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## FOREWORD

It is a distinct honor to write the introduction to the second volume that documents the distinguished history of the United States Navy's Carrier Air Wing ONE. The first volume was a fitting tribute to the story of CVW-1 and it is one I am proud to represent. The years from 1957 to 1973 were exciting times in Naval Aviation. The Navy rapidly evolved to face a burgeoning Soviet threat, jet aircraft became fully integrated into Navy air wings, aircraft carrier operations became markedly more efficient with improved safety, and carriers grew into their role as the President's emergency responders to crises around the globe.

Embarked on USS FORRESTAL (CVA-59), USS F.D. ROOSEVELT (CVA-42), USS ENTERPRISE (CVAN-65), and USS JOHN F. KENNEDY (CVA-67), Carrier Air Wing ONE was at the forefront of this evolution. By responding to the situation in Haiti in 1963, Cyprus in 1964, the crisis in Jordan in 1970-71, and the Six Day War in 1973, CVW-1 demonstrated the ability to deploy air power from the sea on short notice.



Persian Gulf, 5 October 2007. VFA-136 CAG bird AB300 assigned to CAPT MARK WRALSTAD "WALDO" is being launched from USS ENTERPRISE. USN photo.

The combat deployment to Vietnam in 1966-67 allowed CVW-1 to display its striking power during execution of more than 7,000 sorties against enemy targets. We remember with gratitude our forebears who gave their lives in the defense of liberty.

Carrier Air Wing ONE continues to project power ashore. We have recently completed a deployment that saw CVW-1 aircraft simultaneously supporting Coalition Forces on the ground in Afghanistan and Iraq. We launched from the same flight deck that CVW-1 helped to shakedown onboard USS ENTERPRISE back in 1962.

The legacy of this Air Wing is the tremendous people that have made her great over the years and this volume is a fitting tribute to their tremendous pride and dedicated service. Our mission remains unchanged and we are proud to continue our traditions of service started in 1934 - First and Foremost.

**CAPT Mark E. Wralstad, USN**

Commander Carrier Air Wing ONE (Super CAG-1 2006-2008)



F/A-18C Hornet 163718 AB300 of VFA-136 *Knighthawks* flies over the Mediterranean Sea during a unit-level training mission, on 21 July 2007. USN photo.



VFA-136 F/A-18C 163718 AB300 tests its flare countermeasures system prior to heading into Iraq on a Close Air Support mission, on 7 October 2007. USN photo.

## 1957 - NORTH ATLANTIC CRUISE ABOARD USS FORRESTAL (CVA-59)

Under OPNAV Notice 05400 practically all visual identification codes were changed for fiscal year 1958. As of 1 July 1957 CVG-1 was assigned the "AB" tail code and all squadrons permanently attached were instructed to adopt it on their aircraft before the upcoming North Atlantic Cruise.

During this period, Commander Air Group One approved the new CVG-1 insignia including the Latin motto *Primus et Principes*, which has been liberally (and erroneously) translated *First and Foremost*.

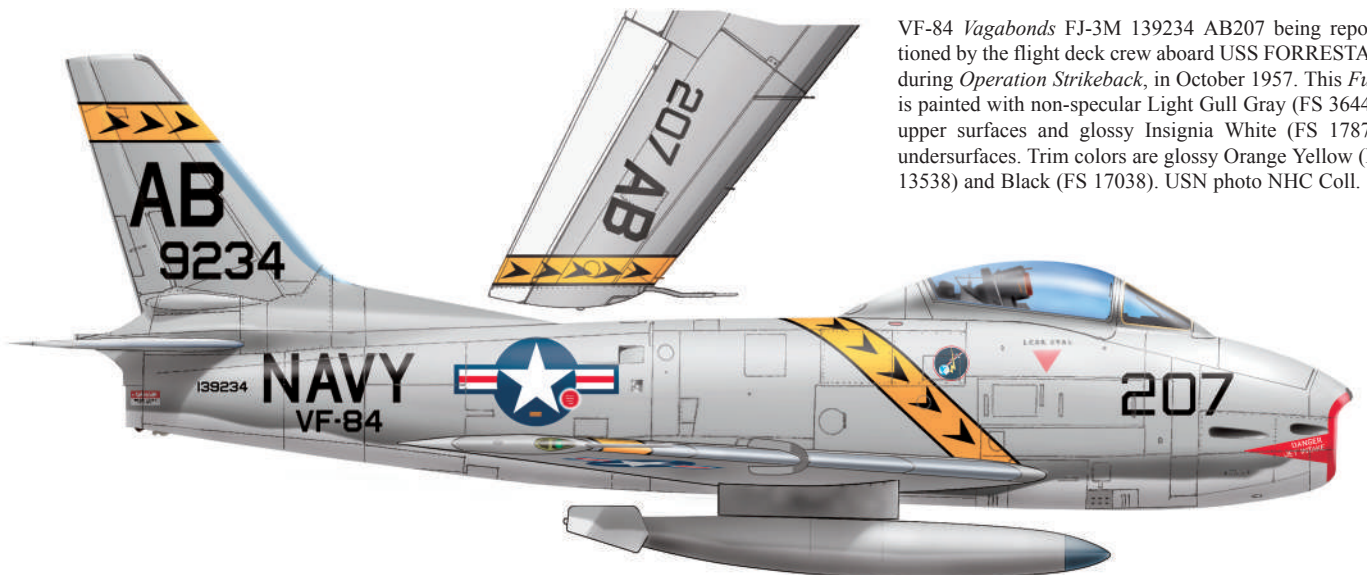
Indeed, the exact meaning is: *leader for excellence* (referred to the Air Group Commander *Primus*)



and the leaders (referred to the Air Group's Squadron Commanding Officers *Principes*).

CVG-1 CVA-59 16/08/57 - 22/10/57 NorLant Operations				
VF-14		F3H-2N	12	AB100 aboard
VF-84		FJ-3M	14	AB200 aboard
VA-15		AD-6	14	AB400 aboard
VAH-1		A3D-1		ABX aboard
VAW-12	Det 42	AD-5W	3	GE700 aboard
VA(AW)-33	Det 42	AD-5N	7	GD800 aboard
CVA-59		AD-4Q	1	061 aboard
		TF-1	1	781 aboard

On 16 August, USS FORRESTAL (CVA-59) with CVG-1 aboard deployed to North Atlantic, and participated to *Operation Seaspray* (5-12 September) a warm-up exercise for the upcoming NATO's *Operation Strike Back*: the largest peacetime naval exercise up to that time in history. The exercise, held in the North Atlantic waters between 18 September and 22 October 1957, involved some 150 ships from six countries (Canada, The Netherlands, France, Norway, the United Kingdom



VF-84 *Vagabonds* FJ-3M 139234 AB207 being repositioned by the flight deck crew aboard USS FORRESTAL, during *Operation Strikeback*, in October 1957. This *Fury* is painted with non-specular Light Gull Gray (FS 36440) upper surfaces and glossy Insignia White (FS 17875) undersurfaces. Trim colors are glossy Orange Yellow (FS 13538) and Black (FS 17038). USN photo NHC Coll.

replacement training squadron. VF-174 was replaced by VF-43 (previously assigned to CVG-4).

replaced the *Smokin' Tigers* of VAH-1 at about the same time.

CVG-1 31/03/58 NAS Cecil Field					
VF-14	F3H-2	3	AB100	NAS Cecil Field	
	F3H-2M	3	AB100	NAS Cecil Field	
	F3H-2N	12	AB100	NAS Cecil Field	
VF-11	F2H-4	12	AP100	aboard CVA-9/ATG-201	
VF-43	F9F-8	12	AB200	NAS Cecil Field	
VF-13	F9F-8B	16	AP200	Leeward Point, Guantanamo (ATG-201)	
VA-12	A4D-2	16	AB300	NAS Cecil Field	
VA-15	AD-6	13	AB400	NAS Jacksonville	
VAH-1	A3D-1	13	TBXX	NAS Jacksonville	

In October 1957, all VF-43 personnel were transferred to VF-174 *Hell Razors* to start the transition training to operate the new Vought F8U-1 *Crusader*. After the initial familiarization period was completed, on 3 April 1958 the first F8U-1 was delivered to the Squadron and, by October 1958, the delivery of the full complement of *Crusaders* was complete.

CVG-1 30/04/58 NAS Cecil Field					
VF-14	F3H-2	3	AB100	NAS Cecil Field	
	F3H-2M	3	AB100	NAS Cecil Field	
	F3H-2N	12	AB100	NAS Cecil Field	
VF-11	F2H-4	12	AP100	aboard CVA-9/ATG-201	
VF-43	F8U-1	5	AB200	NAS Cecil Field	
	F9F-8	8	AB200	NAS Cecil Field	
VF-13	F9F-8B	14	AP200	NAS Cecil Field (ATG-201)	
VA-12	A4D-2	15	AB300	Leeward Point, Guantanamo	
VA-15	AD-6	14	AB400	NAS Jacksonville	
VAH-1	A3D-1	11	TBXX	NAS Jacksonville	

In June 1958, CVG-1 went into a major reshuffle of squadron assignments. The *Flying Ubangis* of VA-12, a long time partner of CVG-1, left the Air Group for transfer to CVG-10, and were replaced by the *Blue Bolts* of VA-172.

The *Clansmen* of VA-46 joined CVG-1 as the second VA(L) squadron. Both VA-172 and VA-46 were transitioning to the A4D-2 *Skyhawk*. For the Heavy Attack role, the *Checkertails* of VAH-11

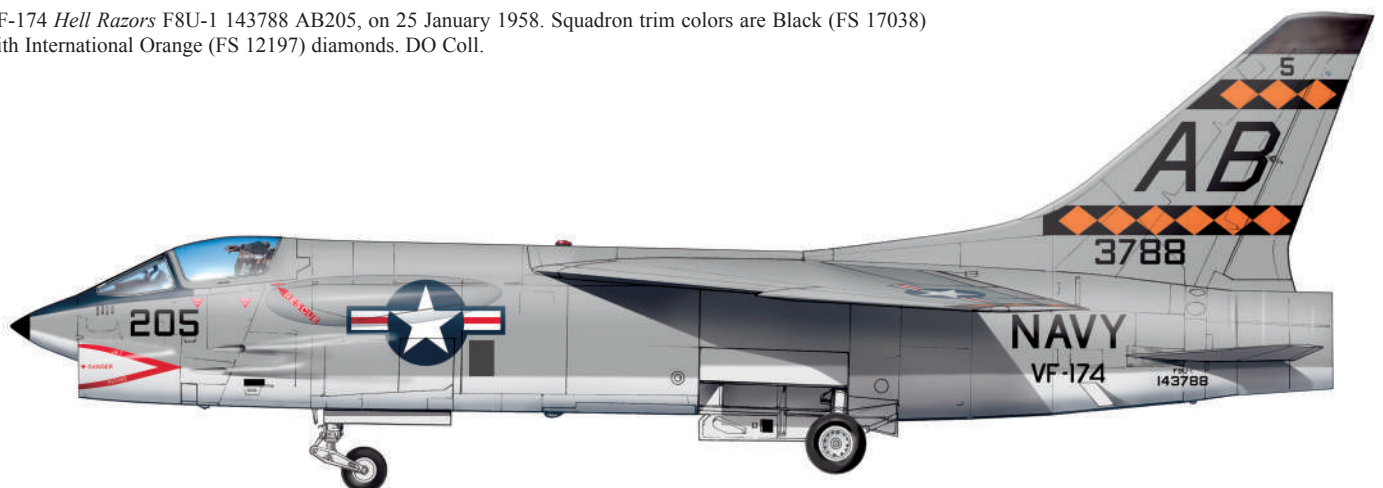
CVG-1 30/06/58 NAS Cecil Field					
VF-14	F3H-2	5	AB100	NAS Cecil Field	
	F3H-2M	3	AB100	NAS Cecil Field	
	F3H-2N	10	AB100	NAS Cecil Field	
VF-43	F8U-1	12	AB200	NAS Cecil Field	
	F9F-8	4	AB200	NAS Cecil Field	
VA-172	A4D-2	3	AB300	Leeward Point, Guantanamo	
	A4D-1	13	AB300	Leeward Point, Guantanamo	
VA-46	A4D-2	14	AB400	NAS Cecil Field	
	F9F-8	3	AB400	NAS Cecil Field	
VA-15	AD-6	15	AB500	NAS Jacksonville	
	AD-5	1	AB500	NAS Jacksonville	
VAH-11	A3D-2	11	AB600	NAS Sanford	

CVG-1 31/07/58 NAS Cecil Field					
VF-14	F3H-2	5	AB100	NAS Cecil Field	
	F3H-2M	3	AB100	NAS Cecil Field	
	F3H-2N	10	AB100	NAS Cecil Field	
VF-43	F8U-1	18	AB200	NAS Cecil Field	
	F9F-8	4	AB200	NAS Cecil Field	
VA-172	A4D-2	14	AB300	NAS Cecil Field	
	A4D-1	9	AB300	NAS Cecil Field	
VA-46	A4D-2	15	AB400	NAS Cecil Field	
	F9F-8	2	AB400	NAS Cecil Field	
VA-15	AD-6	16	AB500	NAS Jacksonville	
	AD-5	1	AB500	NAS Jacksonville	

In August 1958, VA-15 was assigned the additional mission of in-flight refueling operating with the Douglas developed Aero "Buddy Stores." In the Summer of 1958, CVG-1 was assigned to USS F.D. ROOSEVELT (CVA-42), nicknamed "Rosey," "Roosie" or "FDR" - an association which was to last for ten years. "Roosie" was coming out of a four-month overhaul in the New York Naval Shipyard and conducted sea trials off the coast of New Jersey on 18-19 August. She reached Bayonne where the upper mast was reinstalled (having been removed before the overhaul to permit the carrier's passage under the Brooklyn and Manhattan bridges) and, on 3 September, resumed operations out of her homeport, Mayport, FL.



VF-174 *Hell Razors* F8U-1 143788 AB205, on 25 January 1958. Squadron trim colors are Black (FS 17038) with International Orange (FS 12197) diamonds. DO Coll.





VF-14 CO's F3H-2 AB101 is positioned on the port catapult of CVA-42, on 20 June 1961. USN NA 428-KN-2341.



VF-14 F3H-2 145287 AB107 is positioned on the catapult, on 20 June 1961. USN NA 428-KN-2347.



VF-14 F3H-2 145288 AB108 is hooked to the catapult with the bridle, on board CVA-42, on 20 June 1961. USN NA 428-KN-2352.



VF-14 F3H-2 145288 AB108 pictured in flight with *Sidewinder* missile, on 21 June 1961. USN NA 428-KN-2352.



Rosey's Catapult Officer signals VF-11's pilot to be ready to launch his F8U-1 145348 AB205, on 20 June 1961. USN NA 428-KN-2554.



VF-11 F8U-1 145348 AB205 returned from Naval Station (NS) Rota to USS F.D. ROOSEVELT in August 1961, just before departing for the return trip to the United States. USN photo NMNA Coll.

## 1963 - CVG-1 REDESIGNATED CVW-1

On 20 December 1963 all Carrier Air Groups (CVGs) were redesignated as Carrier Air Wings (CVWs), with CVG-1 becoming CVW-1.

CVW-1 31/12/63 NAS Cecil Field				
VF-14	F-4B	14	AB100	NAS Cecil Field
VF-11	F-8E	17	AB200	NAS Cecil Field
VA-172	A-4C	14	AB300	NAS Cecil Field
VA-12	A-4C	13	AB400	NAS Cecil Field
VA-15	A-1H	14	AB500	NAS Jacksonville
	UA-1E	1	AB500	NAS Jacksonville
VAH-11	A-3B	7	AB600	NAS Sanford
VAH-11 Det 8	A-3B	7	AB600	NAS Sanford

Between February and March 1964, Carrier Air Wing One performed several CarQuals aboard CVA-42.

CVW-1 CVA-42 01/02/64 - 08/03/64 Carrier Qualifications			
VF-14	F-4B	AB100	aboard
VF-11	F-8E	AB200	aboard
VA-172	A-4C	AB300	aboard
VA-12	A-4C	AB400	aboard
VA-15	A-1H	AB500	aboard
	UA-1E	AB500	aboard
VAH-11	A-3B	AB600	aboard
VAW-12 Det 42	E-1B	AB700	aboard
VFP-62 Det 42	RF-8A	AB900	aboard
HU-2 Det 42	UH-25B	HU60	aboard

During February-April 1964, VAH-11 Det 8 was assigned to Carrier

Air Wing Eight (CVW-8) aboard USS FORRESTAL (CVA-59).

CVW-1 CVA-42 27/02/64 At Sea				
VF-14	F-4B	12	AB100	aboard
VF-11	F-8E	17	AB200	aboard
VA-172	A-4C	13	AB300	aboard
VA-12	A-4C	13	AB400	aboard
VA-15	A-1H	13	AB500	aboard
	UA-1E	1	AB500	aboard
VAH-11	A-3B	6	AB600	aboard
VAW-12 Det	E-1B	3	AB700	aboard
VFP-62 Det 42	RF-8A	3	AB900	aboard
HU-2 Det 42	HUP-3	3	HU60	aboard

Between 23 March and 1 April 1964, CVW-1 and FDR participated to Commander Second Fleet's *ASWEX/STRIKEX 2-64* and Operational Readiness Inspection (ORI) off the East Coast of the USA.

CVW-1 CVA-42 23/03/64 - 01/04/64 ASWEX/STRIKEX 2-64			
VF-14	F-4B	AB100	aboard
VF-11	F-8E	AB200	aboard
VA-172	A-4C	AB300	aboard
VA-12	A-4C	AB400	aboard
VA-15	A-1H	AB500	aboard
VAH-11	A-3B	AB600	aboard
VAW-12 Det	E-1B	AB700	aboard
VFP-62 Det 42	RF-8A	AB900	aboard
HU-2 Det 42	HUP-3	HU60	aboard



VF-11 F-8E 149202 AB211 taxis to the CVA-42's starboard catapult, on 19 January 1964. USN photo.



VAH-11 tanker configured A-3B 142656 AB604 refuels VA-172 A-4C 149566 AB303 while 149563 AB300 stands-by, on 2 March 1964. USN photo.

## 1966-67 - VIETNAM WAR CRUISE

In Spring 1966, CVW-1 and USS F.D. ROOSEVELT were called to combat service with the Seventh Fleet in the Tonkin Gulf, for their only Vietnam War cruise.

VAW-12 Detachment 42 was assigned to CVW-1 with the mission to provide "Airborne Early Warning to fleet units involving intercept control, strike control, radio and radar relay, SAR, radar and visual reconnaissance as required." As normally happened with East Coast squadrons, Detachment number coincides with the hull number of the ship on which it is embarked. Det 42 was composed of three E-1Bs.

CVW-1 CVA-42 21/06/66 - 21/02/67 SoLant/WestPac Vietnam				
VF-14	F-4B	14	AB100	aboard
VF-32	F-4B	12	AB200	aboard
VA-172	A-4C	17	AB300	aboard
VA-12	A-4E	17	AB400	aboard
VA-72	A-4E	15	AB500	aboard
VAH-10 Det 42	A-3B	5	AB600	aboard
VAW-12 Det 42	E-1B	3	AB708/9/10	aboard
VFP-62 Det 42	RF-8G	4	AB901/2/3/5	aboard
HC-2 Det 42	UH-2A	3	HU01/02/03	aboard
VQ-1 Det 42	EA-3B	1	PRXX	aboard
VF-11	F-8D	5	AB200	NAS Cecil Field

On 21 June CVW-1/CVA-42 departed for Operational Readiness Inspection (ORI) off Puerto Rico and St. Thomas, Virgin Islands. ORI started on 27 June and was successfully completed on 30 June. The ship departed the St. Thomas area for Brazil.

Departing the St. Thomas area on 1 July, CVW-1/CVA-42 sailed for the Pacific via the Cape of Good Hope. Enroute CVW-1/CVA-42 crossed the equator on 4 July, and called at Rio de Janeiro on 8-10 July, for a three-day rest and recreation period. CVW-1/CVA-42 made the transit to Western Pacific through Southern Atlantic, Cape of Good Hope, Indian Ocean, crossing again the equator on 26 July. Arriving at Subic Bay on 1 August, the CVW-1/CVA-42 made final preparations for operations in the Tonkin Gulf. VA-72, which was left at Cecil Field to complete the transition to the A-4E, joined the team at Subic Bay, in time for the start of combat operations. At the about the same time, VAH-10 Det 42 joined the rest of the squadron to provide tanker support to CVW-1.



USS F.D. ROOSEVELT and CVW-1 arrived off Southeast Asia to replace USS RANGER (CVA-61) with CVW-14, and were assigned to TF 77 on 25 July 1966 for their only cruise of the war.

On 31 July, VA-172 A-4C 147677 suffered an engine failure during a training flight forcing the pilot to eject. This was the first of 15 aircraft that would be lost by CVW-1 during its three line periods (10 August - 12 September, 20 October - 12 November, and 24 November - 27 December) for a total of 95 days of operations in the Tonkin Gulf.



VA-172 A-4C 148586 AB311 is catapulted for a combat mission, on 6 September 1966. USN NA 428-K-33066.

CVW-1 was the first Air Wing to start special operations on Yankee Station without a warm up period "in-country," the Air Wing commenced flying in areas of comparatively low risk and the wisdom of this cannot be overemphasized.

Underway on 7 August, CVA-42 took position off the coast of Vietnam and, on 10 August, CVW-1 made the first strikes against enemy targets. CVW-1 lost its first aircraft in combat, on 21 August, during an armed reconnaissance mission five miles southwest of Than Hoa. A section of VA-72 A-4Es spotted a number of railway cars and attacked them with 2.75-in unguided rockets. As no flak was observed in the area, the pilot of 151109 AB505 (call sign *DECOY 505*) was maneuvering for a second rocket firing run at 8,000 feet and 300 KIAS (Knots Indicated Air Speed), when he heard and felt an explosion, followed by compressor stalls and radio failure. The aircraft was probably hit or ingested debris from the fired rockets. Despite engine instruments read was normal, when power was reduced more explosions occurred. The engine lost power and explosions became more frequent. While the pilot managed to fly back and declared "feet wet," the fire engulfed the tail section and then he safely ejected and was recovered uninjured by a helo. In a very unfortunate coincidence, the same pilot would be shot down again near Haiphong aboard *DECOY 508*, on 1 November, and became POW (Prisoner Of War).

CVW-1 lost its second aircraft in combat in very similar circumstances on the next day, 22 August. The pilot of VA-72 A-4E *DECOY 510* (149992 AB510) spotted and attacked a motorized junk five miles offshore from Lien Qui, northeast of Thanh Hoa. He set his weapons to fire the contents of three 2.75-in rocket pods and a *Zuni* pod simultaneously. As he dived towards the target and fired the rockets, the pilot noticed that debris from a 2.75-in rocket was ingested into the air intake causing the engine to suffer compressor stalls. He coaxed the aircraft out over the sea at reduced power but was forced to eject when the hydraulics failed and the controls froze. He was picked by a Navy helicopter and reported the problem.

On 6 September, during a photo-reconnaissance mission, VFP-62 RF-8G 144624 AB9XX was seen to be maneuvering close to the water about 10 miles offshore Thanh Hoa shortly before it crashed killing the pilot, probably due to his misjudgment of the altitude above the sea.

On 10 September, VAW-13 EA-1F 132543 suffered an instrument failure and lost all of its navigational aids. While attempting to return to CVA-42 it exhausted its fuel and ditched. The 4-man crew was rescued shortly thereafter. On 12 September CVW-1/CVA-42 departed the area for a ten-day port visit to Yokosuka, Japan. During this period, most of CVW-1 aircraft were flown to NAS Atsugi, Japan, to conduct limited flight operations, while the ROOSEVELT was undergoing repairs at Yokosuka.

Underway 26 September, CVW-1/CVA-42 sailed for the South China Sea. Enroute, exercises were conducted with Republic of China forces. Returning to station in the Tonkin Gulf on 2 October, the ship lost a blade on number 1 screw. On 3 October, CVW-1/CVA-42 departed for Yokosuka for dry-dock repairs. While shore based at NAS Atsugi, VF-32 F-4B 152328 AB203 was lost during a training flight, with both crewmembers recovered.



USS F.D. ROOSEVELT (CVA-42) underway, in October 1966. USN NA 80-G-1120428.





VF-14 F-4B 150635 AB110 with VA-172 CAG bird A-4C 145143 AB300 at Atsugi in October 1966. AGC photo via K. Akatsuka and M. Hayakawa.



VF-14 F-4B 150635 AB110 sporting eight mission marks on the left jet intake splitter plate, in 1966. Squadron trim colors are Insignia Red (FS 11136). Note tan nose radome. USN NA 428-K-33041.





VF-32 CAG bird F-4B 152314 AB200 on the catapault, in late 1966. USN NA 428-K-33056.



VF-32 *Swordsmen* CAG bird F-4B 152314 AB200 landing at NAS Atsugi, on 10 October 1966. Note AN/APR-24 RWR antennas fitted on tail fin tips. AGC photo via K. Akatsuka and M. Hayakawa.



This *Phantom II* sports eleven mission marks on the left jet intake splitter plate.

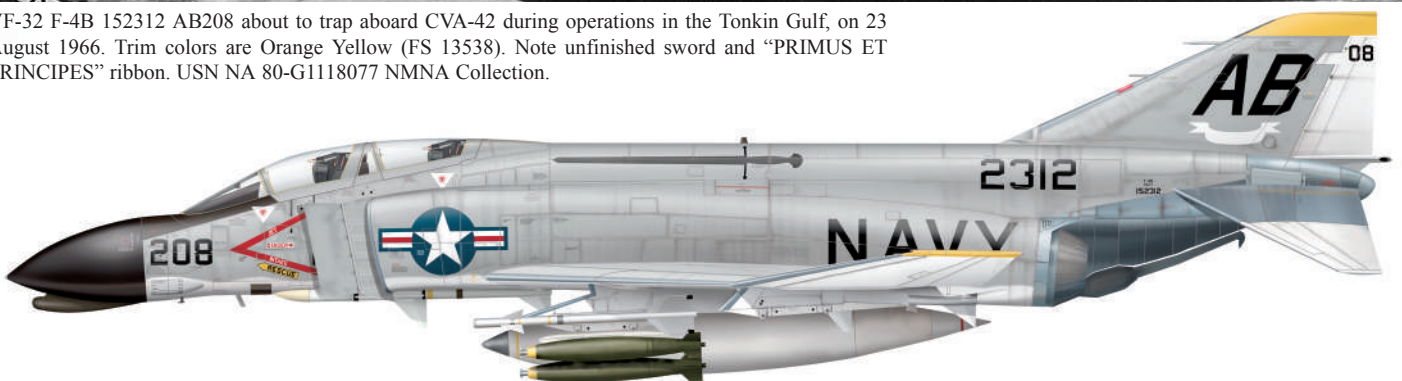
CAG colors are: Insignia Red, Light Blue, International Orange, Insignia Blue, Black, Light Green and Maroon.

## 1966-67 - VIETNAM WAR CRUISE

VF-32 F-4B 150414 AB206 is catapulted for a CAP mission during 1966-67 combat cruise. Trim colors are Orange Yellow (FS 13538) and nose radome is tan. USN NA 428-K-33053.



VF-32 F-4B 152312 AB208 about to trap aboard CVA-42 during operations in the Tonkin Gulf, on 23 August 1966. Trim colors are Orange Yellow (FS 13538). Note unfinished sword and "PRIMUS ET PRINCIPES" ribbon. USN NA 80-G1118077 NMNA Collection.





VA-12 A-4E Skyhawk 150120 AB411 loaded with M117 and Mk.82 bombs, while being readied and then launched for a strike mission, on 6 September 1966. USN NA 428-K-33067.

1968 - USS JOHN F. KENNEDY (CVA-67) SHAKEDOWN CARIBBEAN CRUISE

VA-81 Sunliners A-4C 149531 AB400, assigned to CAG-1 CDR Hal Marr, pictured aboard CVA-67, in November 1968. Note that the starboard side of the rudder is painted with typical CAG bird multicolor bands, while the port side, as seen on other photos from the same day, is painted just plain white. Trim colors are International Orange (FS 12197). USN NA 428-K-63168.



VA-81 A-4Cs lineup including CAG-1 CDR Hal Marr's bird 149531/AB400, 147814/AB412 and 147748/AB401, in November 1968. USN NA 428-K-63137.



VA-81 pilot climbs on A-4C 147847 AB407, in November 1968. USN NA 428-K-63250.



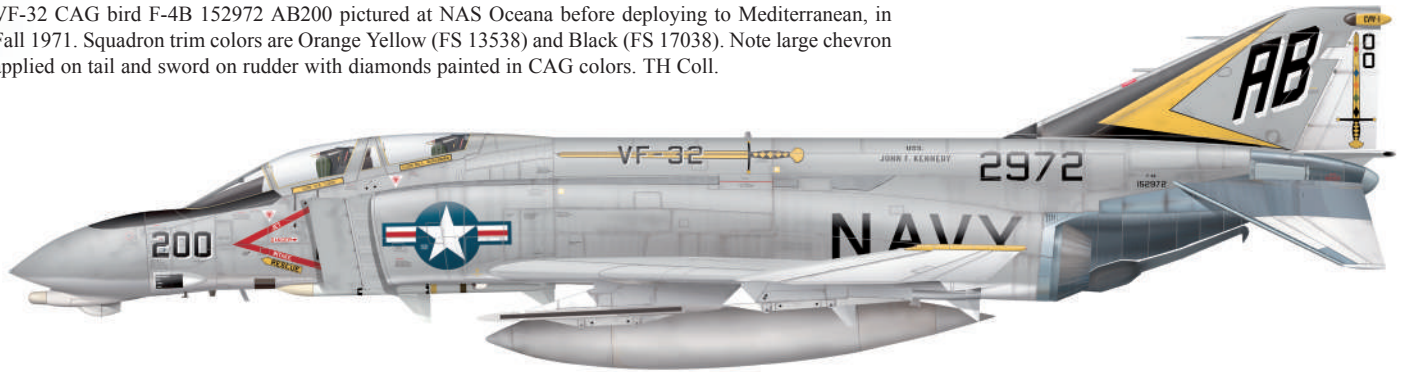
VA-81 A-4C 149500 AB402 during a fire drill aboard JFK, in November 1968. USN NA 428-K-63152.



VA-81 A-4Cs 149502 AB415 (tanker configured) and 149518 AB403 about to be catapulted off JFK, in November 1968. USN NA 428-K-63228.



VF-32 CAG bird F-4B 152972 AB200 pictured at NAS Oceana before deploying to Mediterranean, in Fall 1971. Squadron trim colors are Orange Yellow (FS 13538) and Black (FS 17038). Note large chevron applied on tail and sword on rudder with diamonds painted in CAG colors. TH Coll.





VA-46 tanker configured A-7B 154505 AB303 pictured aboard JFK, on 7 July 1973. Note the unusual ECM fairing fitted above the tail rudder. A. Gialanella photo.



VA-46 A-7B 154487 AB306 photographed aboard CVA-67 in Edinburgh's port, Scotland, on 12 October 1973. G. Salerno Coll.



VA-72 A-7B 154375 AB407 pictured at NAS Miramar, on 16 March 1973. DO photo.