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## FOREWORD

USS RANGER and Carrier Air Wing One are among the most representative commands in U.S. Naval Aviation.

Their heritage and history bring fond memories to both of us who had the privilege to be part of this tradition. The history of the USS RANGER is a story of a proud lineage of vessels that have served the United States of America for more than 200 years. A legacy built and established by eight different ships, all of which proudly bore the name RANGER.

The first RANGER was built at Portsmouth, NH in 1777. The 18-gun Continental frigate harassed the British from the day of her commissioning, under the heroic hand of Captain John Paul Jones.

On her maiden voyage, RANGER sailed for France with a 140-man crew, displacing 308 tons. On Valentine's Day, 1778, RANGER and the ensign of a newly formed United States of America received a formal salute at-sea from the French flotilla. This was the first official act of international recognition for our new flag and government.

RANGER successfully encountered the formidable British men-of-war HMS DRAKE, carrying 20 guns, and HMS HOLDERNESS with 22 guns. In head-to-head confrontations RANGER sank both vessels.

RANGER's second through sixth generations participated in campaigns from the War of 1812 through World War I.

The seventh RANGER, CV-4, introduced a new era in naval aviation in 1934, as the first United States ship to be designed and constructed as an aircraft carrier. She boasted an aircraft complement of 75, a crew of 2,300 and a 770-foot flight deck. CV-4 served in World War II as a deterrent against German shipping and resupply.

On 1 July 1938, the complement of squadrons assigned to USS RANGER (CV-4) was officially designated "RANGER Air Group" marking the beginning of the long and glorious lineage of Carrier Air Wing One. While going through various designations, CVW-1 and CVW-3 (originated from the SARATOGA Air Group) are the two oldest U.S. Navy Air Wings in active duty today.

The latest RANGER, CVA-61, was commissioned on 10 August 1957 at the Newport News Shipbuilding and Dry-dock Company in Newport



VADM Mike "Shooter" Bowman



VADM Dennis V. McGinn

News, VA. Although CVW-1 and CVA-61 have never been associated, it is worth mentioning that, Attack Squadron Twelve (VA-12) from then CVG-1 was assigned to CVG-8 during the RANGER's shakedown cruise in late 1957.

Carrier Air Wing One participated in World War II (deploying to both the Atlantic and the Pacific, between 1942-45) as well as to major conflicts and crisis like the Tachen Island evacuation in 1955, the Suez Canal Crisis in 1956, the Haiti crisis in 1963, the 1964 Cyprus crisis in 1964, the Vietnam War in 1966-67, the USS PUEBLO crisis in 1968, the

Jordanian crisis in 1970-71, the 6-Day War crisis in 1973, the Lebanon crisis in 1975, 1983 and 1989, the Iranian and Afghan crisis in 1980-81, *Operation Eldorado Canyon* against Libya in 1986, *Operation Desert Storm* in 1991, *Operation Deny Flight* in 1993-94, *Operation Deliberate Force* in 1995-96, *Operation Southern Watch* in 1995-96, 1997-98 and 1999-2000, *Operation Enduring Freedom* and *Iraqi Freedom* in 2001-02. As of 2005, CVW-1 has made 45 Mediterranean cruises: an unrivalled record among Navy's Air Wings.

This first volume of Angelo and Doug's history of Air Wing One is the best tribute to the women and men who served with the "First and Foremost" during the past 68 years, and represents the most detailed account of the various squadrons, carriers and their deployments, associated to CVW-1.

**VADM Mike "Shooter" Bowman, USN (Ret)**

Commander Carrier Air Wing Five (CAG-5)  
11 April 1986 through 7 November 1986  
Commander Carrier Air Wing Thirteen (Super CAG-13)  
26 July through 26 August 1990  
Commander Carrier Air Wing One (Super CAG-1)  
5 September 1990 through 13 November 1991

**VADM Dennis V. McGinn, USN (Ret)**

Commanding Officer USS RANGER (CV-61)  
21 August 1991 through 10 July 1993



Crew members spell out "RANGER THANKS AMERICA" on the flight deck of USS RANGER (CV-61), on 1 December 1988, to thank all the people who sent letters and cards to the ship. The mail was the result of a letter which appeared in the newspaper column "Dear Abby." USN photo.

## PROLOGUE

Following the 1922 Washington Treaty, the U.S. Navy found itself with the problem of apportioning aircraft carrier tonnage. Designs for new ships of that type proceeded deliberately in the 1920s despite the fact that money for new construction was scarce. All the while, the Navy kept a weather eye cocked warily toward developments in the British and Japanese navies. Ultimately, Congress authorized the aircraft carrier known only by an alphanumeric hull number, CV-4, on 13 February 1929. The Navy Department opened bids for her construction on 3 September 1930. Newport News Shipbuilding and Dry Dock Co., Newport News, VA, outbid the Bethlehem Shipbuilding Corp. of Quincy, Mass., and the New York Shipbuilding Co. of Camden, NJ, to receive the contract in November 1930.

The Navy's fourth carrier was named RANGER on 10 December 1930 - a name originally assigned to CC-4, one of the six LEXINGTON-class battle cruisers eliminated by the 1922 Washington Treaty. CC-4 had been scrapped in 1923 when only four percent was completed. Five previous Navy ships had carried the proud name, dating back to the 18-gun ship commanded by CAPT John Paul Jones during the War for Independence in 1777-78.

The sixth RANGER (CV-4) was laid down at Newport News on 26 September 1931 and launched on 25 February 1933. Mrs. Herbert Hoover, the first "First Lady" to christen an aircraft carrier, smashed the traditional bottle on RANGER's bow while Secretary of the Navy Charles Francis Adams and RADM William A. Moffett, Chief of the Bureau of Aeronautics (BuAer), looked on.



Launching of USS RANGER (CV-4) at Newport News, on 25 February 1933. USN photo.

Construction of the Navy's first keel-up aircraft carrier proceeded swiftly over the next 15 months until the ship, in the hands of a nucleus crew, departed her builder's yard for the Naval Operating Base (NOB) Norfolk on 4 June 1934. She arrived alongside Pier 7 at Norfolk later that morning where the builders formally delivered her to the Navy.

A short time later, in the presence of his ship's company and assembled guests, CAPT Arthur L. Bristol read his orders to assume command of the Navy's newest carrier.

### A Carrier from the Keel Up

Compared to LEXINGTON (CV-2) and SARATOGA (CV-3), which had been converted from battle cruisers, RANGER was a fairly small ship with a standard displacement of 13,800 tons and measuring 765 ft. long.

Her extreme beam at the waterline was 80 ft., 1 in. and, above the main deck, the beam measured 109 ft., 6 in. Her flight deck was 709 ft. by 86 ft. with three elevators mounted in the flight deck - two amidships and one aft. Her six funnels folded to the horizontal to allow maximum area for air operations.



### Underway Trials and Traps

On 18 June, shortly after mid-day, while underway for engineering trials off the Chesapeake lightship, RANGER moved into the stream and anchored soon thereafter.

Shifting her berth to Lynnhaven Roads on the 20th, the new carrier was underway at first light on 21 June to carry out initial flight operations off the Virginia Capes. While the destroyer USS BARRY (DD-248) steamed astern as plane guard, RANGER went to flight quarters and, in the terse prose of the ship's log, "commenced sending observation land planes into the air and receiving them on deck." The honor of making the first takeoff and landing went to LCDR Arthur C. Davis, the ship's air officer, as he piloted the Vought O3U-3 *Corsair* that was plane Number 1 of RANGER's Utility Unit.

As of 30 June 1934, the Navy had 936 serviceable aircraft on hand and 227 on order: as during RANGER's construction period the Congress made no provision for her 114 airplanes, the Navy was forced to curtail other activities to provide the ship's complement. The first squadrons to be assigned to RANGER were Fighting Three (VF-3B) and Bombing Three (VB-3B). Bombing Squadron Five (VB-5B), established on 2 July 1934, joined the complement shortly thereafter.

In the meantime, preparations for the ship's shakedown cruise moved smartly. CAPT Bristol, declaring that his new ship's "special features" could be safeguarded sufficiently to conform to Navy Department concerns, pressed for the inclusion of visits to foreign ports. The Department agreed to include Rio De Janeiro, Brazil.



USS RANGER underway during sea trials, in 1934. USN NA 80-G-428440 NMNA Coll.

The schedule, the Department reasoned, would allow for a longer "free-route" cruise as well as giving the crew the adventure of visiting a large foreign port south of the equator. Accordingly, on 14 July 1934 while RANGER lay at Norfolk Navy Yard, the Navy requested the State Department to make the "usual diplomatic notifications" for the proposed visit.

On 6 August 1934, the State Department informed the Navy that Brazilian authorities welcomed the prospect of RANGER's visiting Rio. Following the public announcement of the carrier's impending shakedown on 8 August, however, the American Ambassador to the Argentine Republic wired the State Department to express his concern that the Argentines might feel slighted if RANGER did not visit Buenos Aires as well. At about the same time, the naval attaché in Buenos Aires joined in urging that the cruise itinerary include that city. That posed a problem.

The Navy had already slated the new heavy cruiser USS TUSCALOOSA (CA-37) for a November Buenos Aires visit during her own shakedown. Moreover, RANGER's extended cruise would limit operations that could be conducted prior to the carrier's final acceptance trials. The Navy, therefore, did not favor the idea of the carrier extending

**PROLOGUE**

The plane guard destroyer, however, picked up the pilot and RANGER recovered the aircraft before bringing VS-41 and VS-42 on board.

**Fleet Problem XIX**

RANGER continued to operate in Southern California waters until 15 March 1938, when she sailed for the Hawaiian Islands to participate in *Fleet Problem XIX*.

These large-scale fleet maneuvers were to again take place in the Northern Pacific between Alaska and Hawaii.

With the fleet divided into various task forces, RANGER took part in the 12-phase evolution that included a simulated fleet attack on a fictitious coastline together with an attack upon and defense of the Hawaiian Islands and the U.S. West Coast. Bad weather, restricted visibility and fairly heavy seas hampered many of the exercises.

CV-4 15/03/38 - 28/04/38 Fleet Problem XIX - Hawaii			
VF-4	F3F-1	4-F-XX	aboard
VB-4	BG-1	4-B-XX	aboard 15/03 - 07/04
VS-41	SBU-1	41-S-XX	aboard
VS-42	SBU-1	42-S-XX	aboard 15/03 - 20/04
CV-4 Utility Unit	O3U-3	RANGER-X	aboard

Mishaps occurred on board within a few days. A VS-41's SBU-1 (41-S-11) crashed on deck on 17 March. VS-42's commanding officer, made water landing in his SBU-1 (42-S-1) the following day.

Fortunately, no one was hurt in either incident and RANGER eventually recovered 42-S-1. On 31 March, SBU-1 (42-S-13) crashed into the water off the carrier's port quarter but the two-man crew was picked up by the escorts.

RANGER rested on 1-4 April at Lahaina before resuming work in *Fleet Problem XIX*. A second respite followed soon thereafter when she joined LEXINGTON and SARATOGA off Honolulu; Pearl Harbor's channel was still not deep enough to accommodate the passage of the carriers.

During the time off Diamond Head, RANGER once again took part in a searchlight display on 14 April. Underway on the 21st, she participat-

ed in the final phases of the problem but by 26 April was again ruled out of action.

VB-3 replaced VS-42 during the last week of the *Fleet Problem*.

CV-4 21/04/38 - 8/04/38 EastPac final phase of Fleet Problem XIX			
VB-4	BG-1	4-B-XX	aboard
VB-3	SB2U-1	3-B-XX	aboard
	SBC-3	3-B-XX	aboard

**West Coast Operations**

Following her arrival in San Diego on 28 April, the carrier remained there over the next few months. From 23 to 28 May 1938, RANGER embarked two Marine squadrons, VMB-2 and VMF-2, for training and carrier qualifications.

CV-4 23/05/38 - 28/05/38 EastPac USMC operations			
VMF-2	F3F-2	2-MF-XX	aboard
VMB-2	BG-1	2-MB-XX	aboard

As of June 1938, the RANGER air component included the following units:

CV-4 01/06/38 Ashore				
VF-4	F3F-1	19	4-F-XX	ashore
	SBU-1	1	4-F-XX	ashore
	O3U-3	2	4-F-XX	ashore
VB-4	BG-1	19	4-B-XX	ashore
VS-41	SBU-1	23	41-S-XX	ashore
VS-42	SBU-1	19	42-S-XX	ashore
CV-4 Utility Unit	O3U-3	2	RANGER-X	ashore
	J2F-1	2	RANGER-X	ashore

By Robert J. Cressman

*Material from this Prologue originally appeared in Spring and Summer 1993 issues of The Hook magazine, the journal of carrier aviation. Reprinted with permission.*



USS RANGER trails USS LEXINGTON and USS SARATOGA in line astern during *Fleet Problem XIX*, in April 1938. USN NA 80-G-1030433 NMNA Coll.

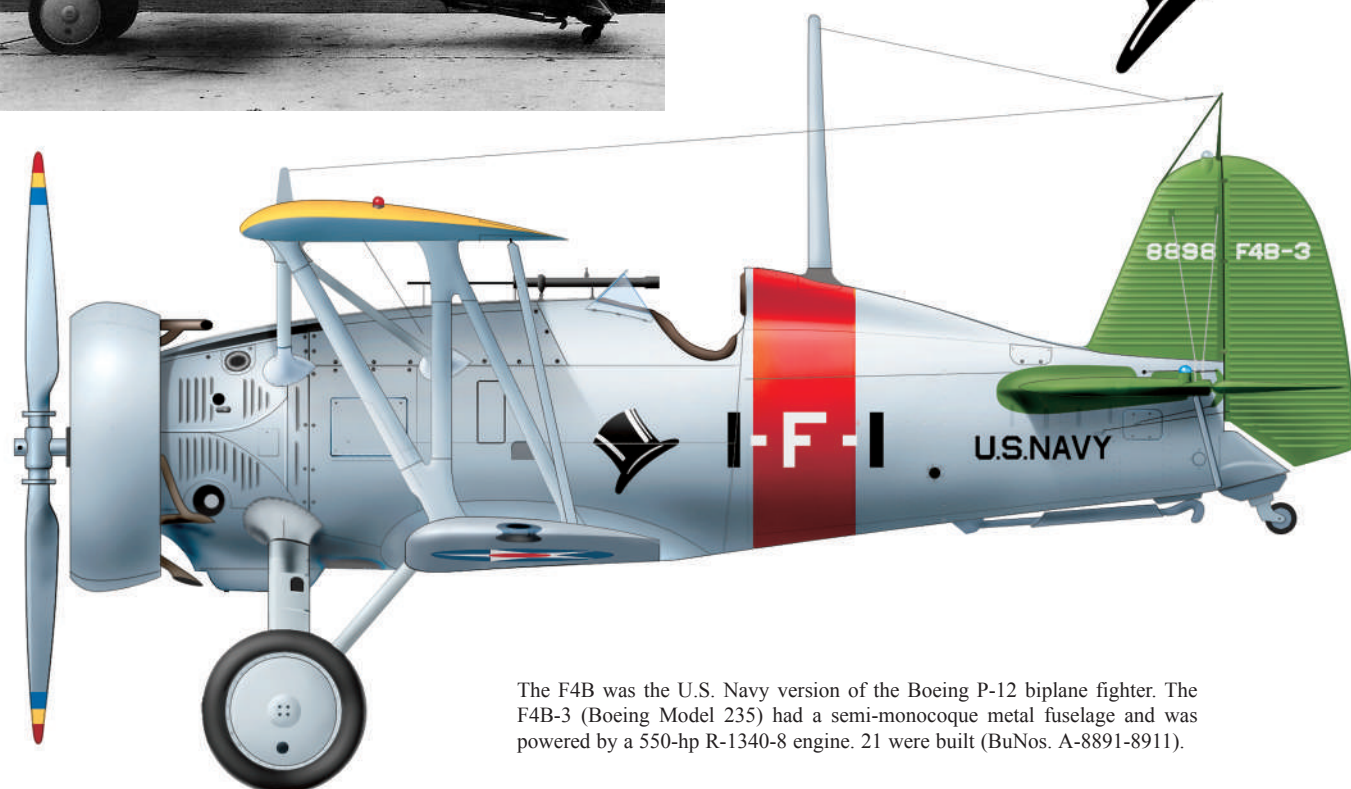
The Vought O2U *Corsair* was a tandem two-seat observation plane. The O2U-4, derived from the O2U-3 with some equipment changes, was powered by a 450-hp R-1340-C engine. 42 were built (BuNos. A-8315-8356).



During 1929-33 VS-1B operated with a mix of Vought O2U-3 and O2U-4 *Corsairs*. O2U-4 BuNo. 8333 I-S-4 with Willow Green tail and Insignia White Section 2 Leader band, photographed in August 1930. Note the chromatic variation between the metal and the fabric surfaces being Aluminum Pigmented Dope. The upper surface of the upper wing is Orange Yellow. USN photo NMNA Coll.

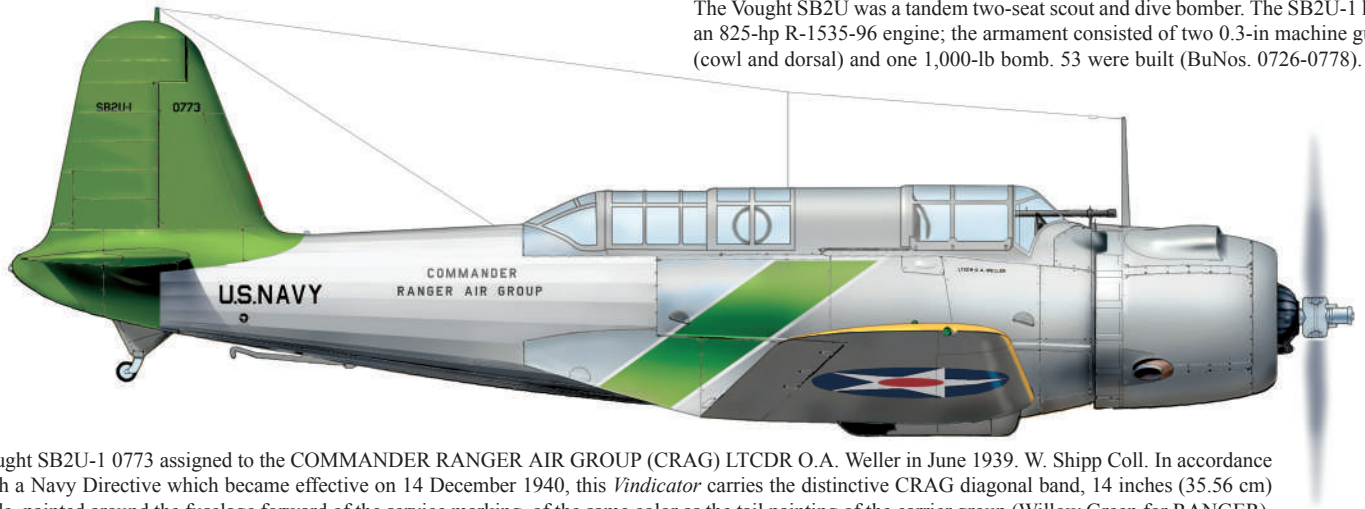


During 1932-33 VF-1B operated with the F4B-3. Here 8898 I-F-1 with Willow Green tail and Insignia Red Section 1 Leader band is taxied by a sailor sometime in 1933. Apparently the aircraft has a borrowed cowl, as it is not painted Insignia Red. USN photo.



The F4B was the U.S. Navy version of the Boeing P-12 biplane fighter. The F4B-3 (Boeing Model 235) had a semi-monocoque metal fuselage and was powered by a 550-hp R-1340-8 engine. 21 were built (BuNos. A-8891-8911).

The Vought SB2U was a tandem two-seat scout and dive bomber. The SB2U-1 had an 825-hp R-1535-96 engine; the armament consisted of two 0.3-in machine guns (cowl and dorsal) and one 1,000-lb bomb. 53 were built (BuNos. 0726-0778).



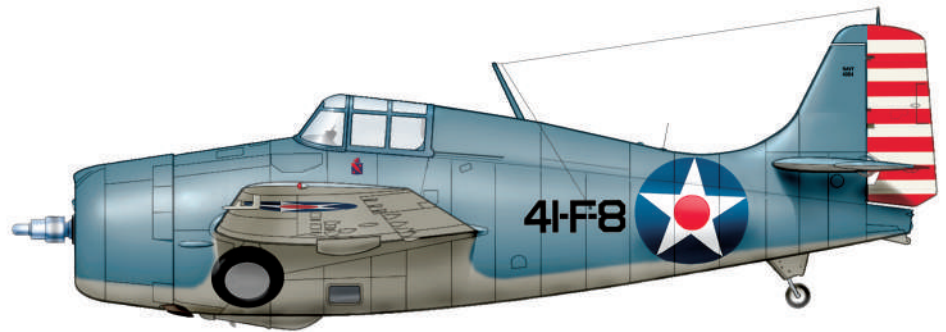
Vought SB2U-1 0773 assigned to the COMMANDER RANGER AIR GROUP (CRAG) LTCDR O.A. Weller in June 1939. W. Shipp Coll. In accordance with a Navy Directive which became effective on 14 December 1940, this *Vindicator* carries the distinctive CRAG diagonal band, 14 inches (35.56 cm) wide, painted around the fuselage forward of the service marking, of the same color as the tail painting of the carrier group (Willow Green for RANGER), and the title COMMANDER RANGER AIR GROUP painted horizontally on each side of the fuselage. Note the diagonal band outlined in white.



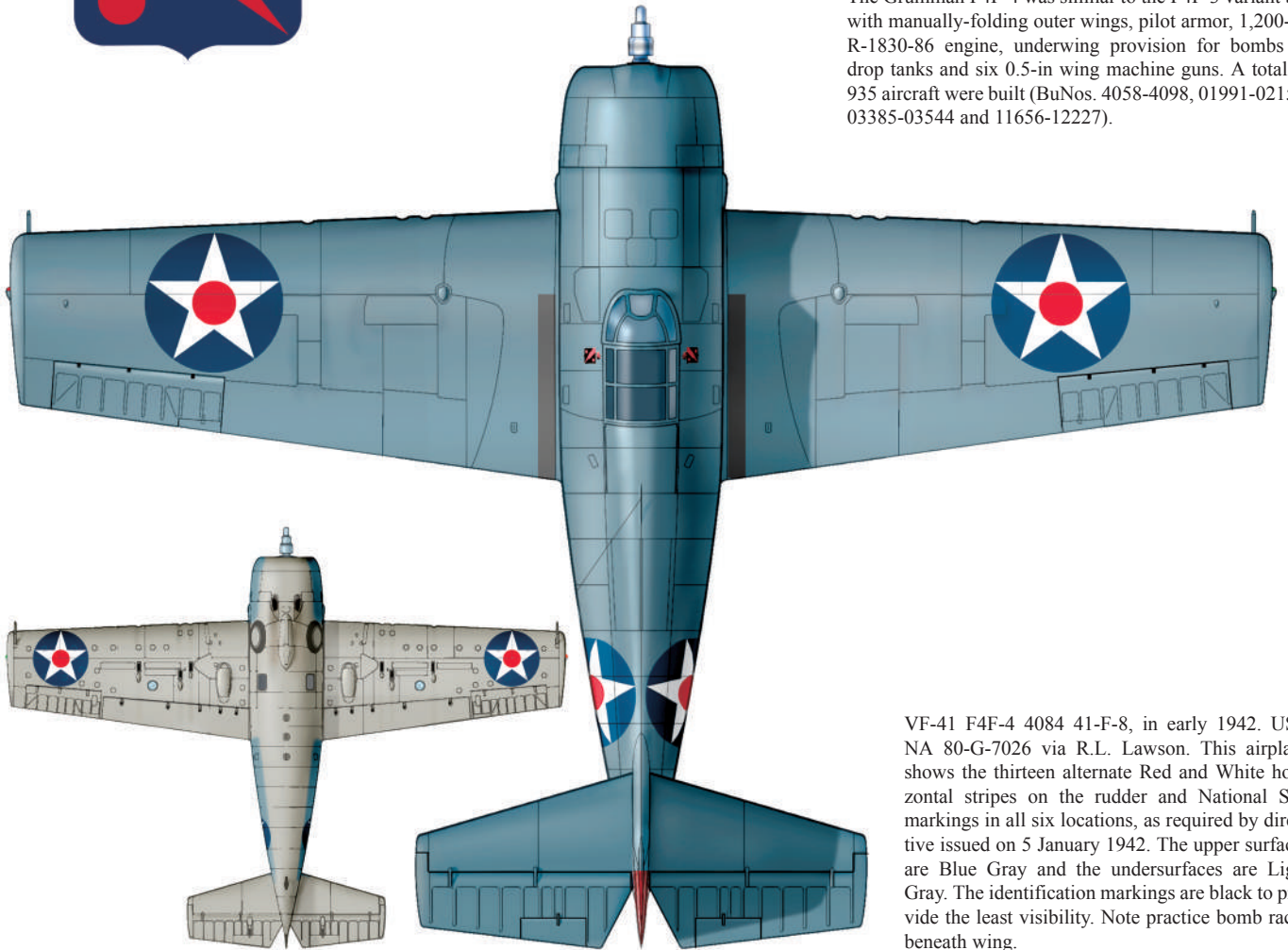
VB-3 SB2U-1 0736 with Willow Green tail is waiting for assignment to squadron section, hence the lack of individual side number and section colors, in mid 1939. USN photo NMNA Coll.



VB-4 formation of SB2U-1/2s photographed over San Diego, in December 1939. Note the last aircraft completing the 18 aircraft formation is VF-2 SB2U-1 2-F-19 from LEXINGTON AG with Lemon Yellow tail. VF-2 operated a *Vindicator* as a utility aircraft between July 1938 and October 1940. USN photo NMNA Coll.

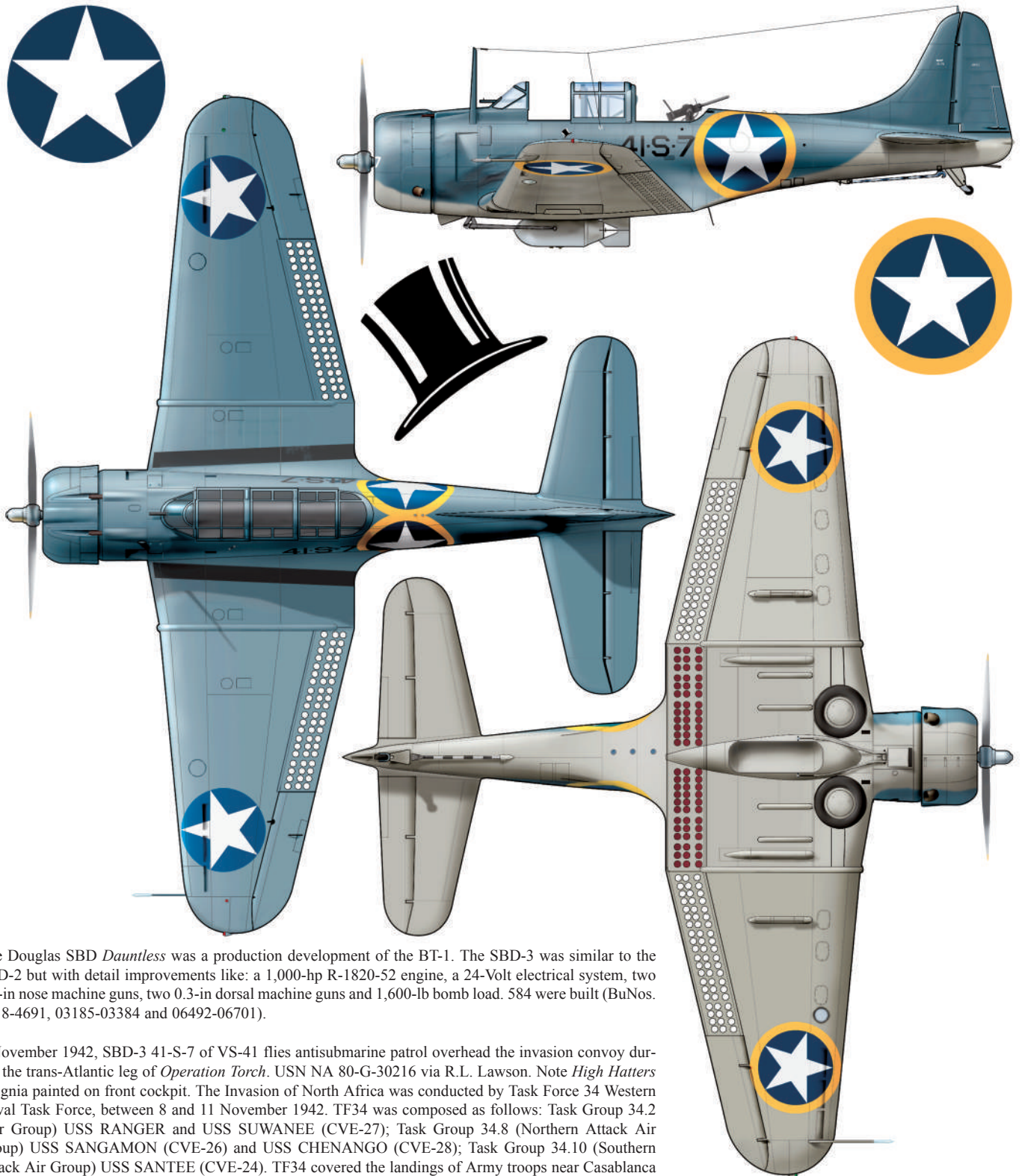


The Grumman F4F-4 was similar to the F4F-3 variant but with manually-folding outer wings, pilot armor, 1,200-hp R-1830-86 engine, underwing provision for bombs or drop tanks and six 0.5-in wing machine guns. A total of 935 aircraft were built (BuNos. 4058-4098, 01991-02152, 03385-03544 and 11656-12227).



VF-41 F4F-4 4084 41-F-8, in early 1942. USN NA 80-G-7026 via R.L. Lawson. This airplane shows the thirteen alternate Red and White horizontal stripes on the rudder and National Star markings in all six locations, as required by directive issued on 5 January 1942. The upper surfaces are Blue Gray and the undersurfaces are Light Gray. The identification markings are black to provide the least visibility. Note practice bomb racks beneath wing.





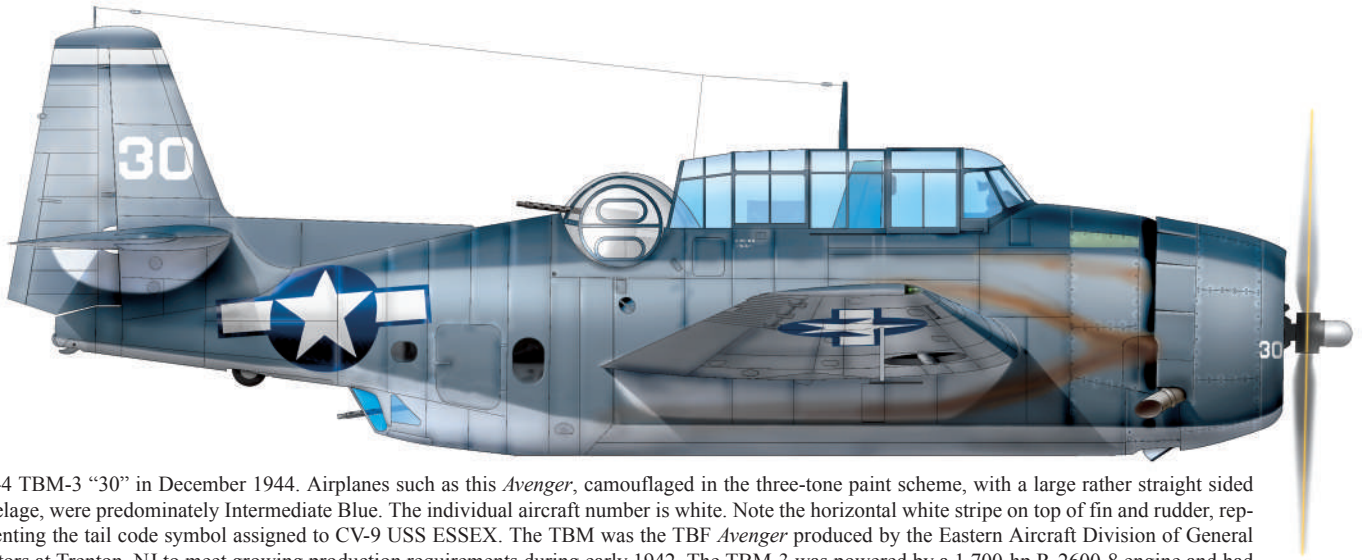
The Douglas SBD *Dauntless* was a production development of the BT-1. The SBD-3 was similar to the SBD-2 but with detail improvements like: a 1,000-hp R-1820-52 engine, a 24-Volt electrical system, two 0.5-in nose machine guns, two 0.3-in dorsal machine guns and 1,600-lb bomb load. 584 were built (BuNos. 4518-4691, 03185-03384 and 06492-06701).

7 November 1942, SBD-3 41-S-7 of VS-41 flies antisubmarine patrol overhead the invasion convoy during the trans-Atlantic leg of *Operation Torch*. USN NA 80-G-30216 via R.L. Lawson. Note *High Hatters* insignia painted on front cockpit. The Invasion of North Africa was conducted by Task Force 34 Western Naval Task Force, between 8 and 11 November 1942. TF34 was composed as follows: Task Group 34.2 (Air Group) USS *RANGER* and USS *SUWANEE* (CVE-27); Task Group 34.8 (Northern Attack Air Group) USS *SANGAMON* (CVE-26) and USS *CHENANGO* (CVE-28); Task Group 34.10 (Southern Attack Air Group) USS *SANTEE* (CVE-24). TF34 covered the landings of Army troops near Casablanca on 8 November and supported their operation ashore until opposing French capitulated on 11 November.

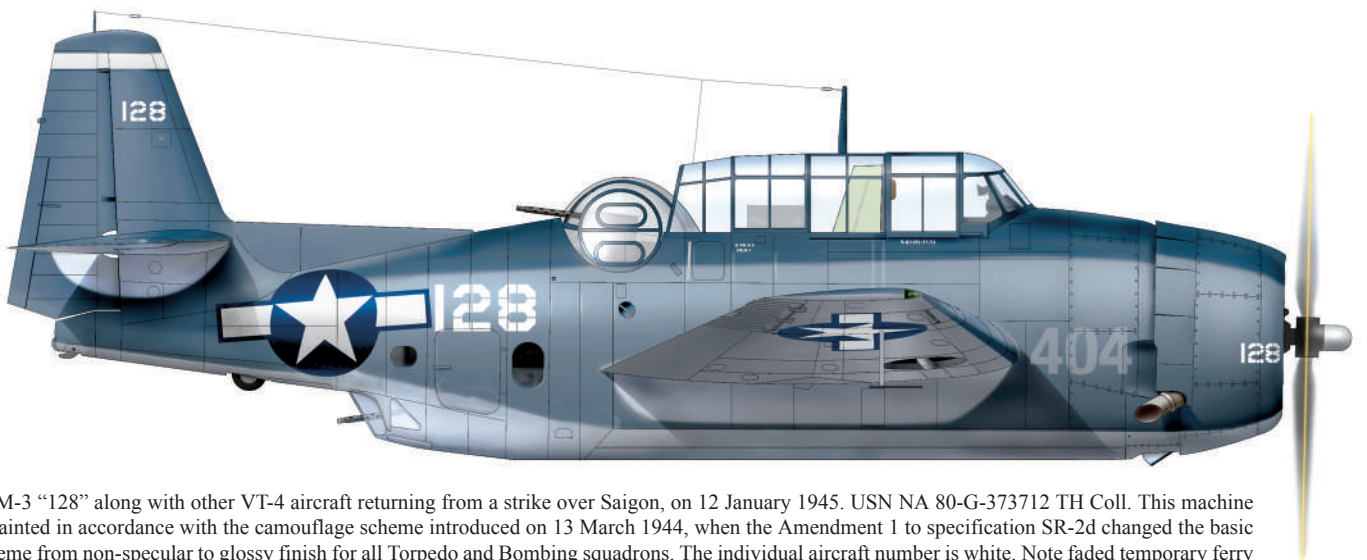


On 8 November 1942, the first day of *Operation Torch*, VS-41 flew six missions involving 66 sorties against French ships and shore batteries. Twice they singled out the French light cruiser *Primagueat*. USN photo via TH.





VT-4 TBM-3 "30" in December 1944. Airplanes such as this *Avenger*, camouflaged in the three-tone paint scheme, with a large rather straight sided fuselage, were predominately Intermediate Blue. The individual aircraft number is white. Note the horizontal white stripe on top of fin and rudder, representing the tail code symbol assigned to CV-9 USS ESSEX. The TBM was the TBF *Avenger* produced by the Eastern Aircraft Division of General Motors at Trenton, NJ to meet growing production requirements during early 1942. The TBM-3 was powered by a 1,700-hp R-2600-8 engine and had undergoing provision for drop tanks or rockets.



TBM-3 "128" along with other VT-4 aircraft returning from a strike over Saigon, on 12 January 1945. USN NA 80-G-373712 TH Coll. This machine is painted in accordance with the camouflage scheme introduced on 13 March 1944, when the Amendment 1 to specification SR-2d changed the basic scheme from non-specular to glossy finish for all Torpedo and Bombing squadrons. The individual aircraft number is white. Note faded temporary ferry flight No. 404 (last 3 digits of BuNo.) still painted in front of the wing leading edge.

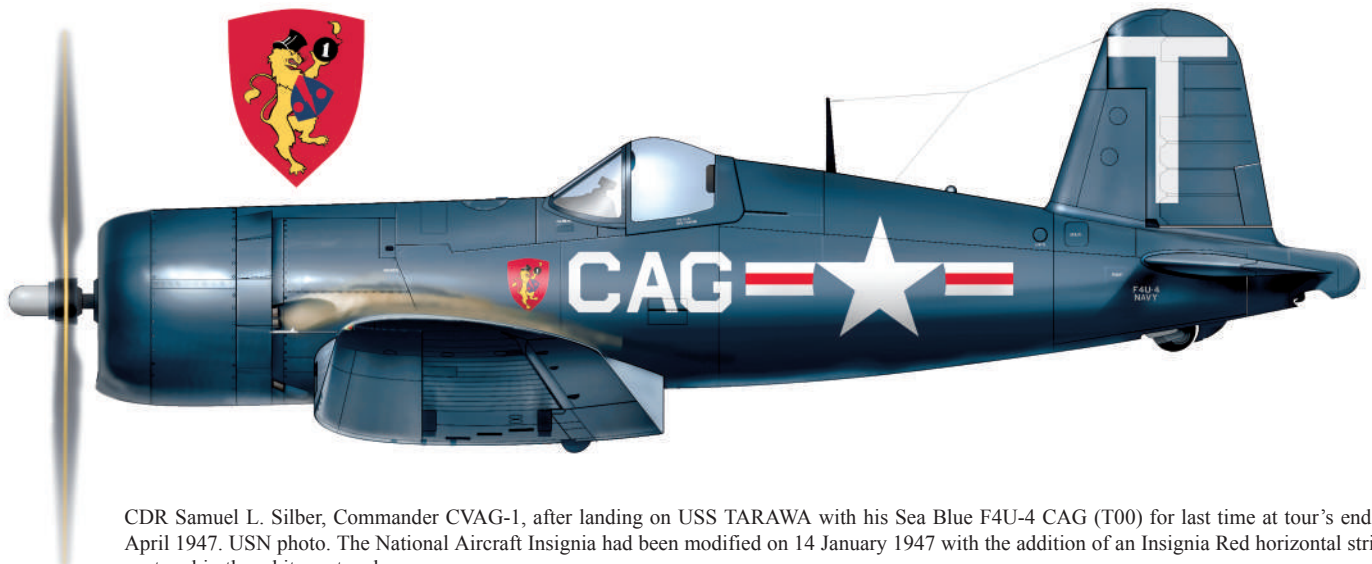




VA-1A SB2C-5 T57 pictured rolling to the starboard during recovery aboard USS TARAWA and then in the water following landing accident, on 28 February 1947. Note the aircraft sporting a dual modex system: T57 and 4B57 under the left wing. USN photos NMNA Coll.



CV-40 and CVG-1 underway during WestPac cruise, on 22 March 47. Note Air Group aircraft wearing white markings for an exercise. USN NA 80-G-455648.



CDR Samuel L. Silber, Commander CVAG-1, after landing on USS TARAWA with his Sea Blue F4U-4 CAG (T00) for last time at tour's end in April 1947. USN photo. The National Aircraft Insignia had been modified on 14 January 1947 with the addition of an Insignia Red horizontal stripe centered in the white rectangles.

## 1954 - ASHORE

During January 1954, VF-11 started transferring their remaining F3D-2s to VF-14, which in turn gave up their old F4U-5s. The *Tophatters* would operate with the *Skyknight* until April 1956, but never actually deployed at sea with them because of the F3D's jet exhaust tendency to "burn out" the carrier's wooden flight decks of the time.

On 1 April 1954, CDR William B. Morton relieved CDR Bruning as CAG-1. In April 1954, VF-14 was assigned to ATG-182 and deployed to NAS Key West. As of 30 April 1954, CVG-1 was composed as follows:

CAG-1	F2H-2	2	T00	NAS Cecil Field
	AD-4N	1	T00	NAS Cecil Field
VF-11	F3D-2	3	T100	NAS Cecil Field
	F2H-4	12	T100	NAS Cecil Field
VF-13	F9F-6	14	T300	NAS Cecil Field
	F4U-5	2	T300	NAS Cecil Field
VF-14	F3D-2	9	T400	NAS Cecil Field

As of 28 February 1954, CVG-1 was composed as follows:

CAG-1	F2H-2	2	T00	NAS Cecil Field
	AD-4N	1	T00	NAS Cecil Field
VF-11	F3D-2	14	T100	NAS Cecil Field
	F2H-4	4	T100	NAS Cecil Field
VF-12	F2H-2	21	T200	NAS Cecil Field
VF-13	F9F-6	6	T300	NAS Cecil Field
	F4U-5	12	T300	NAS Cecil Field
VF-14	F3D-2	11	T400	NAS Cecil Field
VA-15	AD-4	6	T500	NAS Cecil Field
	AD-4L	4	T500	NAS Cecil Field
	AD-4B	6	T500	NAS Cecil Field

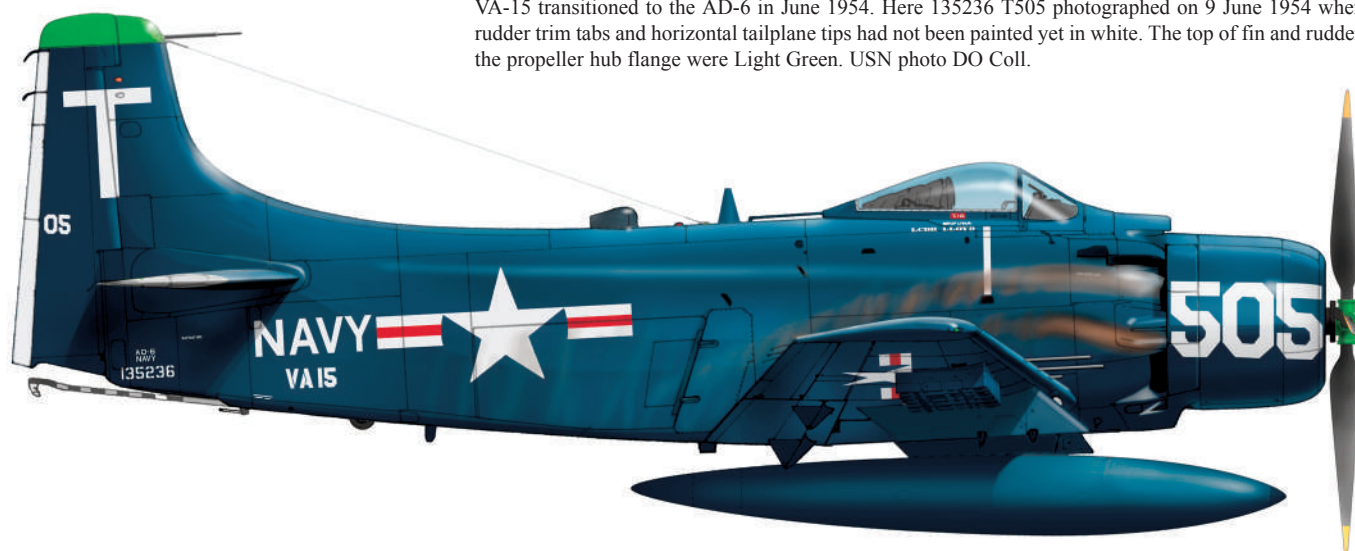
CAG-1	F2H-2	2	T00	NAS Cecil Field
	AD-4N	1	T00	NAS Cecil Field
VF-11	F2H-4	12	P100	NAS Cecil Field (CVG-10)
VF-12	F2H-2	22	T200	NAS Cecil Field
VF-13	F9F-6	24	T300	NAS Cecil Field
VF-14	F3D-2	12	ATG400	NAS Key West
VA-15	AD-4	2	T500	NAS Cecil Field
	AD-4L	4	T500	NAS Cecil Field
	AD-4B	8	T500	NAS Cecil Field

CVG-1's fourth squadron slot was filled by the *Hell Razors* of VF-174, previously assigned to CVG-17, and flying the F9F-6.

CAG-1	F2H-2	2	T00	NAS Cecil Field
	AD-4N	1	T00	NAS Cecil Field
VF-11	F2H-4	11	P100	aboard CVA-43/CVG-10
VF-12	F2H-2	20	T200	NAS Cecil Field
VF-13	F9F-6	24	T300	NAS Cecil Field
VF-14	F3D-2	12	ATG400	NAS Key West
VF-174	F9F-6	23	T400	NAS Cecil Field
VA-15	AD-4	2	T500	NAS Cecil Field
	AD-4L	4	T500	NAS Cecil Field
	AD-4B	8	T500	NAS Cecil Field



VA-15 transitioned to the AD-6 in June 1954. Here 135236 T505 photographed on 9 June 1954 when the rudder trim tabs and horizontal tailplane tips had not been painted yet in white. The top of fin and rudder and the propeller hub flange were Light Green. USN photo DO Coll.



1954 - ASHORE

In July 1954, VF-11 and VF-101 (equipped with the F2H-2 and F2H-2B *Banshees*) swapped their Air Group assignments, with VF-11 going to CVG-10 aboard USS CORAL SEA (CVA-43) for a Med Cruise (13 July - 20 December 1954).

Air Task Groups (ATGs) were unofficial Air Groups created with squadrons assigned from other officially established CVGs. As of 31 August



1954, Air Group One was composed as follows:

CVG-1 31/08/54 NAS Cecil Field				
CAG-1	AD-4N	1	T00	NAS Cecil Field
VF-101	F2H-2	13	T100	NAS Cecil Field
	F2H-2B	6	T100	NAS Cecil Field
VF-12	F2H-2	20	T200	NAS Cecil Field
VF-13	F9F-6	23	T300	NAS Cecil Field
	JRB-4	1	T300	NAS Cecil Field
VF-14	F3D-2	12	ATG400	NAS Cecil Field
VF-174	F9F-6	21	T400	NAS Cecil Field
VA-15	AD-6	17	T500	NAS Cecil Field

ATGs were created during the Korean War when the requirement for Air Groups exceeded the financial and statutory limits established by the Congress. These Air Task Groups continued to be created into the mid-fifties due to the Cold War so that, by 1956, eight had been established, with four on each coast.



VF-174 F9F-6 127222 T417 pictured at NAS Cecil Field, on 15 June 1954. USN photo NMNA Coll. Note early F9F-6 configuration, lacking UHF homing antenna fairing beneath the nose and smaller (F9F-5 style) lower rudder. The trim and marking color is Light Yellow.



VF-12 F2H-2 125052 T219 photographed at NAS Cecil Field, on 9 June 1954. USN photo NMNA Coll.

## 1956 - ASHORE

In January 1956, VF-14 returned to CVG-1 and flew with their F3D-2s, until replacing them with F3H-2s, in Spring 1956. As of 31 January 1956, CVG-1 was composed as follows:

CVG-1 31/01/56 NAS Cecil Field					
VF-11	F2H-4	6	P100	NAS Cecil Field (CVG-10)	
VF-174	F9F-6	7	T200	NAS Cecil Field	
	FJ-3	12	T200	NAS Cecil Field	
VF-13	F9F-8	19	ATG300	aboard CVA-20/ATG-201	
VA-12	F7U-3	9	TX	NAS Cecil Field	
	F2H-2	7	T300	NAS Cecil Field	
VF-14	F3D-2	14	T400	NAS Cecil Field	
VA-15	AD-6	12	T500	NAS Cecil Field	
	AD-4NA	1	T500	NAS Cecil Field	
VA-16	AD-6	13	O400	NAS Oceana (ATG-182)	
	AD-4NA	1	O400	NAS Oceana (ATG-182)	

During 1956, CVG-1 made refresher training deployments aboard USS PHILIPPINE SEA (CV-47), USS ORISKANY (CV-38), USS WASP (CV-18) and USS LAKE CHAPLAIN (CV-39), in preparation for the upcoming Med Cruise. VF-174 was transferred to ATG-181 and replaced by VF-171. In March 1956, VF-14 started replacing their *Skyknights* with the new McDonnell F3H-2N *Demons*. As of 31 March

1956, CVG-1 was composed as follows:

CVG-1 31/03/56 NAS Cecil Field					
VF-11	F2H-4	11	P100	aboard CVA-43/CVG-10	
VF-14	F3H-2N	5	T100	NAS Cecil Field	
	F3D-2	8	T100	NAS Cecil Field	
VF-174	F9F-8	6	T200	NAS Cecil Field	
	F9F-6	5	T200	NAS Cecil Field	
	FJ-3	7	T200	NAS Cecil Field	
VA-12	F7U-3	14	TX	NAS Cecil Field	
VF-13	F9F-8	19	ATG300	aboard CVA-20/ATG-201	
VA-15	AD-6	17	T400	NAS Cecil Field	
	AD-4NA	1	T400	NAS Cecil Field	
VA-16	AD-6	13	O400	NAS Oceana (ATG-182)	
	F9F-6	1	O400	NAS Oceana (ATG-182)	

In March 1956, the then VF-11's Commanding Officer, CDR E.L. Feightner, wrote to the Gordon's Dry Gin Company Ltd., to officially request permission to adopt the famous Gordon's wild boar head trademark: his PAO had discovered that the insignia had been used so far without any official permission and in view of possible copyright infringement, it was decided to ask for it. The CO included a 1930 dated explanation of the insignia:



VF-174 FJ-3 136050 T202 in the foreground of a *Hell Razors* formation, in January 1956. Photo courtesy VADM J.P. Moorer USN (Ret) NMNA Coll. The trim and marking color is Orange Yellow with white outline.



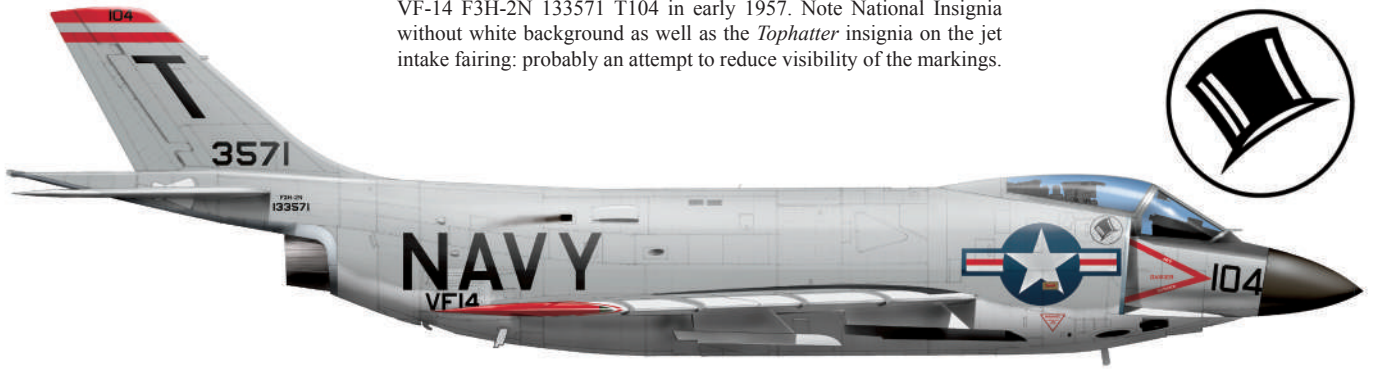


VAH-1 A3D-1 135415 TB4 in overall glossy Sea Blue, in late 1956. USN photo TH Coll.

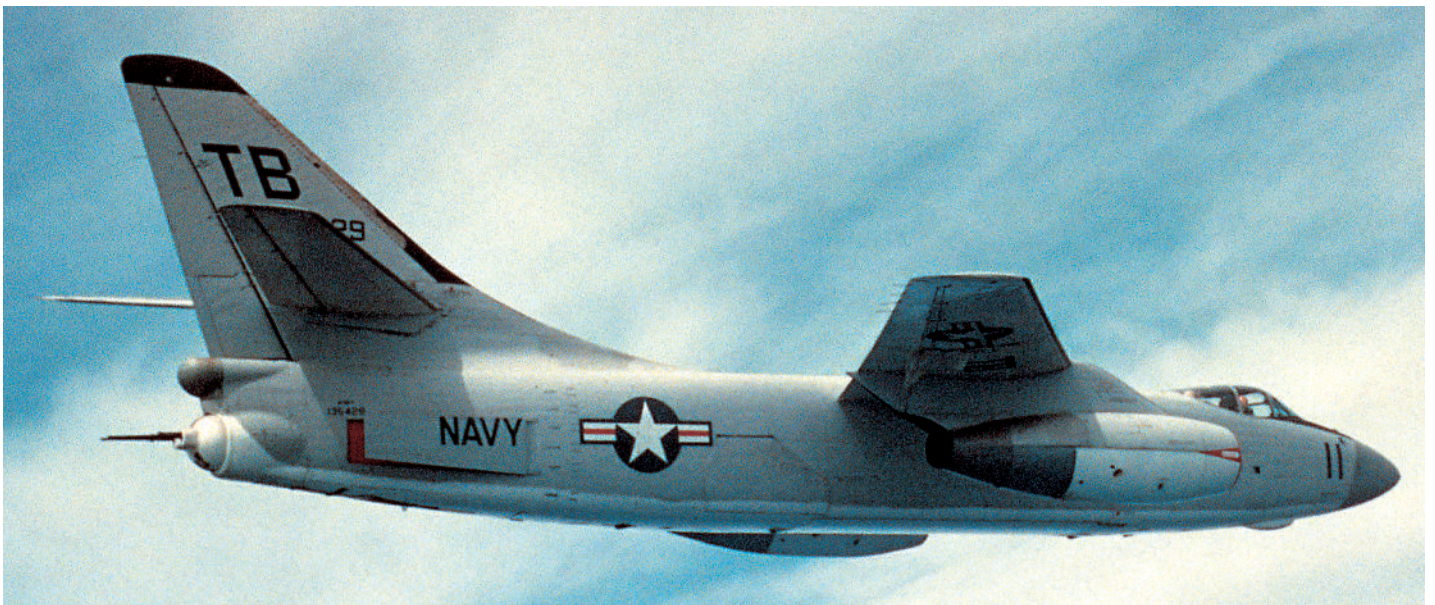
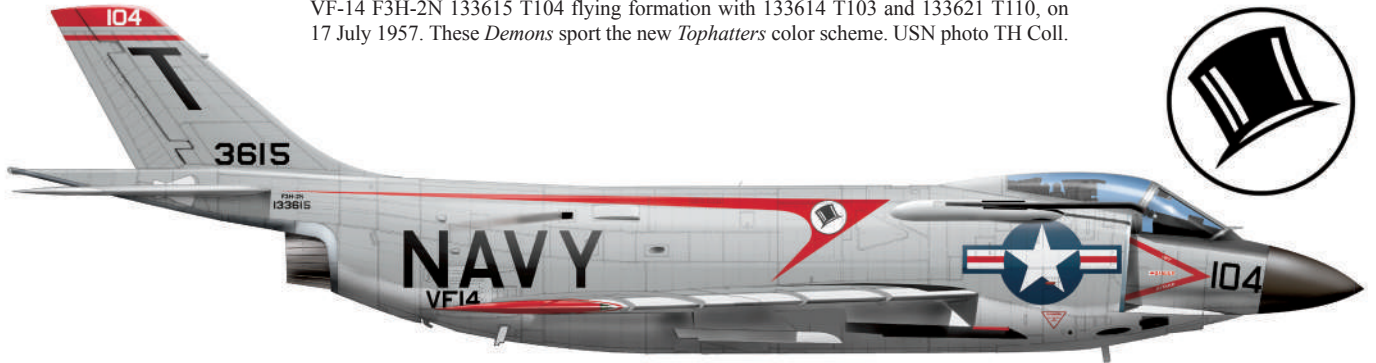


F3H-2Ns (T101, 133588/T105, 133593/T110 and 133592/T108) from VF-14 aboard CVA-59 during carrier qualifications, in September 1956. Note the *Tophatter* insignia on the jet intake fairing without white background like T101's National Insignia as well. Boeing D4C-90 courtesy Lon Nordeen via AR.

VF-14 F3H-2N 133571 T104 in early 1957. Note National Insignia without white background as well as the *Tophatter* insignia on the jet intake fairing: probably an attempt to reduce visibility of the markings.



VF-14 F3H-2N 133615 T104 flying formation with 133614 T103 and 133621 T110, on 17 July 1957. These *Demons* sport the new *Tophatters* color scheme. USN photo TH Coll.



VAH-1 A3D-1 135429 TB11 pictured in flight, in early 1957. USN photo DO Coll.