

OP-50D

VA-1A/A9-3/hls

ATTACK SQUADRON ONE ABLE
c/o Fleet Post Office
San Francisco, Calif.

Ab...
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1 July 1948

From: Commanding Officer.
To : Chief of Naval Operations, Aviation Historical Unit,
OP-519B.

Subject: Quarterly Historical Report - Submission of.

Reference: (a) Manual for Historical Officers, NavAer 00-25Q-26.
(b) Aviation C/L 71-46.

Enclosure: (A) VA-1A Historical outline for period 1 April 1948
through 30 June 1948.

1. Enclosure (A) is submitted herewith in compliance with
references (a) and (b).

J. W. Wyrick
J. W. WYRICK

cc: CGD2
CO CV-40
CCVG-1
File (2)

I CHRONOLOGY

ATTACK SQUADRON ONE ABLE was commissioned 12 May 1945 as BOMBING SQUADRON FOUR. BOMBING SQUADRON FOUR was redesignated ATTACK SQUADRON ONE ABLE 15 November 1946. The Commanding Officers since the date of commissioning are as follows:

12 May 1945 - 6 June 1945 LTJG Duncan H. McCAULEY, USNR

Hometown, Sausalito, California.

6 June 1945 - 18 July 1947 LCDR Harold W. CALHOUN, USN

Hometown, Niagara Falls, New York.

18 June 1947 - 24 June 1948 LCDR John K. CLIFFORD, USN

Hometown, Tacoma, Washington.

24 June 1948 - LCDR James W. WYRICK, USN

Hometown, Vallejo, California.

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- 1 April 1948: ATTACK SQUADRON ONE ABLE temporarily shore based at Naval Air Station, San Diego, California.
Commanding Officer; Lieutenant Commander John Kingdon CLIFFORD, USN, of Tacoma, Washington.
- 19 April 1948: ATTACK SQUADRON ONE ABLE flew to Naval Air Station El Centro, California to become temporarily shore based.
- 30 April 1948: ATTACK SQUADRON ONE ABLE returned to Naval Air Station, San Diego, California.
- 22 May 1948: ATTACK SQUADRON ONE ABLE embarked aboard the U.S.S. TARAWA (CV-40).

I CHRONOLOGY (cont)

- 26 May 1948: Lieutenant Junior Grade Jack Sowter FLANAGAN, USN of Florence, Alabama was lost at sea.
- 4 June 1948: ATTACK SQUADRON ONE ABLE disembarked U.S.S. TARAWA (CV-40) to become temporarily shore based at Naval Air Station, San Diego, California.
- 7 June 1948: ATTACK SQUADRON ONE ABLE commenced a week of night flying.
- 14 June 1948: ATTACK SQUADRON ONE ABLE took part in an Air Review over Los Angeles, California in honor of the President of the United States, Harry S. TRUMAN.
- 17 June 1948: ATTACK SQUADRON ONE ABLE assisted Commander Carrier Division Two in conducting an annual Administrative/Material Inspection of ATTACK SQUADRON THIRTEEN ABLE.
- 18 June 1948: ATTACK SQUADRON ONE ABLE embarked aboard the U.S.S. TARAWA (CV-40).
- 24 June 1948: Lieutenant Commander John Kingdon CLIFFORD was relieved as Commanding Officer of ATTACK SQUADRON ONE ABLE by Lieutenant Commander James Woodrow WYRICK.

I CHRONOLOGY (cont)

30 June 1948: ATTACK SQUADRON ONE ABLE temporarily based aboard the U.S.S. TARAWA (CV-40). Commanding Officer; Lieutenant Commander James Woodrow WYRICK, USN, of Vallejo, California.

II NARATIVE

ATTACK SQUADRON ONE ABLE, a component of Attack Carrier Air Group One, Air Force, Pacific Fleet, was temporarily shore based at U.S. Naval Air Station, San Diego, California on 1 April 1948, and had been in commission since 12 May 1945. Lieutenant Commander John Kingdon CLIFFORD, USN, of Tacoma, Washington was the Squadron's Commanding Officer and Lieutenant Commander James Woodrow WYRICK, USN, of Vallejo, California was the Executive Officer.

On 19 April 1948, ATTACK SQUADRON ONE ABLE flew to U.S. Naval Air Station, El Centro, California where it was temporarily based until 30 April 1948, at which time the Squadron returned to San Diego, California. During this period an intensified rocket firing and glide bombing schedule was carried out. Seventeen of the Squadrons new complement of twenty F4U-4s were used for this training. This period was terminated with a ComAirPac competitive exercise in I.B.P. glide bombing and rocket firing.

Upon returning to Naval Air Station, San Diego, The squadron transferred the last of the SB2C Curtiss Helldivers, thus completeing the transition from SB2C's to F4U's which began 17 March 1948.

The period 10 May 1948 to 14 May 1948 was spent in night flying, and this was followed by a week of intensified field carrier landing practice in preparation for boarding the U.S.S. TARAWA (CV-40).

II NARRATIVE (cont)

On 22 May 1948, the squadron boarded the U.S.S. TARAWA (CV-40) and remained aboard until 4 June 1948. Twenty F4U-4 Corsairs flew from Naval Air Station, San Diego to the U.S.S. TARAWA (CV-40) on the morning of 24 May 1948 and immediately began qualification landings. Ensign Ray Eldon HALL, USN of Freelandville, Indiana was the first officer of ATTACK SQUADRON ONE ABLE to land aboard in an F4U-4 assigned to that Squadron.

Lieutenant Junior Grade Jack Souter FLANAGAN, USN was lost at sea on 26 May 1948 when the plane he was piloting crashed during a carrier breakup. At the time of the accident, the U.S.S. TARAWA (CV-40) was cruising off the southern California coast at longitude 117° 52' west, latitude 32° 22' north.

The period 7 June 1948 through 11 June 1948 was spent in night flying with special emphasis being placed on night field carrier landing practice.

An Air Parade was held over Los Angeles, California on the morning of the 14th of June 1948 in honor of the President of the United States, Harry S. Truman. Sixteen F4U-4's of the Squadron participated in this event.

17 June 1948 was spent in this Squadrons assisting in an Administrative/Material Inspection of ATTACK CARRIER AIR GROUP THIRTEEN.

II NARRATIVE (cont)

The Squadron moved aboard the U.S.S. TARAWA (CV-40) on 18 June 1948 and remained aboard the remainder of the month. The main reason for operations with the carrier at this time was to get the pilots night qualified. Due to adverse weather conditions which were prevalent at this time very little night flying was accomplished, although fifteen pilots finally qualified with two landings each.

On 24 June 1948 Lieutenant Commander John Kingdon CLIFFORD was relieved as Commanding Officer of ATTACK SQUADRON ONE ABLE by Lieutenant Commander James Woodrow WYRICK.

On 30 June 1948, ATTACK SQUADRON ONE ABLE was temporarily shore based on the U.S.S. TARAWA (CV-40) cruising off the coast of southern California. The Squadron was composed of twenty-three officers of flying status and one hundred and thirteen enlisted men. Twenty F4U-4 Corsairs and one SNJ-4 Texan were assigned to the Squadron.

During the period from 1 April 1948 through 30 June 1948 one officer was detached from the Squadron and two officers reported for duty aboard the Squadron. The Squadron experienced one fatality in the death of Lieutenant Junior Grade FLAN-AGAN. Fifteen enlisted men were transferred from the Squadron and thirty-four enlisted men reported for duty aboard the Squadron.

III APPENDICE

BIOGRAPHICAL SKETCH OF COMMANDING OFFICER:

Lieutenant Commander James Woodrow WYRICK, USN, of Vallejo, California became Commanding Officer of ATTACK SQUADRON ONE ABLE on 24 June 1948, relieving Lieutenant Commander John Kingdon CLIFFORD, USN. At that time he had twelve years of Naval service including two years enlisted service, completion of the course at the U.S. Naval Academy, two years of wartime carrier duty in the Pacific, and four years of duties involving flying.

Lieutenant Commander WYRICK enlisted in the Navy on 16 March 1936, attended the Naval Academy Preparatory School and entered the U.S. Naval Academy in July 1938. He graduated 19 December 1941, was commissioned Ensign, USN, and was ordered to the U.S.S. ENTERPRISE. He commenced flight training in March 1944, was designated a Naval Aviator in March 1945 and served in various training squadrons until joining ATTACK SQUADRON ONE ABLE in October 1946.

He served as Squadron Executive Officer from January 1948 to June 1948 when he assumed command when Lieutenant Commander CLIFFORD was detached prior to the arrival of his designated relief.

Op Rep 50-1
VA-14/A9-3/HLS:wjg

1 Jul '48 - 30 Jun -49
ATTACK SQUADRON FOURTEEN
c/o Fleet Post Office
San Francisco, Calif.

1 October 1948

From: Commanding Officer.
To : Chief of Naval Operations, Aviation Historical Unit,
Op-51 9B.

Subject: Quarterly Historical Report - Submission of.

Reference: (a) Manual for Historical Officers, NavAer 00-25Q-26.
(b) Aviation C/L 71-46.

Enclosure: (A) VA-14 Historical Outline for period 1 July 1948
through 30 September 1948.

1. Enclosure (A) is submitted herewith in compliance with
references (a) and (b).


L. E. BURKE

cc: CCD2
CO CV-40
CCVG-1
File (2)

ATTACK SQUADRON FOURTEEN was commissioned 12 May 1945 as BOMBING SQUADRON FOUR. The squadron was redesignated ATTACK SQUADRON ONE ABLE 15 November 1946 and again redesignated ATTACK SQUADRON FOURTEEN on 2 August 1948. The Commanding Officers since the date of commissioning are as follows:

12 May 1945 - 6 June 1945 LTJG Duncan H. McCAULEY, USNR

Hometown: Sausalite, California.

6 June 1945 - 18 July 1947 LCDR Harold W. CALHOUN, USN

Hometown: Niagara Falls, New York.

18 July 1947 - 24 June 1948 LCDR John K. CLIFFORD, USN

Hometown: Tacoma, Washington.

24 June 1948 - 27 July 1948 LCDR James W. WYRICK, USN

Hometown: Vallejo, California

27 July 1948 - LCDR Louis E. BURKE, Jr. USN

Hometown: Buffalo, New York.

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- 1 July 1948: ATTACK SQUADRON ONE ABLE temporarily shore based at Naval Air Station, San Diego, California. Commanding Officer; Lieutenant Commander James W. Wyrick, USN of Vallejo, California.
- 6 July 1948: ATTACK SQUADRON ONE ABLE flew to Naval Air Station El Centro, California to become temporarily shore based.
- 8 July 1948: ATTACK SQUADRON ONE ABLE returned to Naval Air Station, San Diego, California.

- 13 July 1948: ATTACK SQUADRON ONE ABLE embarked aboard the USS TARAWA (CV-40).
- 21 July 1948: ATTACK SQUADRON ONE ABLE disembarked the USS TARAWA (CV-40) to become temporarily shore based at Naval Air Station, San Diego, California.
- 27 July 1948: Lieutenant Commander James W. WYRICK, USN, was relieved as Commanding Officer of ATTACK SQUADRON ONE ABLE by Lieutenant Commander Louis E. BURKE Jr., USN.
- 2 Aug 1948: ATTACK SQUADRON ONE ABLE redesignated ATTACK SQUADRON FOURTEEN.
Squadron flew to Naval Air Station El Centro, California to become temporarily shore based.
- 7 Aug 1948: ATTACK SQUADRON FOURTEEN returned to Naval Air Station, San Diego, California.
- 13 Aug 1948: ATTACK SQUADRON FOURTEEN embarked aboard the USS TARAWA (CV-40).
- 20 Aug 1948: ATTACK SQUADRON FOURTEEN disembarked the USS TARAWA (CV-40) to become temporarily shore based at Naval Air Station San Diego, California.
- 23 Aug 1948: ATTACK SQUADRON FOURTEEN was designated a High Altitude Interceptor Squadron.
- 28 Sept 1948: ATTACK SQUADRON FOURTEEN embarked aboard the USS TARAWA (CV-40).
- 30 Sept 1948: ATTACK SQUADRON FOURTEEN embarked aboard the USS TARAWA (CV-40) moored at Naval Air Station. Commanding Officer: Lieutenant Commander Louis E. BURKE Jr., of Buffalo, New York.

ATTACK SQUADRON ONE ABLE, a component of Attack Carrier Air Group ONE, Air Force, Pacific Fleet, was temporarily based ashore at Naval Air Station San Diego, California on 1 July 1948. The Commanding Officer was Lieutenant Commander James W. WYRICK, USN, of Vallejo, California.

On 6 July 1948 the squadron flew to Naval Air Station El Centro, California for two days of rocket refresher firing and a check-out on the firing characteristics of the Tiny Tim. Each pilot fired three Tiny Tims in preparation for the coming Fleet Intertype exercises. The return to Naval Air Station San Diego, California came on 8 July 1948.

On 13 July 1948, ATTACK SQUADRON ONE ABLE embarked aboard the USS TARAWA (CV-40) for the Fleet Intertype exercises. During the period from 13 July to 21 July adverse weather conditions were the daily diet and the low ceilings and poor visibility severely handicapped all operations. On 21 July seventeen (17) of the squadron's F4U-4's were loaded with 1000 pound G.P. bombs and were launched as part of Attack Carrier Air Group ONE for an attack on an AKA, survivor of the Bikini Atoll Atom Bomb Test. Much to the disappointment of all pilots, the AKA disappeared beneath the sea while the planes of VA-1A were orbiting and awaiting their opportunity to strike. The bombs were jettisoned at sea and the planes returned to Naval Air Station San Diego, California and the squadron became temporarily shore based.

From 21 July until 2 August, the squadron conducted normal operations according to the syllabus.

On 27 July 1948 Lieutenant Commander James W. WYRICK was relieved as Commanding Officer of ATTACK SQUADRON ONE ABLE by Lieutenant Commander Louis E. BURKE Jr. of Buffalo, New York.

On 2 August 1948 ATTACK SQUADRON ONE ABLE was redesignated ATTACK SQUADRON FOURTEEN and on the same day, flew to Naval Air Station El Centro, California for a week of night flying, dive bombing and rocket refresher on the raked targets. The squadron returned to Naval Air Station San Diego, California on 7 August 1948.

On 13 August 1948 ATTACK SQUADRON FOURTEEN again embarked aboard the USS TARAWA (CV-40) for a week of shipboard operations. The week was spent in qualifying new pilots and flying CIC problems for the ship. The squadron also assisted the Air Group in conducting practice and competitive rearming drills.

ATTACK SQUADRON FOURTEEN discarded its bombing doctrine on 23 August as it was designated a High Altitude Interception Fighter Squadron. The last week in August and September through the 26th were spent in learning the intricacies of fighter tactics and in operating in the thin air of the higher altitudes. Fixed gunnery with the target tow above 15000 feet was emphasized along with the all important tactics.

On 28 September 1948, movement of all squadron gear and airplanes aboard the USS TARAWA (CV-40) was commenced. The ship was scheduled to get under way for the forward area as a component of Task Force 38 on 1 October 1948.

30 September 1948 found the squadron based aboard the USS TARAWA (CV-40) moored at Naval Air Station San Diego, California. The squadron was composed of twenty-one (21) officers of flying status and eighty-nine (89) enlisted men. Sixteen (16) F4U Corsairs were assigned to the squadron.

During the period from 1 July 1948 through 30 September 1948 four (4) officers were detached from the squadron and two (2) officers reported for duty aboard. Sixty (60) enlisted men were transferred from the squadron and thirty-six (36) enlisted men reported for duty aboard the squadron.

BIOGRAPHICAL SKETCH OF THE COMMANDING OFFICER:

Lieutenant Commander Louis E. BURKE Jr., USN of Buffalo, New York relieved Lieutenant Commander James W. WYRICK, USN as Commanding Officer of ATTACK SQUADRON FOURTEEN (then ATTACK SQUADRON ONE ABLE), on 27 July 1948. He had twelve years of Naval experience behind him, including four years at the United States Naval Academy.

Mr. BURKE entered the Naval Academy in 1936 and graduated and was commissioned Ensign in 1940. His first duty was aboard the USS SARATOGA (CV-2) and he was aboard her when she supported the landing on Guadalcanal.

After better than two years duty in the surface fleet, Lieutenant Commander BURKE entered flight training in October of 1942. He was designated a Naval Aviator in April of 1943 and went to sea with BOMBING SQUADRON SIX. He was awarded the Navy Cross while with this squadron.

Prior to his reporting to ATTACK SQUADRON FOURTEEN, Lieutenant Commander BURKE had two years of shore duty at the United States Naval Academy.

Op Rep 50-1 ATTACK SQUADRON FOURTEEN
VA-14/A9-3/HLS:fs c/o Fleet Post Office
San Francisco, California.

OP 501D

(UA-1A)
8-2-48

1 January 1949

From: Commanding Officer.
To : Chief of Naval Operations, Aviation Historical Unit,
Op-51 9B.

Subject: Quarterly Historical Report - Submission of.

References: (a) Manual for Historical Officers, NavAer
 00-25Q-26.
 (b) Aviation C/L 71-46.

Enclosure: (A) VA-14 Historical outline for period 1 October,
 1948 through 31 December, 1948.

1. Enclosure (A) is submitted herewith in compliance
with reference (a) and (b).

LE Burke
L. E. BURKE.

cc: CCD2
CO CV-40
CCVG-1
File 2

1 October 1948: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) departed NAS San Diego for Pearl Harbor Commanding Officer: Lieutenant Commander Louis E. BURKE of Buffalo, New York.

10 October 1948: ATTACK SQUADRON FOURTEEN aboard the USS TARAWA (CV-40) arrived at NAS Ford Island, Pearl Harbor, Oahu, T.H.

13 October 1948: ATTACK SQUADRON FOURTEEN aboard the USS TARAWA (CV-40) departed Pearl Harbor bound for Tsingtao, China.

29 October 1948: ATTACK SQUADRON FOURTEEN aboard the USS TARAWA (CV-40) arrived at Tsingtao, China.

16 November 1948: ATTACK SQUADRON FOURTEEN aboard the USS TARAWA (CV-40) departed Tsingtao, China for Yokosuka, Japan and intertype exercise enroute.

19 November 1948: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) returned to Tsingtao, China.

6 December 1948: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) left Tsingtao bound for HongKong.

9 December 1948: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) arrived at HongKong.

14 December 1948: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) left HongKong for Singapore.

19 December 1948: ATTACK SQUADRON FOURTEEN aboard the USS TARAWA (CV-40) arrived in Singapore.

23 December 1948: ATTACK SQUADRON FOURTEEN aboard the USS TARAWA (CV-40) departed Singapore bound for Columbo, Ceylon.

29 December 1948: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) arrived in Columbo, Ceylon.

31 December 1948: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA
(CV-40) anchored in Columbo, Ceylon Harbor. Command-
ing Officer: Lieutenant Commander Louis E. BURKE
of Buffalo, New York.

ATTACK SQUADRON FOURTEEN, was based aboard the USS TARAWA (CV-40), as a component of Carrier Air Group ONE on 1 October 1948, enroute to Pearl Harbor from San Diego, California. The Commanding Officer was Lieutenant Commander Louis E. BURKE, USN, of Buffalo, New York.

The squadron participated in five days of air operations between the first and the tenth of October when the ship moored at NAS Ford Island in Pearl Harbor. The air operation were climaxed by a strike against Kaneohe, Barber's Point, and Wheeler Field with the Army and Navy Forces based on Oahu providing air opposition.

The TARAWA departed Pearl Harbor on 13 October to set course for Tsingtao, China air operations were conducted enroute and were highlighted by a battle problem with the forces of the Western Pacific. The anchor went down in Tsingtao, China, Harbor on 29 October.

On 10 November, while still at anchor in Tsingtao Harbor, the annual administrative/material inspection was held on the squadron and the ship by the USS PRINCETON (CV-37) and Air Group Thirteen based aboard the Princeton. ATTACK SQUADRON FOURTEEN was graded excellent for the inspection.

On 16 November the ship, and the squadron, left Tsingtao bound for Yokosuka, Japan. Air operations were conducted on the 16th and the 17th with a battle problem against the Army and Navy forces based in Japan commencing the 17th. On 18 November the battle problem was cancelled due to a typhoon in the area and the TARAWA was ordered to return to Tsingtao where she anchored the 19th.

During the period from 19 November until 6 December only three days were spent in flight operations and the rest of the time the anchor was in the mud of Tsingtao Harbor.

6 December found the TARAWA, with her Air Group, underway for Hong Kong. She arrived there the 9th for five days of liberty. There were no flights while enroute to Hong Kong.

On 14 December ATTACK SQUADRON FOURTEEN aboard the USS TARAWA was again on the way and on the 19th the hook went down in Singapore Harbor. Air operations were conducted one day while steaming from Hong Kong to Singapore.

23 December found the ship steaming through the Straits of Malacca bound for Columbo, Ceylon with VA-14 safely aboard. Flights were launched and recovered the 24th and 27th, and the 28th and on the 29th the ship anchored in the harbor of Columbo, Ceylon.

On 31 December ATTACK SQUADRON FOURTEEN was based aboard the USS TARAWA (CV-40) anchored in Columbo, Ceylon, Harbor. Lieutenant Commander Louis E. BURKE, USN, was the Commanding Officer.

During the period from 1 October 1948 through 31 December 1948 no Officers were detached from the Squadron nor were there any who reported for duty. During this period 4 enlisted men were transferred from the Squadron and 3 enlisted men reported for duty.

ENCLOSURE (A)

OpRep 50-1
VA-14/A9-3/HLS:fs

ATTACK SQUADRON FOURTEEN
c/o Fleet Post Office,
New York, New York.

19 July 1949

From: Commanding Officer.
To : Chief of Naval Operations, Aviation Historical Unit,
Op-51 9B.

Subject: Semi-annual **Historical** Report - submission of

Reference: (a) Aviation C/L 18-49.

Enclosure: (A) VA-14 Historical outline for period 1 January 1949
through 30 June 1949.

1. Enclosure (A) is submitted herewith in compliance with
reference (a).


L. E. BURKE

cc: CCVG-1
File 2

ATTACK SQUADRON FOURTEEN was commissioned 12 May 1945 as BOMBING SQUADRON FOUR. The squadron was redesignated ATTACK SQUADRON ONE ABLE on 15 November 1946 and again redesignated ATTACK SQUADRON FOURTEEN on 2 August 1948. The Commanding Officers since the date of commissioning are as follows:

12 May 1945 - 6 June 1945 LTJG Duncan H. McCAULEY, USNR
Hometown - Sausalito, California.

6 June 1945 - 18 July 1947 LCDR Harold W. CALHOUN, USN
Hometown - Niagara Falls, New York.

18 July 1947 - 24 June 1948 LCDR John K. CLIFFORD, USN
Hometown - Tacoma, Washington.

24 June 1948 - 27 July 1948 LCDR James W. WYRICK, USN
Hometown - Vallejo, California.

27 July 1948 - LCDR Louis E. BURKE Jr., USN
Hometown - Buffalo, New York.

1 January 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) anchored in the harbor of Colombo, Ceylon. Commanding Officer Lieutenant Commander Louis E. BURKE Jr., USN of Buffalo, New York.

2 January 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) under way for Bahrien Island, Arabia, in the Persian Gulf.

7 January 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) anchored in the harbor of Bahrien, Arabia.

10 January 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) left Bahrien, Arabia bound for Jidda, Arabia.

16 January 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) arrived at Jidda, Arabia.

17 January 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) participated in demonstration and mock attack for benefit of Prince Monseur, son of Ibn Saud, king of Saudi-Arabia, and 150 Arabian, English, and American guests. The TARAWA got underway for Suez, Egypt after disembarking the guests in the afternoon.

19 January 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) anchored in harbor of Suez, Egypt.

20 January 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) in transit of Suez Canal. Ship anchored in Great Bitter Lake after completing one half the passage through the canal.

- 21 January 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) completed transit of Suez Canal, entered Mediterranean Sea bound for Athens, Greece.
- 23 January 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) anchored in Phalleron Bay, Piraeus, Greece.
- 26 January 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) departed Phalleron Bay bound for Istanbul, Turkey.
- 27 January 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) anchored in Bosphorus off Istanbul, Turkey.
- 5 February 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) underway for Suda Bay, Crete.
- 6 February 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) anchored Suda Bay, Crete.
- 8 February 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) left Suda Bay, Crete for Gibraltar.
- 12 February 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) anchored at Gibraltar.
- 13 February 1949: ATTACK SQUADRON FOURTEEN based aboard the USS TARAWA (CV-40) underway for Norfolk, Virginia, USA.
- 21 February 1949: ATTACK SQUADRON FOURTEEN flew 16 aircraft ashore to NAS Norfolk. Squadron personnel and gear disembarked at NOB Norfolk to become temporarily shore based.
- 23 February 1949: ATTACK SQUADRON FOURTEEN temporarily shore based at NAS Norfolk, received orders reassigning the squadron to the Atlantic Fleet as a unit of ComAirLant and changing the homeport from NAS San Diego, California to NAAS Cecil Field, Florida.
- 25 February 1949: ATTACK SQUADRON FOURTEEN flew from NAS Norfolk to NAAS Cecil Field, Florida to become temporarily shore based.
- 30 June 1949: ATTACK SQUADRON FOURTEEN temporarily shore based at NAAS Cecil Field, Florida. Commanding Officer: Lieutenant Commander Louis E. BURKE Jr., USN, of Buffalo, New York.

1949 arrived on the scene as the heralding clang of bells and hoot of whistles reverberated across the harbor of Colombo, Ceylon where the USS TARAWA (CV40) was berthed with Air Group ONE and its component ATTACK SQUADRON FOURTEEN based aboard. The Commanding Officer of VA-14 was Lieutenant Commander Louis E. BURKE Jr., USN of Buffalo, New York, and the squadron personnel were enjoying their fourth day of liberty in Colombo.

The following day, January 2nd, the TARAWA slipped out of the harbor and settled on course for the 1600 mile jaunt to Bahrien Island, the British and American oil reservoir in the Persian Gulf off the coast of Arabia. No air operations were conducted while enroute to Bahrien due to the necessity for the ship to make rapid progress on course to make good her scheduled arrival time.

Three of the squadron's F4U's were launched from the ship and flown to the Military Facilities Airfield at Bahrien on 7 January for the ship's officers to fly, and the TARAWA anchored off the Island in the afternoon. Bahrien was a barren spot but the Americans and the English living there couldn't do enough to show their joy at having us visit them and they made our stay very pleasant.

On the morning of the 10th we were underway again and headed for Jidda, Arabia on the Red Sea. The three planes were flown from the beach and landed aboard uneventfully. Flight operations were conducted on three of the six days spent enroute to Jidda where the anchor went out on the morning of January 16th.

The following day the TARAWA was host to Prince MONSEUR, the son of IBN SAUD, king of Saudi-Arabia; several other princes; and over a hundred Arabian

British, and American guests. The ship proceeded to sea for a few hours for a demonstration of air operations, gunnery, and the fueling of destroyers while underway. Adverse weather hampered the attack group, of which VA-14 was a part, but two holes in the overcast on either side of the ship presented the opportunity for the planes to pour through and stage one of the most perfectly coordinated attacks imaginable. The guests were overwhelmingly impressed as was evidenced by a letter of appreciation and good will presented to Captain YOUNG, Commanding Officer of the TARAWA, which he read to all hands. The Air Group, ATTACK SQUADRON FOURTEEN, and the crew received a well done for the days efforts.

The ship returned to Jidda, disembarked the guests, and departed for Suez, Egypt late the same afternoon.

After spending the night of January 19th at anchor in the harbor of Suez, the TARAWA entered the Suez Canal the morning of the 20th while camera fans lined the catwalks to add to their ever-growing collections of snapshots. The ship anchored at approximately the half-way point of the passage in Great Bitter Lake that afternoon, and completed the transit of the canal the 21st.

Sailing through Port Said, Egypt at noon of January 21st, we entered the Mediterranean Sea and came under the influence of Western culture after over two months of varied Far Eastern surroundings.

On January 23rd, with icy winds and snow flurries in the air, the anchor went down in Phalleron Bay off Piraeus and Athens, Greece. Due to the necessity of using the ship's small boats for transporting supplies, and the adverse weather conditions that hampered the operation, liberty was granted

only one day of our stay at Athens. This was a disappointment, for Athens with its ancient history, is a sight-seer's paradise.

However our disappointment was short lived and was atoned at the next port. The morning of January 26th, the ship got underway for Istanbul, Turkey and after a night passage of the Dardanelles, we anchored in the Straits of the Bosphorus at Istanbul.

This was the first truly modern city we had seen since Honolulu, Hawaii early in October and the Turkish people had a warm reception for all hands at every quarter. Many visitors came aboard the ship during our stay and it is impossible to describe adequately the manner in which they expressed their deep appreciation of the privilege of coming aboard an American aircraft carrier. Many warm friendships were formed as the Turkish people reciprocated their good will by inviting men and officers to their homes for dinners and parties.

February 2nd the men and officers of the TARAWA and the Air Group wrote a page in the history of Istanbul when they staged the first American football game ever played in the city. The governor of Istanbul tossed the ball from the stands to start the game and the band from the ship was on hand to honor both countries with the National Anthems and otherwise help provide the football atmosphere. Congratulations to the ship's athletic department were certainly in order for the fine job they did. No details were omitted and for two and a half hours the Turkish soccer stadium was like any college gridiron on a brisk fall afternoon back home.

Basketball games were played both ashore and aboard ship between ship and Air Group teams as well as boxing and wrestling bouts and exhibitions.

We got our first real taste of winter weather when February 3rd dawned to reveal a whirling snow storm that continued to release its fury until early afternoon. The aircraft and flight deck were left covered with a six inch layer of sticky white beauty.

Our pleasant stay at Turkey's crossroads of the world came to an end on 5 February as the TARAWA employed Operation Pinwheel to swing her around in the swift flowing current of the narrow Bosphorus, and headed for Suda Bay, Crete. The historic Dardanelles were traversed during the afternoon and many more pictures were taken to fill the albums that will always be cherished for the memories that they will recall to mind.

We anchored in Suda Bay the sixth. Liberty offered little more than a close surveillance of the shipwrecks that dotted the bay, and the gutted and scarred buildings in the small town on the shore - all grim reminders of the havoc wrought by the war on the beautiful island.

On February 7th the word was passed that the Terrible "T" was to be one of the Navy's CV's to join the mothball fleet, and the morning of the 8th we were underway for Gibraltar and thence home.

The first flight operations since the demonstration for the Arabs were conducted on the eighth, and also the ninth and tenth found us in the air enjoying the flying that we had missed so much.

Gibraltar came in view early in the morning of February 12th and the anchor went down shortly thereafter. Liberty was granted during the afternoon and evening and February 13th we were underway for Norfolk, Virginia, USA.

No air operations were conducted during the crossing of the angry Atlantic

and the ship's athletic department came to the fore again and ran off an elimination basketball tournament in which 32 teams competed. The officers of VA-14 rose to the occasion and pushed all opposition aside to emerge the victors and take home the championship trophy.

On February 21st the planes of the Air Group, including all 16 of VA-14's Corsairs, were launched from the ship for NAS Norfolk. The squadron points with pride to its maintenance department as well as its pilots as the record shows that all 16 planes which were embarked in September were flown ashore five months later in excellent condition.

The squadron personnel and gear were disembarked at NOB Norfolk the afternoon of the 21st and the world cruise became past tense. Happy to be home but yet a bit sad to bid a final farewell to the TARAWA, our home for five months and our ship since her commissioning in 1945, were the mixed emotions of all hands.

After four days in Norfolk the squadron flew their sixteen Corsairs to NAAS Cecil Field, Jacksonville, Florida which is the new home port of VA-14 and CVG-1.

The remainder of February and the month of March was a leave period with up to 50% of the personnel away and getting settled with their families in new homes. Those aboard were overwhelmed with the paper work that accompanies a change of home ports and supervising commands.

Air Group ONE entered Phase One the first of March and the new training cycle for VA-14 saw the squadron plying the skies once again primarily as bombers. No longer was the oxygen mask standard equipment for every hop, for the mission as high altitude interceptors - the squadron designation since

23 August 1948 - was completed.

Orders arrived for several pilots and replacements came to take their places. The shortage of enlisted manpower that hampered the squadron for months was remedied with a large influx of men.

Maintenance found that it had all that it could handle in getting the planes in shape after the months of exposure to all kinds of weather. The battle against corrosion was won and the planes sported new paint jobs to commence the phase I syllabus.

The Operations Department set up a well-rounded instrument program using the Link Trainers for refreshing basic and radio procedures and the SNJ and type for the practical end. With the accent on instruments, the flight time was shared by glide bombing, rockets, gunnery, and night flying. Progress through the initial phase was very satisfactory and June 30 brought Phase I to a successful completion.

Extra-curricular activities included two exercises with the USS MIDWAY and participation in a mock attack and parade in connection with the fourth annual Southeastern Air Show at Craig Field, Jacksonville.

On June 30th VA-14 was based at NAAS Cecil Field, Florida prepared to enter Phase II of the training syllabus. Lieutenant Commander Louis M. BURKE of Buffalo, New York was the Commanding Officer and Lieutenant Commander Clifford A. McDOUGAL was the Executive Officer.

Sixteen F4U-4's and one SNJ were assigned to the squadron and on board. The squadron was composed of 24 officers and 105 enlisted men.

During the period from 1 January through 30 June 1949, three officers were detached from the squadron and six officers reported for duty aboard. During the same period fourteen enlisted men were transferred from the squadron and 33 enlisted men reported aboard.