

UNITED STATES ATLANTIC FLEET
NAVAL AIR FORCE
FIGHTER SQUADRON ELEVEN

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From: Commanding Officer, Fighter Squadron ELEVEN
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Encl: (1) Administrative Remarks
(2) Operational Statistics
(3) Personnel Information
(4) Historical Material

1. In accordance with reference (a) enclosures (1) through (4) are submitted.


A. C. DERRICK

COMMAND HISTORY REPORT

Administrative Remarks

1. Cronology of events.

1 JAN 66 to 20 JAN 66: Based ashore at NAS Cecil Field, Florida; conducting normal training exercises, transferred 13 F-8E's and received 9 F-8D's.

21 JAN 66 to 11 FEB 66: Onboard USS FRANKLIN D. ROOSEVELT (CVA-52) participating in Operation Springboard in the Caribbean area. Squadron operated with Carrier Air Wing One (CVW-1), simulating coordinated attacks with live ordnance against training targets. Also flew combat air patrols against simulated enemy attacks on the force.

12 FEB 66 to 14 JUL 66: Based ashore at NAS Cecil Field conducting normal training. 1 APR departed CVW-1; assigned operationally to Commander, Fleet Air Wing, Jacksonville. 1 APR through 30 APR, 6 plane detachment to NAS Key West, Florida, for "Hot Pad" duty. 22 MAY through 27 MAY, detached 4 airplanes to British Guiana to represent United States at Independence Day celebration on 26 MAY. Transferred 9 F-8D's in July.

15 JUL to 2 DEC 66: Fighter Squadron ELEVEN changed home port to NAS Oceana, Virginia, on 15 JUL and was assigned to Commander, Fleet Air Wing, Norfolk; squadron commenced transition to F-4B's on 1 AUG 66. Detachment of pilots and maintenance personnel sent TAD to NAS Key West. Completed transition 1 DEC 66. NOV through DEC, received 12 F-4B's and transferred 4 F-4B's.

3 DEC to 17 DEC 66: Squadron deployed to MCAS Yuma, Arizona, for conventional ordnance training with 8 airplanes, 12 pilots and 11 radar intercept officers.

18 DEC 66 to 31 DEC 66: Relaxed training cycle at NAS Oceana and Christmas leave period.

2. Basic Narrative.

Commissioned 1 FEB 1927, Fighter Squadron ELEVEN is the oldest, continuously active squadron retaining its original insignia. The insignia is composed of a bear's head from the Gordon's gin bottle with a string of bologna beneath it. A shield with a blue background and emblazoned with a red, backwards stroke of lightning bracketed by two red balls is best explained by an excerpt taken from the squadron history books:

The Boar's head is taken directly from the one that graces the label on the Gordon's gin bottle. The scroll effect under the head is a string of link sausage - a good line of bologna which all members of the squadron were to be adept at "shooting". The balls

on the shield might be called balls of fire; actually, they were supposed to typify good, strong, masculinity. The bolt of lightning was the bar sinister - a sign of bastardy. The whole theme was worked into a sort of toast or creed with which the squadron members were to begin and end all good drinking bouts. I can't remember all of the toast, but it was something to the effect that, "Here's to us, the RED RIPPERS - - - a goddamn bunch of gin drinking, bologna slinging, two-balled, he-man bastards."

Utilizing "professionalism in Naval aviation" is a keynote, the RED RIPPERS have represented the United States Navy through out the world establishing countless records and traditions. The RIPPERS continued this fine record in 1966. After returning from a Mediterranean cruise with Carrier Air Wing One (CVW-1) onboard the USS FRANKLIN D. ROOSEVELT (CVA-42) in DEC 65, thirteen (13) F-8E's were transferred and nine (9) F-8D's were received. The RED RIPPERS again departed on a cruise with CVW-1 onboard the ROOSEVELT in JAN and FEB participating in Operation Springboard 66 in the Caribbean area. Upon completion of a most successful cruise, they returned to hanger 13 at NAS Cecil Field, Florida. They continued their accident free record for fiscal '66 including a fine record of no diverts from the carrier decks. During MAR the squadron was engaged in normal shore based training exercises. On 1 APR, the squadron was transferred from CVW-1 to Commander, Fleet Air, Jacksonville, and detachment 14 with six (6) airplanes and pilots plus maintenance crew deployed to NAS Key West for one month "Hot Pad" duty. Setting no records, but always maintaining professionalism, the detachment completed a month of real and practice scrambles and many hours in flight gear on a five (5) minute alert status.

Returning to NAS Cecil Field on 30 APR, the squadron continued a more relaxed training schedule, rapidly being depleted of pilots and F-8 maintenance personnel for the impending transition to the F-4B PHANTOM II.

On 14 MAY, the 39th annual "Red Ripper Day" was celebrated. The St. Mary's Orphanage of Jacksonville, Florida, was invited to participate in the day-long festivities. After an introductory speech by the Commanding Officer, all hands enjoyed a static display and a short aerial demonstration. Next in order, hot dogs, hamburgers and soft drinks accompanied fun and games at the Cecil Field recreation area. Spirits were slightly dampened by a typical Florida downpour; however, twenty-five (25) orphans serenaded the squadron, ending the day on a fine note.

The RED RIPPERS were selected to provide an air demonstration team representing the United States at the 16 MAY Independence Day celebration of Guyana (formerly British Guiana). On 22 May, four (4) squadron pilots and airplanes, accompanied by one (1) maintenance officer and thirty (30) enlisted personnel departed Cecil Field for South America. Again, the professionalism of a United States Navy squadron was demonstrated as all airplanes and personnel returned to Cecil Field with more accolades in the RED RIPPER tradition.

On 31 MAY, CDR. Arthur C. DERRICK relieved CDR. William L. MUMMA as Commanding Officer. CDR. DERRICK became the 39th "RED RIPPER SKIPPER" with a military ceremony at which CAPT. J. S. CHRISTIANSEN, 30th commanding officer of the World Famous RED RIPPERS, was the guest speaker.

During JUN and JUL, the squadron transferred the last of her Ling-Temco-Vought F-8 CRUSADERS. The squadron changed home port to NAS Oceana, Virginia, on 15 JUL and initiated the transition to the McDonnell F-4B PHANTOM II.

On 1 AUG, the three (3) remaining pilots, including CDR. DERRICK, commenced transition to the PHANTOM II. On 3 AUG, the RIPPERS received word via naval message that they were the NAVAIRLANT recipient of the annual CNO Safety Award for fighter squadrons. This is a most unique accomplishment as it was done with an accident free year, flying CRUSADERS while deployed aboard ship. The squadron exhibited the typical qualities of a Naval Aviation organization by "getting the job done" in a safe, expeditious manner. With seven months of operations from a carrier deck, over 1000 carrier landings and 1442 hours of flight time during the period, this is truly a major accomplishment in the RED RIPPER annals.

Also in AUG, maintenance personnel were sent TAD to Fighter Squadron ONE HUNDRED ONE at NAS Key West, Florida, for approximately six to eight weeks of intensive on-the-job training. The detachment gradually returned to NAS Oceana and on 1 DEC the transition was officially completed. The RED RIPPERS thus became a component of the newly formed Carrier Air Wing SEVENTEEN (CVW 17) assigned to the USS FORRESTAL (CVA-59).

With eight (8) airplanes, twelve (12) pilots and eleven (11) radar intercept officers, the RED RIPPERS deployed on 3 DEC to MCAS Yuma, Arizona, for ten (10) days of rigorous conventional ordnance training. While flying 176 out of 188 scheduled sorties, the squadron again maintained an accident free record and continued training for their forthcoming deployment to a combat environment. The squadron returned to NAS Oceana on 17 DEC and relaxed the training cycle for Christmas and New Years leave period.

With the completion of this year, the RED RIPPERS have recorded forty years of outstanding service to the United States and to the Navy as attested by the scarred, leather bound volumes containing documented feats, records and history of former RED RIPPERS.

3. Squadron Historian Comments.

The RED RIPPERS maintain scrapbooks of material that have been with the squadron for the past forty years and continuously update historical data. Every effort is being made to recover the history of the RED RIPPERS including photographs of airplanes assigned, personnel, activities, and messages connected with RED RIPPER operations, statements from former RED RIPPERS of interesting experiences and episodes of the squadron, discussions

of colorings and markings employed on the airplanes, complete rosters of officer personnel assigned, and any documentary material including newspaper clippings.

The RED RIPPERS plan reunions as often as is considered feasible and on 21 JAN 67 one of the most successful of these activities was held at NAS Oceana, Virginia. A full report of the reunion will be included in the Command History Report for the year 1967; however, a brief summary is included with this report to illustrate the RED RIPPERS interest in maintaining the outstanding traditions that have become representative of this squadron.

A newsletter program has been established to keep past RED RIPPERS informed of our activities and to aid in maintaining current addresses. All members of this squadron consider the furtherance of Naval Aviation history to be a prime consideration in the professional approach to flying Navy airplanes.

OPERATIONAL STATISTICS

The following statistics are totals for the period covered from JAN 66 to JAN 67:

FLIGHT INFORMATION:	F-8 Total hours	1204
	F-4 Total hours	400
	Total flight hours	1604
	Average hours per month	133

NOTE: The squadron transitioned from the F-8 to the F-4 during this period.

CARRIER OPERATIONS:	Total carrier landings	112
	Total catapult shots	122

WEAPONS EXPENDITURES:	SIDEWINDER	16
	SPARROW	6
	ZUNI	99
	2.75 inch ROCKETS	493
	MK-77 FIRE BOMBS	36
	MK-86 PRACTICE BOMBS	150
	MK-76 PRACTICE BOMBS	925
	20-MM ROUNDS	11,838

SORTIES BY MONTHS:	JAN 1966	F-8	190
	FEB 1966	F-8	107
	MAR 1966	F-8	138
	APR 1966	F-8	127
	MAY 1966	F-8	94
	JUN 1966	F-8	74
	JUL 1966	F-8	10
	AUG 1966	NONE ASSIGNED	0
	SEP 1966	NONE ASSIGNED	0
	OCT 1966	NONE ASSIGNED	0
	NOV 1966	F-4	57
	DEC 1966	F-4	253