



Roger C. Bos, CAPT USN (Ret.)

“Roger”

Date of Designation: 18 December 1953 NA# T-3989

Active Duty: June 1952 - 1 February 1979

Total Flight Hours: 4,350

Carrier Landings: Fixed Wing: 533

Approximate Flight Hours:

Jet: 3,660 Prop: 690 VF/VA: 3,380 VT: 970

Combat Tours:

Vietnam: Nov. 1965-Apr. 1966, VA-144, CVW-5 in CVA-14 (A4C)

Vietnam: Dec. 1966-May 1967, VA-144, CVW-11 in CVA-63 (A4Cs)

Total Combat Missions: 200

Aviation Commands:

CO, VA-105, Nov. 1967 - Jan. 1969 (A7A)

CO, VA-174, Aug. 1970 – Jul. 1971 (A7A,B,E)

CO, NAS Fallon, NV, Aug. 1976 – Jan. 1979

Combat Awards:

Silver Star

2 Distinguished Flying Crosses

Bronze Star

21 Air Medals

5 Navy Commendation Medals

Non Combat Awards:

Bronze Star

Duty Assignment Chronology

6/48-6/52 U.S. Naval Academy
 9/52-10/52 Pre-flight, NAS Pensacola, FL.
 11/52-8/53 Basic Flight Training at various Florida and Alabama airfields.



9/53-11/53 Advanced Training NAS Corpus Christi, TX.
 12/53 Advanced Training CQ, Pensacola, FL.
 1/54-4/54 Jet Transition Training, NAS Kingsville, TX
 5/54-9/57 VA-192.
 10/57-10/60 Advanced Training Command, VT- 21
 Kingsville, TX. (Instructor).
 11/60-4/61 CIC School Glynco, GA.
 4/61-6/62 USS Constellation (CVA-64).
 6/63-6/64 Navy Post Graduate School, Monterey, CA
 (MS in Management).
 2/65-7/67 VA-144.
 8/67-11/67 VA-174 Transition to A-7.
 11/67-1/69 CO, VA-105.
 2/69-8/70 OPNAV.
 9/70- 8/71 CO, VA-174.
 9/71- 8/72 XO, CVA-43.
 8/72-7/74 COMSIXFLT (Operations Officer).
 7/74- 6/76 COMLATWINGPAC (Chief of Staff).
 7/76-1/79 CO, NAS Fallon
 2/1/79 Retired from active duty.

Summary of Significant Career Events

- (1) Thoroughly enjoyed my time at FAGU (Fleet Air Gunnery Unit) Feb. and Mar. of 1956. Outstanding flying and instruction.
- (2) Had a very sobering flight in SOCAL area. I was in CIC when an arresting gear wire parted on landing mowing down three leaders of the CAT and Arresting Gear crew. Decision made in sick bay to MedEvac the victims as soon as possible. As senior C1A pilot I was directed to man aircraft. Passenger area cleared of seats, seriously injured loaded aboard and strapped down as best as possible. Deck launched so there would be no “G” forces. Cleared direct to NAS Miramar with approach control moving everything out of the way. Straight in landing, met by ambulances on rollout. Transfer completed, taxied into VIP spot in front of tower. Had cup of coffee and flew back to the

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Connie. All three injured recovered but two lost limbs.

- (3) As both Ops. and XO of VA-144 I had the good fortune of participating in and leading several successful Alpha Strikes on back to back deployments to SEA. Of course the flying was complete with "Sam" calls, heavy flak and even feeble MIG attempted intercepts. It was gratifying to see the camaraderie and respect develop among the diverse squadrons, aircraft types and mission specialties. They were all truly team efforts.
- (4) As pre-commissioning and first CO of VA-105, an east coast A7A squadron due to deploy to WESTPAC with CVW 14 in Kitty Hawk laid the groundwork for a solid squadron. Was blessed with exceptional talent both in the cockpit and maintenance spaces. VA-105 won both the safety award and the battle "E".