi.

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.

A technician makes a qualitative analysis on fuel used by deployed squadrons.

ComNav For Caribbean
ComNav Base Puerto Rico
ComFair Caribbean
Com Antilles Def Com

COMMANDER CARIBBEAN SEA FRONTIER/TENTH NAVAL DISTRICT

In the time of peace, the two-fold naval role in the Caribbean is to act as guardian of the sea lanes and to support the many and varied training activities of the Atlantic Fleet. In time of war the role became primarily one of offensive and defensive action to ensure that the sea lanes continue safely to carry strategic materials to outlets in the United States. Of paramount importance is the continued safeguarding of the avenues of approach to the Panama Canal.

Directing these activities in the Caribbean is a Navy rear admiral with headquarters at the Roosevelt Roads naval station, Ceiba, Puerto Rico. In naval parlance, it is said that he wears four hats — because of the four separate commands under his control. These commands are: Commander Caribbean Sea Frontier; Commandant, Tenth Naval District; Commander Fleet Air Caribbean; and Commander Antilles Defense Command.

COMNAVFORCARIB

The Naval Forces Caribbean is the admiral's sea-going and largest command. It is a Navy command divided into four sectors for convenience in administration, with each sector under a subordinate commander. The Sea Frontier was organized in 1941 when the Nazi submarine force threatened to cut off vital trade from Central and South America, as well as the eastern approaches to the Panama Canal.

Panama Sector: The commandant of the 15th Naval District is the commander of the Panama Sector. He has under his control the U.S. Naval Station, Rodman and all other Naval facilities in the Canal Zone.

Guantanamo Sector: The commander of the U.S. Naval Base, Guantanamo Bay, Cuba heads the Guantanamo Sector. He has available a large naval air station and fleet facilities to furnish all types of support to U.S. Atlantic Fleet units which conduct shakedown and basic refresher training in his area.

Puerto Rico and Trinidad Sectors: These sectors include ocean areas of both the Atlantic Ocean and Caribbean Sea, and land masses including the greater portion of Hispanola, Puerto Rico and the Lesser Antilles. The sectors are under the direct command of the Commander Caribbean Sea Frontier and contain his headquarters in Roosevelt Roads, P.R., as well as several other subordinate commands which support military activities throughout the Caribbean area.

COMNAV BASE

As Commander, Naval Base, Puerto Rico, the admiral is responsible for the maintenance and upkeep of all naval shore installations in the area, for providing logistic and administrative support to both shore and fleet activities in Puerto Rico, the Virgin Islands, and the Bahamas, and the smaller islands of the Caribbean Sea and Atlantic Ocean within District boundaries. This command was established in 1940 with headquarters at San Juan aboard the old stop 7½ Naval Radio Station.

COMFAIRCARIB

In the capacity of Commander Fleet Air Caribbean, the admiral controls assigned activities in support of Fleet Weapons Systems training, coordinates the logistical support of the fleet and other activities, and supports research, development, training and evaluation programs.

COMANDEFCOM

The admiral's fourth "hat" is Commander Antilles Defense Command and as such, he is responsible for coordinating matters that are of joint interest to all the uniformed services in the Caribbean. It is a chain of command originating from the Joint Chiefs of Staff rather than the Navy Department. This command coordinates joint forces for training, communications and the use of major military installations in the Caribbean. It supports civil authorities in Puerto Rico and the Virgin Islands for civil defense and disaster relief.

REAR ADMIRAL JAMES DAVID RAMAGE

REAR ADMIRAL JAMES D. RAMAGE
United States Navy
Commander Naval Forces Caribbean

Rear Admiral James David (Jig Dog) Ramage is a native of Waterloo, Iowa. Following high school, he continued his education in his home state at Iowa State Teacher's College. He was appointed to the U.S. Naval Academy in 1935 and was graduated and commissioned an ensign on June 1, 1939.

Rear Admiral Ramage's first tour of duty following his commissioning was aboard USS ENTERPRISE. While aboard, he was selected for flight training and was designated a Naval Aviator on February 15, 1942. He subsequently returned to USS ENTERPRISE, serving until August 1944 in successive assignments as executive officer and commanding officer of Bombing Squadron TEN. While embarked, his squadron participated in campaigns in the Solomons, Marshalls, Turk, Marianas, New Guinea, Palau, Saipan, Guam and the Battle of the Philippine Sea.

In September 1944, he commenced a two-year tour as commanding officer of Bombing Squadron NINETY-EIGHT. Three years later, he was assigned as navigator of the aircraft carrier escort USS BAIROKO which participated in atomic tests at Eniwetok.

His initial staff assignment occurred in July 1948 when he reported aboard the staff of Commander Air Force, Pacific Fleet. Two years later, he was selected to serve as chief of operations and projects at the Armed Forces Special Weapons Project in Albuquerque, New Mexico.

Subsequent assignments included Commander Carrier Air Group NINETEEN in USS ORISKANY, during the Korean conflict; commanding officer, All Weather Fighter Squadron THREE; chief of the Sea-Based Striking Forces Planning Unit in the office of the Chief of Naval Operations; Commander Heavy Attack Wing ONE; commanding officer of the seaplane tender USS SALISBURY SOUND; Head, Nuclear Weapons Plans Branch, Office of the Chief of Naval Operations; commanding officer, USS INDEPENDENCE; test director on Staff of Commander Joint Task Force TWO; chief of staff and aide to Commander Attack Carrier Striking Force, SEVENTH FLEET (CTF 77); Commander Fleet Air, Whidbey; deputy chief of staff for Plans and Operations to the Commander in Chief, U.S. Pacific Fleet; Commander Carrier Division SEVEN in command of Attack Carrier Striking Forces in the Gulf of Tonkin, conducting operations against the North Vietnamese and Viet Cong; and prior to assuming his present duties, Chief of Naval Air Reserve, at Naval Air Station Glenview, Ill.

Rear Admiral Ramage is an expert in carrier striking force operations having started as a dive bomber pilot and strike leader where his element was credited with the destruction of a Japanese aircraft carrier, through twelve command positions culminating in leading Carrier Divison SEVEN in southeast Asian operations. As Commander Naval Air Reserve/Commander Naval Air Reserve Force, he was the 17th officer to head the nation's Naval Air Reserve Force.

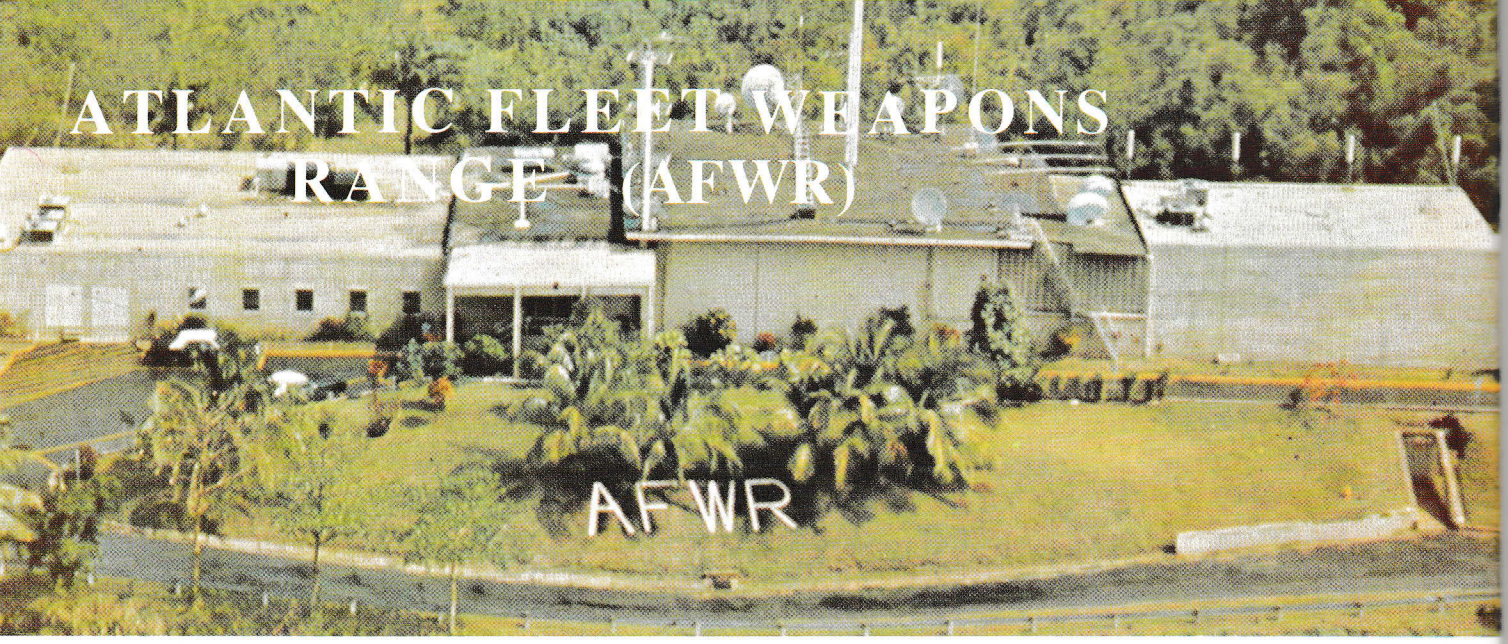
On July 12, 1973, Admiral Ramage assumed command of his present assignments during a change of command ceremony in San Juan. Subsequently, on August 1, his headquarters moved to its new location at U.S. Naval Station Roosevelt Roads, Ceiba, Puerto Rico.

For distinguished service during his career, Rear Admiral Ramage has been awarded the Navy Cross; Distinguished Service Medal; Legion of Merit, with Gold Star in lieu of second award; the Distinguished Flying Cross, with Gold Star; Air Medal, with six additional awards; the Joint Services Commendation Medal; Vietnamese Cross of Gallantry (2 awards); the National Order of Vietnam (Third and Fourth Class); and many additional campaign and service awards.

In between operational assignments, Rear Admiral Ramage has managed to increase his formal education, graduating from the Naval War College, Newport, Rhode Island; the National War College, Washington, D.C.; and earning a master of arts degree in International Affairs from George Washington University, Washington, D.C. in 1963.

Rear Admiral Ramage is married to the former Virginia Keesling of San Mateo, Calfifornia. The couple have four children; Jaleen Garrels, Jamie, Randy, and Karen Cordes.

ATLANTIC FLEET WEAPONS RANGE (AFWR)



The Atlantic Fleet Weapons Range (AFWR) is responsible for the operation, maintenance, and development of weapons range facilities and services in direct support of training of fleet forces and other activities, and for the development, test, and evaluation of weapons systems. AFWR is augmented by two civilian contractor groups: RCA Service Company, which provides operational and maintenance services of the Range instrumentation and facilities; and the Teledyne Ryan Company, which provides operation and maintenance of the BQM-34A and BQM-34E aerial target drones utilized on the Range.

A field office of the Fleet Missile System Analysis & Evaluation Group, of Corona, California, is located on Puerca Point at Roosevelt Roads. Their job with the range is to receive and interpret missile data and evaluate the performance of a missile firing, and present to the firing unit an analysis of the missile and weapons systems performance.

The organization of the Atlantic Fleet Weapons Range, as now established, provides a simplified command line structure to command and control all local resources in support of the training of the Navy's forces.

OUTER RANGE

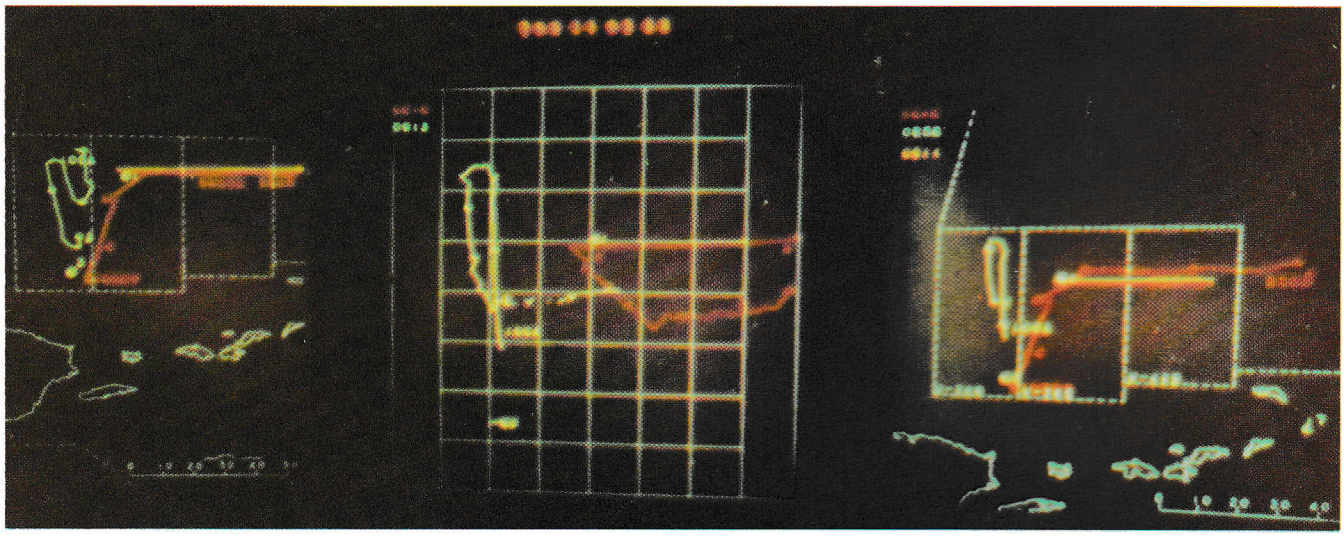
The largest of the three ranges is the Outer Range, encompassing two open ocean areas, one to the northeast of Puerto Rico and the other to the southeast. These areas are used for anti-air warfare exercises, missile firings by both ships and aircraft and other miscellaneous ship and aircraft operations.

OPERATIONS CENTER

Most operations in the Outer Range are controlled from the Range Operations Center located in the headquarters building. The range operation is a highly technical facility using radar tracking information, computers, display consoles and large screen displays. Target drone control and 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 long range surveillance radar located on Pico del Este, a domi-

Viewing screen in the Operations Center charts the progress of a missile exercise.



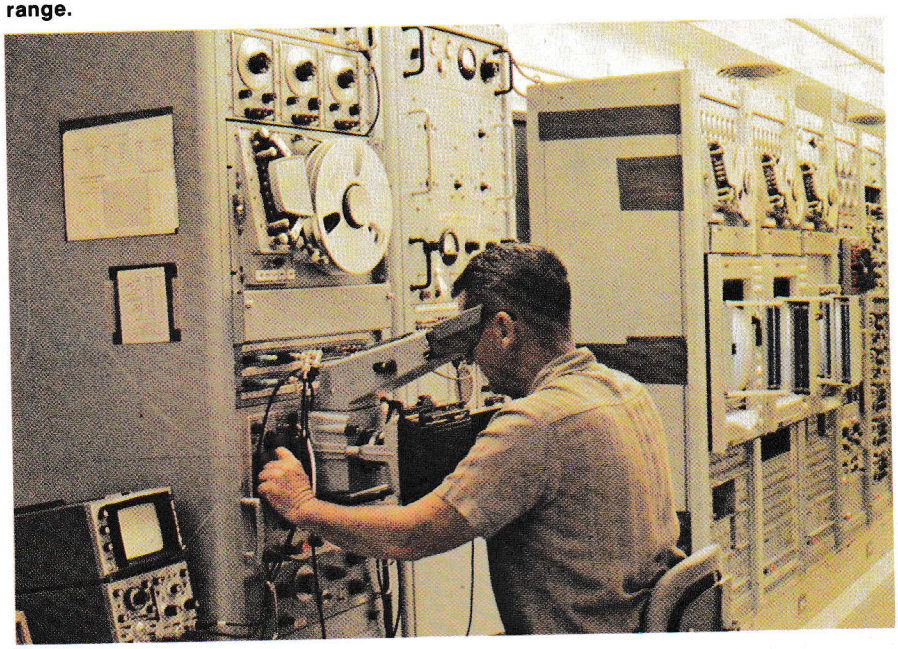
nation peak just west of Roosevelt Roads. This radar is also used by the Federal Aviation Administration for aircraft control purposes.

Radar information is fed into digital computers and displayed almost instantaneously on seven-foot square display screens in the Range Operations Center. This presentation consists of selected inputs from the 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 in visual form as it actually takes place.

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

Firebee target drone being launched from a surface launch area.

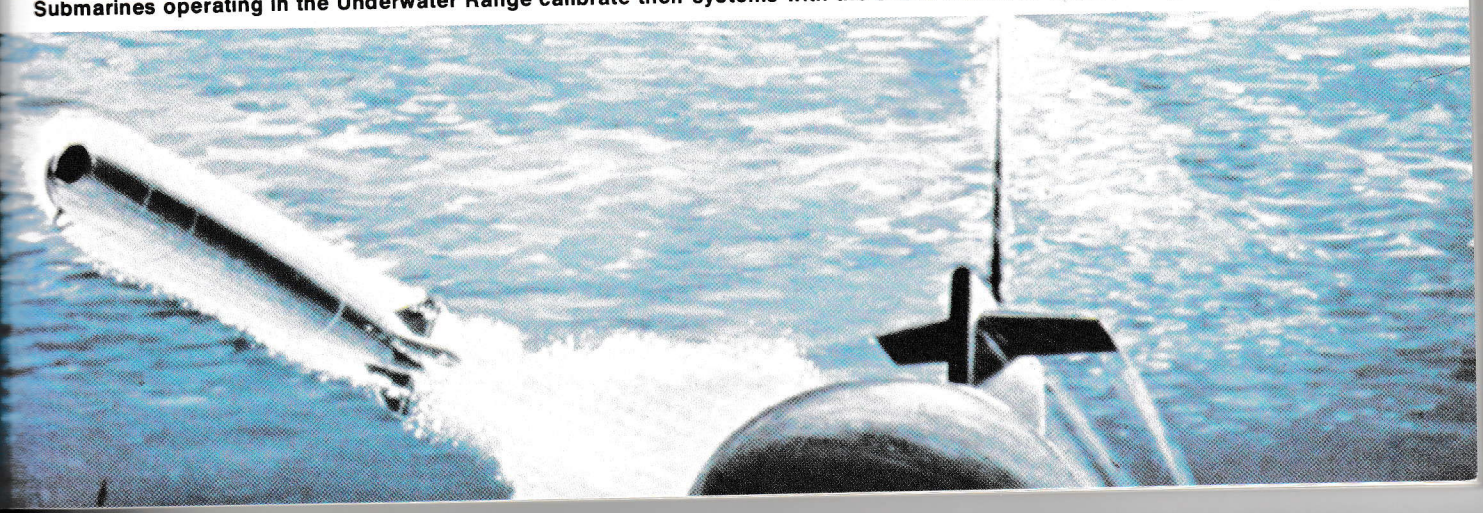
Skilled technicians operate the electronic equipment during exercises at the weapons range.



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. When equipped with instruments to determine the accuracy of incoming shots, she is towed to the target area and is used as a tartet for both missiles and gunfire. Killen has the

Submarines operating in the Underwater Range calibrate their systems with the shore station to ensure firing accuracy.



capability of launching a Firebee drone to simulate surface-to-surface missile attack. The other two types of targets, are remote controlled boats called Septars, one type being 57 feet long with a top speed of about 40 knots. The smaller is 20 feet long and can travel at about 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 missile shots is the BQM-34A Firebee drone aircraft. The Firebee is a small, specially built pilotless jet airplane that is 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 30-90 minutes on station, depending on the type of launch and operational altitude. The Firebee is recoverable and averages better than five flights in its life. With as many as five to eight presentations per flight, this drone can be used many times before its usefullness ends.

The new supersonic version of the Firebees, the BQM-34E, is operational on the range and is employed when the scheduled operation requires a simulated supersonic aircraft or missile.

AQM

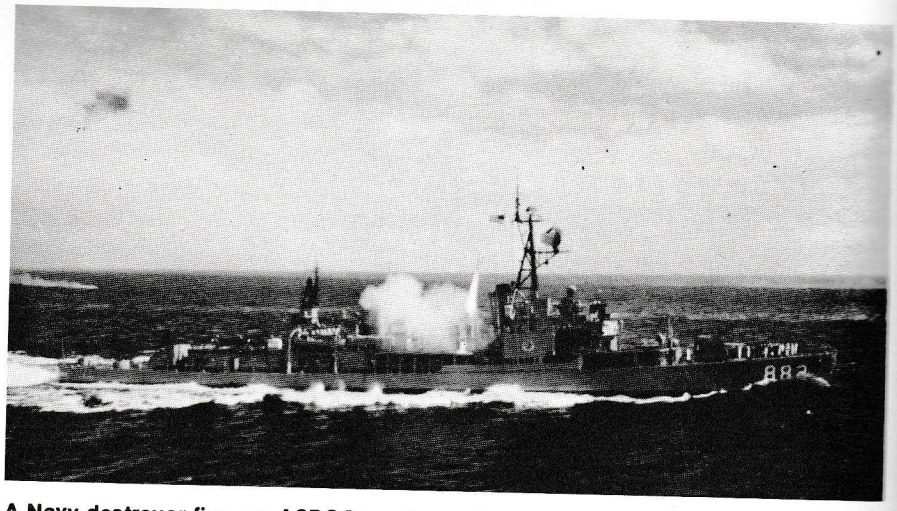
Another type of target is the supersonic, rocketpowered AQM drone. Only about one quarter the size of the Firebee, the AQM can reach an altitude of 70,000 feet and fly at twice the speed of sound. The AQM is not recoverable, making it an ideal target for missiles equipped with warheads.

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.

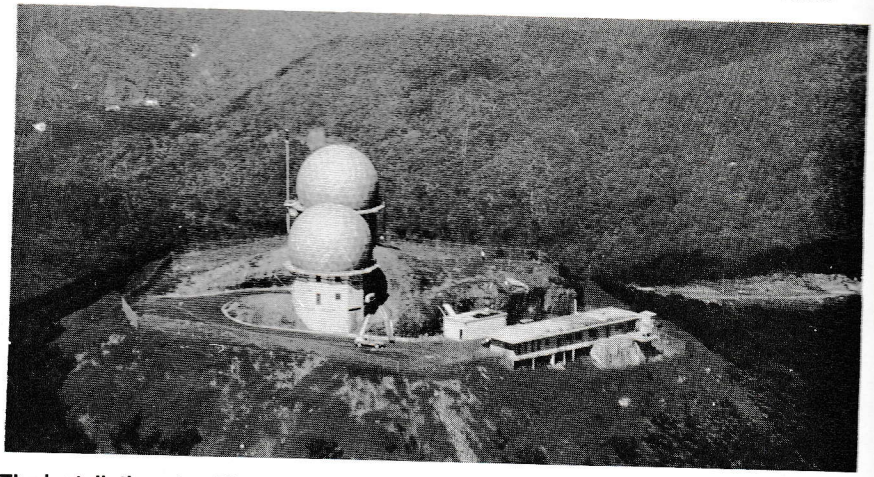
THE UNDERWATER RANGE

The Underwater Range is an acoustically instrumented area covering some fifteen square miles in deep water off

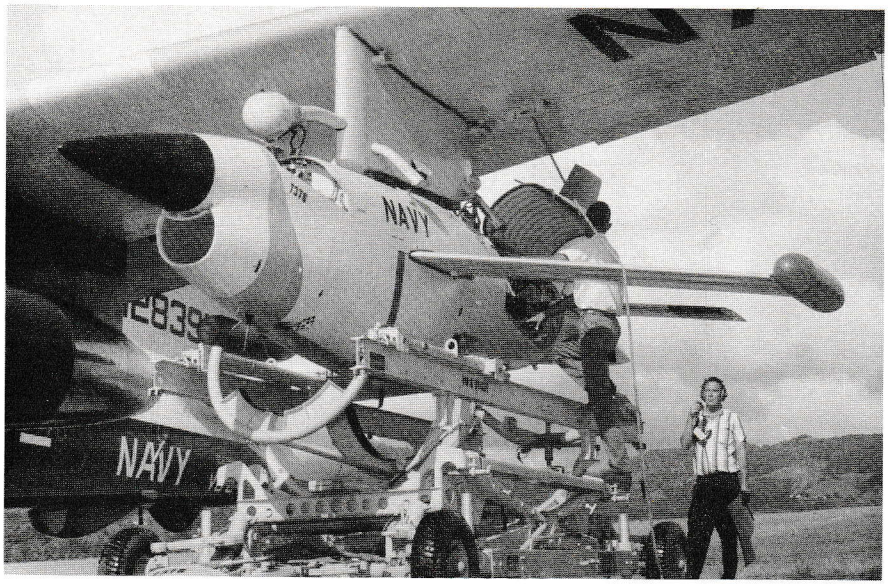


A Navy destroyer fires an ASROC configured torpedo.

The specially configured torpedos used on the Underwater Range are retrieved after each operation by this type craft and are later refurbished at Roosevelt Roads.



The installation atop Pico del Este Mountain relays information from Roosevelt Roads to the Weapons Range and also handles drone-control data.



Civilian technicians mount a Firebee target drone on a P-2 aircraft.

the western shore to St. Croix. The range is capable of tracking vessels, including submerged submarines and torpedos, in three dimensions with a high degree of accuracy. The range is used primarily for calibration and testing of shipboard antisubmarine warfare (ASW) weapons systems, evaluation of torpedos, and special projects of various types which require precise tracking of exercise participants. Up to twenty objects can be tracked simultaneously by the 3-D acoustic system. The acoustic signals are processed by computer at the Operations Center located on the northeast shore of St. Croix, and the resulting positional information is displayed on two vertical plotting boards in real time.

In addition to the 3-D track, three optical stations are used for precision tracking of surface vessels outside the limits of the acoustic arrays. The MSQ-51 radar site at St. George's hill provides air surveillance for ASROC firings and exercises involving aircraft participation. Sonar targets are available for testing of shipboard sonars and an underwater telephone system is installed to permit communications with submerged submarines.

Support facilities at Roosevelt Roads include a torpedo shop which prepares the exercise weapons used at St. Croix and shops for preparation and maintenance of range equipment. A 133-foot Range Tender and two 85-foot aluminum Torpedo Retrievers are assigned to the Naval Station.

The Range Tender is equipped with underwater and deckmounted torpedo tubes and is used for a variety of excercises on the Underwater Range. The retrievers recover the torpedos fired at St. Croix and return them to Roosevelt Roads where they are refurbished.

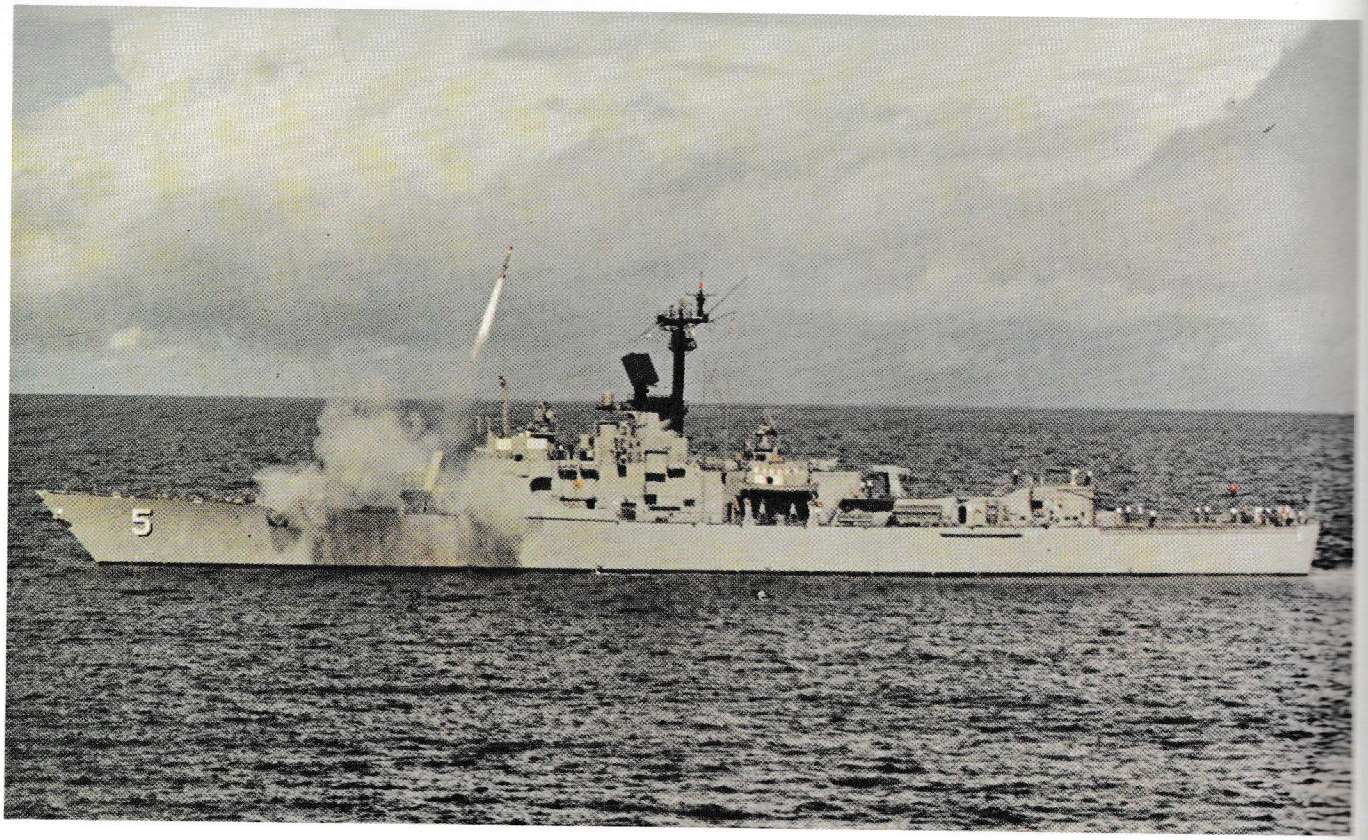
Typical results of exercises conducted on the Underwater Range might be, for example; a detailed report of the calibration of each sensor and each piece of equipment in a ship's weapons system, with a graphic printout showing the actual errors found at each output terminal; or a precise analysis of a torpedo firing, showing the computed and

INNER RANGE

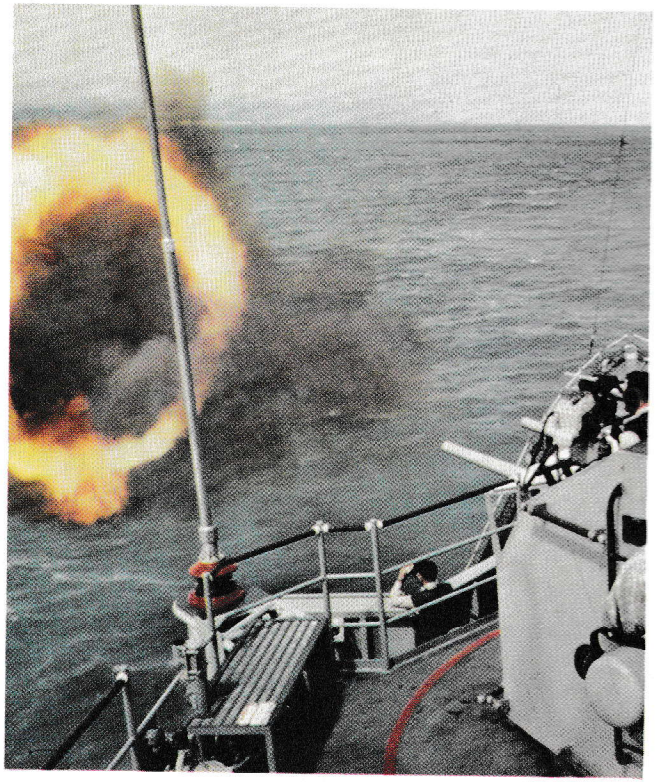
The island of Vieques, just 10 miles from Roosevelt Roads, is a part of the inner range. The eastern end of the island is used for naval gunfire, close air support, and air-to-ground exercises. Targets include a simulated airfield with old aircraft on the strip, remote controlled tanks, simulated surface-to-air missile sites, two bullseye targets and simulated truck convoys. The close air support zone is used by air squadrons for dropping all types of both live and inert conventional ordnance, and firing live and inert missiles.

Next to the close air support zone is the artillery impact area. This is used by the Marine Corps and by ships practicing long range gunnery. There is also a small Marine Corps unit that maintains Camp Garcia, a base for support of amphibious exercises.

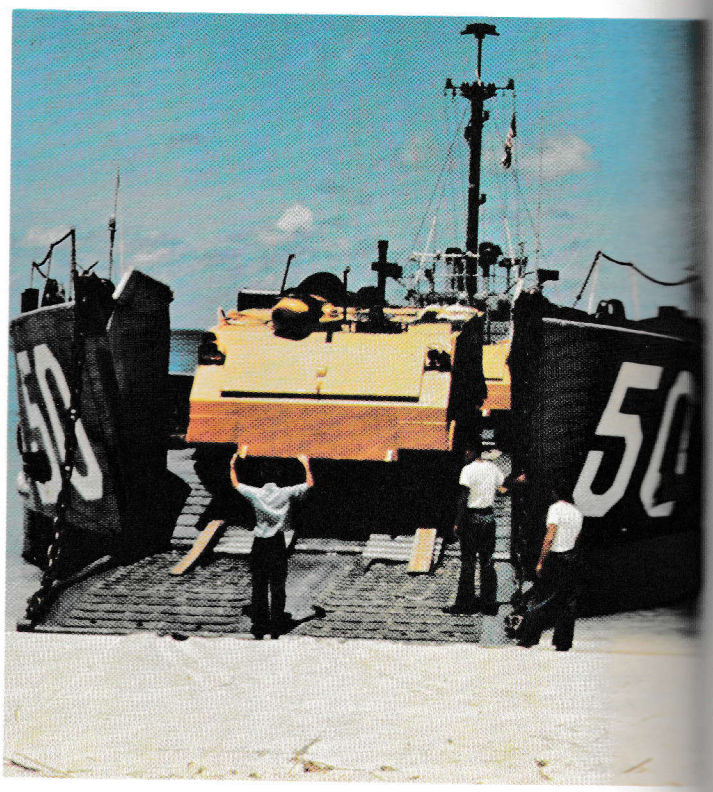
Amphibious landings by U.S. Marines on Vieques simulate actual combat operations.



A U.S. Navy Guided Missile Destroyer launches a missile to intercept a target drone during a firing exercise.



Naval gunfire practice on a simulated airstrip sharpens fleet readiness.



Navy men transport heavy equipment to Vieques aboard a utility craft.

CAPTAIN ROBERT B. ROBINSON II, U.S.N.
Commanding Atlantic Fleet Weapons Range

Robert Bruce Robinson II, was born in Magnolia, Arkansas, on August 15, 1929, and moved with his parents to Port Royal, Pennsylvania, in 1933.

After graduation from high school, he enlisted in the U.S. Navy in 1946. He was selected to participate in the Holloway Program as an NROTC midshipman in 1947 and entered Pennsylvania State University. Upon being graduated in June 1951, he was commissioned ensign, U.S. Navy.

After graduation, he served in USS GLENNON (DD-840) until April 1954. He was then ordered to command USS HOLLIDAYSBURG (PCS-1385), one of four schoolships supporting the Fleet Sonar School, Key West, Florida. He commanded HOLLIDAYSBURG until July 1955, when he was selected to study ordnance engineering at the U.S. Naval Postgraduate School, Monterey, California. He graduated in August 1957 with a bachelor's degree in electrical engineering, and was selected for further postgraduate work at Massachusetts Institute of Technology in Cambridge, Massachusetts.

After completion of postgraduate work in June 1958, he served in USS WILLIS A. LEE (DL-4) until July 1960, and in USS BOSTON (CAG-1) until August 1962.

Ordered ashore, he served on the Special Projects Office Technical Representative Staff at Sperry Gyroscope Company, Polaris Management Division, in Syosset, Long Island, New York until December 1964.

In January 1965 he reported to USS DEWEY (DLG-14) as executive officer and served in that capacity until July 1966 when he was selected to attend the U.S. Naval War College, Newport, Rhode Island, in the School of Naval Warfare. Upon graduation, he was ordered to USS CANBERRA (CA-70) in July 1967.

During 1967 and 1968 while serving in CANBERRA, he was awarded the Navy Commendation Medal with Combat Distinguishing Device for meritorious achievement during combat operations. CANBERRA was twice awarded the Meritorious Unit Commendation in this period.

In January 1969 he was ordered to duty as prospective commanding officer USS CONNOLE (DE-1056). After commissioning the CONNOLE in August 1969, he was transferred to Naval Ordnance Systems Command Headquarters in November 1970 where he served as division director of the Weapons Control Division of the Surface Warfare Directorate until June 1973.

In addition to the Navy Commendation Medal and Meritorious Unit Commendation, Captain Robinson is authorized to wear the World War II Victory Medal, American Campaign Medal, Navy Occupation Medal (Europe), National Defense Medal (with bronze star), Navy Expeditionary Medal, Armed Forces Expeditionary Medal, Vietnam Service Medal (with three bronze stars), Combat Action Ribbon, and Republic of Vietnam Campaign Medal.

He is married to the former Elizabeth Myers Hewit of Hollidaysburg, Pennsylvania, and has five children: Sarah Good, Robert Bruce III, Frances Elizabeth, George Hewit, and Mary-Alice Hewit.

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 scheduled for 1974 will reach approximately $20 million.

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 6,000 military personnel and dependents permanently assigned here.

Huge quantities of fuel and supplies are stocked by the Naval Station. To move material and men, four SH-3A 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 45,000 takeoffs and landings, including some 4,200 instrument approaches and 3,257 radar approaches.

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

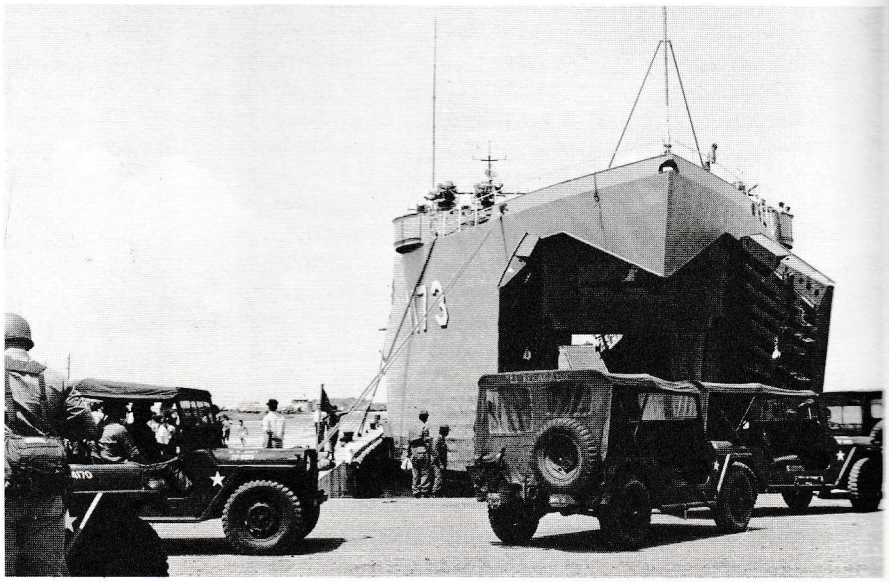
The Naval Station is responsible for a vast weapons loading and storage operation located at Roosevelt Roads and on 25,000 acres of land at Vieques Island.

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.

For specific information on Naval Station Facilities and Services, see section beginning on page 22.

Supporting amphibious training is just one of the many tasks accomplished by Navy ships visiting Roosevelt Roads.



CAPTAIN ROBERT L. RASMUSSEN, U.S. NAVY
Commanding Officer, U.S. Naval Station

Captain Robert L. Rasmussen is the son of Mr. and Mrs. O.W. Rasmussen of Rio Vista, California. He attended school in Rio Vista and graduated from Sacramento Junior College prior to joining the Navy as a Naval Aviation Cadet in October 1951. Captain Rasmussen was designated a Naval Aviator and commissioned in March 1953. His first assignment was with Fighter Squadron FIFTY ONE at NAS Miramar, California. He subsequently was selected to fly with the Navy Flight Demonstration Team (Blue Angels) to which he reported in August 1956. In January 1960 he completed his tour with the Blue Angels and joined Fighter Squadron THIRTY THREE at NAS Oceana. Two years later he joined the staff of CINCLANTFLT as aide and flag lieutenant to the deputy. In June 1963 he was ordered to the Navy Post Graduate School at Monterey and in the summer of 1965 he joined Fighter Squadron ONE HUNDRED TWENTY FOUR at Miramar as an instructor. In June 1966 Captain Rasmussen was ordered to Fighter Squadron ONE HUNDRED ELEVEN as executive officer and subsequently made two combat tours aboard USS ORISKANY (CVA-34) as squadron executive officer and commanding officer.

Captain Rasmussen has also served as air combat placement officer with the Bureau of Naval Personnel, as chief staff officer to Commander Fleet Air LEMOORE and operations officer and chief of staff and aide to Commander Carrier Division SEVEN. He reported to Naval Station ROOSEVELT ROADS from USS MOUNT HOOD (AE-29) which he commanded from December 1972 to June 1974.

For his performance in combat, Captain Rasmussen has been awarded the Distinguished Flying Cross, Bronze Star Medal, Air Medal and the Gallantry Cross with Bronze Star (Republic of Vietnam). He also has been awarded the Legion of Merit for his service with CARDIVSEVEN and the Navy Commendation Medal as commanding officer of Mount Hood.

Captain Rasmussen is married to the former Phyllis Colter of Pensacola, Florida. They have two children, Kathryn and Eric.

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 260 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.

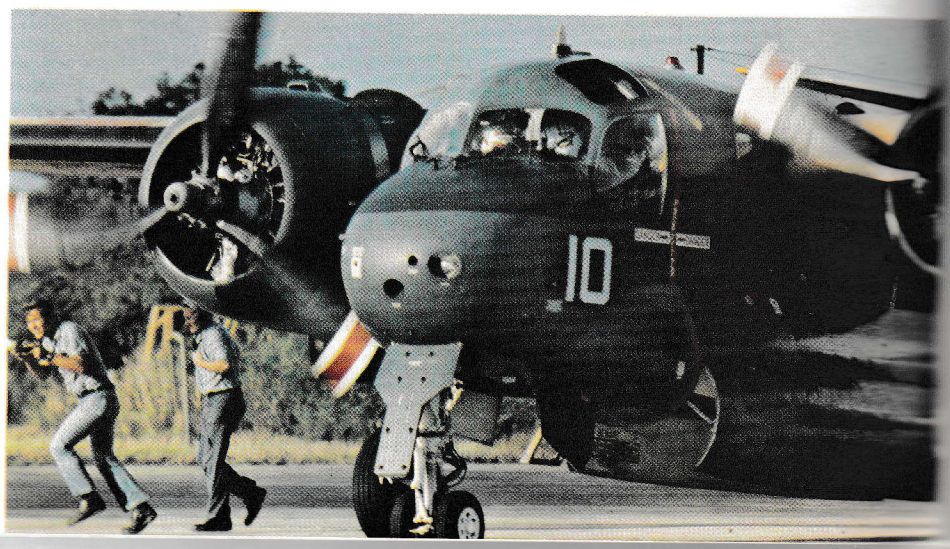
On July 1, 1965, the Squadron's designation was once again changed when it became known as Fleet Composite Squadron EIGHT (VC-8). "Composite" was a title which truly described the squadron's stable of thirty-seven aircraft which had grown to include the DF-8F, A-4B, QF-9G/J, DT-28B, P/DP-2E, and UH-34E.

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.

As support needs change, so does the VC-8 aircraft inventory. By mid-1971, the squadron was down to four basic types of aircraft. The SH-3 "Sea King" helicopters replaced the twin jet RH-3A. This versatile aircraft not only recovers the BQM drone, but has proved invaluable in numerous rescues at sea. Having phased out the QF-9 NOLO operations in February, 1970, VC-8 also lost the planes to support the F-9 operations, the T-28 and the F-8. In addition to the SH-3's, VC-8 continues to use the DP-2E and EP-2H configurations of the P-2 Neptune, the US-2C Tracker, and the A-4C Skyhawk. Target presentation remains VC-8's primary mission and a milestone was reached in March of 1974, when the 2400th BQM Firebee was launched at Roosevelt Roads.

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.

US-2C Tracker aircraft returns home from mission.



COMMANDER STEPHEN B. SLOANE
United States Navy
Commanding Officer
Fleet Composite Squadron EIGHT

Commander Stephen B. Sloane is a native of New York City. He entered the United States Naval Academy in May 1953.

In June 1957 Commander Sloane was commissioned an ensign and subsequently reported to flight training. He received his Naval Aviator wings in December 1958 and joined Patrol Squadron SIXTEEN in Jacksonville, Florida. During this tour he flew as a P-2 aircraft commander on patrol and antisubmarine warfare missions.

In August 1962, Commander Sloane was ordered to postgraduate school at Harvard University where he studied international relations and was awarded a master of public administration (government) degree. Postgraduate education was followed by a tour as an instructor at the U.S. Naval Academy where he taught history.

Commander Sloane reported for duty aboard Patrol Squadron EIGHT in February 1966 after study at the University of Southern California School of Aerospace Safety. He flew the squadron's P-3 aircraft in numerous patrol plane combat missions in the Western Pacific. From 1968-1970 he served aboard the USS LEXINGTON (CVT-16) as communications officer and senior officer of the deck underway. In July 1970 Commander Sloane reported for duty to the staff of Commander Antisubmarine Warfare Force, Atlantic Fleet. He then participated in the Navy's Professional Development Program as a research fellow of the Harvard University Graduate School of Government. Among Commander Sloane's awards are the Air Medal, the Vietnam Service Medal, and the Republic of South Vietnam Campaign Medal.

He is married to the former Joan Robbins of Far Rockaway, New York. They have two children: David and Craig.

Community Relations

Roosevelt Roads has many strong and friendly ties with the very hospitable people of Puerto Rico. Some 791 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 Naval Station and spend the day participating in the various activities offered.

School tours are provided year-round, especially of the popular jets at VC-8 and other 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 bring 80 boys each week to the station. The camp offers Navy sports and recreation facilities, a boat trip and field day to Vieques Island, and a tour of Navy ships, and airplanes. Barracks are 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.

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.