



**L. F. Eggert, RADM, USN (Ret.)**  
 "Gus"

Date of Designation: 23 December 1954 NA # 5972

Dates of Active Duty: 6 June 1952 - 1 September 1984

Total Flight Hours: 6,280

Carrier/Ship Landings: Fixed wing: 876

Approximate Flight Hours:

Jet: 5,800 Prop: 330 Helo: 150 VF/VA: 6,130  
 VR/VP: 60

Combat Tours:

Vietnam: CO, VA-192, 1967-1968 (A4F)  
 Vietnam: COMCVG-9, 1970-1972 (A7, F4, A6, RA5C,  
 SH30, E2, EA6)

Aviation Commands:

CO, VA-192 (Golden Dragons), 1967-1968  
 COMCVG-9, 1970-1972. (Embarked on USS *Constellation*)  
 CO, USS *Constellation* (CV-64) 1975-1976  
 Commander Fleet Air WESTPAC, 1980-1981

Combat Awards:

Navy Cross  
 Silver Star  
 2 Legion of Merit with combat "V"  
 2 Distinguished Flying Crosses  
 Bronze Star  
 25 mission Air Medals  
 Presidential Unit Citation - 1st Vietnam era Air Wing to  
 receive PUC for combat.



### Duty Assignment Chronology

7/52-9/53 USS *Valley Forge* (CV-45). Assistant Navigator

10/53-12/54 Navy Air Training (SNJ, F6F-5, F9F-2).

1/55-10/59 VF-62 and VA-106, NAS Cecil Field, FL. (F2H-2, F9F-8, A4D-2).

11/59-6/62 NATC Patuxent River, MD. (T-28, OV-1, OV-10, F9F6, F4D(F6F), F8U, F3H, C54, FJ-4)

7/62-6/63 Naval War College - Student (T1A).

7/63-7/65 Staff, AirOps COMSECONDFLT (SNB).

8/65-6/67 Staff, OPS CVW-8 (F4H, A4D, F8U).

7/67-12/68 CO, VA-192, NAS Lemoore, CA. (A4F).

1/69-9/70 USNTPS, Patuxent River, MD. CFI/Deputy Commander (Multiple fixed wing, helo plus gliders).

10/70-6/72 COMCVG-9, NAS Lemoore, CA. (A7, F4, A6, RA5, SH60, E2, AE6).

7/72-4/73 Staff, COMNAVAIRPAC Training Officer (F4, A7).

5/73-7/74 CO, USS *Denver* (LPD-9). Home port San Diego.

8/74-7/76 CO, USS *Constellation* (CVA-64) (A6, A7, F4).

8/76-7/77 OPNAV (OP-50W), Pentagon.

8/77-7/79 COMFAIRWESTPAC, NAF Atsugi, Japan (A7).

8/79-5/81 OPNAV (OP-942), Command, Control and Information Systems.

6/81-8/83 U.S. CINCLANT/CINCLANTFLT Inspector General, Norfolk, VA.

9/83 Retired from active duty to Patuxent River area.

### Summary of Significant Career Events

- (1) As Operations Officer VA-106 - first fleet aircraft (A4) to launch and land on training CV (USS *Lexington*).

- Continued -

### Summary of Significant Career Events continued

- (2) Test pilot at Patuxent River, including CFI. Introduced gliders, along with "Pete" Conrad, developed jet aircraft spin examinations (Fun!).
- (3) First operational night hook-less A4 barricade landing on *Essex* class CV. (Not fun!)
- (4) Squadron/Wing commands and successful/exciting combat (Vietnam) tours including leading largest air-to-air engagement of the war. Isn't that what it's all about!
- (5) While at NATC Pax River, introduced sailplanes (gliders) to test pilot school curriculum, and delivered the first USAF aircraft to the school (T-38). He also wrote a text and taught the first systems analysis course there.
- (6) Pentagon tours included OPNAV (50W) where he was responsible for the development of the Naval Aviation 5 year Plan, and as OP-942 introduced the first approved Tactical Flag Command Center (TFCC), and was the U.S. Navy's sponsor for the Global Positioning System (GPS) and the Joint Tactical Information Distribution System (JTIDS).
- (7) As Commanding Officer of USS *Constellation*, was OTC of the last major CENTO exercise in the Indian Ocean, with *Constellation*, the first U.S. aircraft carrier to operate in the Persian Gulf.

### Post Retirement

Since his 1983 retirement from active duty with the Navy, Gus had been Director, Chesapeake Region, for the BDM Management Services Company until 1992, living in California, Maryland. He remains active with the Navy, serving as the president of the Board of Directors for the Naval Air Test and Evaluation Museum at Patuxent River, Maryland.

His own reflections:

"My Naval Career was one that I would not change one iota, especially my experiences with my squadron VA- 192, Air Wing Nine, *Constellation* and all the people of those units. It was particularly pleasant to have been moved from CAG Nine in *Constellation*, to become Captain of *Constellation*, with CAG Nine embarked. I remember squadron command as the last time an aviator can be the Boss, and still be 'one of the boys'. As CAG you were accepted by all the squadrons, and they wanted to treat you as 'one of their boys', but you had too many other patches on your flight jacket to be truly one of theirs. Of course, as the ship's Captain you were virtually too high above their heads; you were more fatherly, and they were 'your boys'. In every case we were never boys, but men, of varying ages and experience, each of whom knew he was the best in his trade. We were in a very serious business; we took it seriously, did it well, and enjoyed it".