

NAV Air Force
VF-11
1973
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UNITED STATES ATLANTIC FLEET
NAVAL AIR FORCE
Fighter Squadron ELEVEN
Fleet Post Office
New York 09501

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APR 8 1974

From: Commanding Officer, Fighter Squadron ELEVEN
To: Chief of Naval Operations (OP-05D2)

Subj: Command History Report; submission of

Ref: (a) OPNAVINST 5750.12

Encl: (1) Command History Report

1. In accordance with reference (a), enclosure (1) is submitted.


J. E. TAYLOR

Copy to:
CNO (OP-09B9)

COMMAND HISTORY REPORT

1973

I. Basic History.

A. Chronology of Events.

- 1 JAN to 5 JAN The squadron completed the Christman in-port period in Athens, Greece.
- 6 JAN to 11 JAN At sea in the Mediterranean aboard USS FORRESTAL (CVA 59), the squadron participated in refresher CARQUALS.
- 12 JAN to 14 JAN Squadron visited Thessaloniki, Greece.
- 15 JAN to 24 JAN The squadron operated in the Aegean Sea participating in a Combat Readiness Assessment Exercise.
- 25 JAN to 30 JAN The squadron visited Athens, Greece. A detachment was established in Souda Bay, Crete for Air Combat Maneuvering.
- 31 JAN to 3 FEB The squadron operated in the waters north of Crete.
- 4 FEB 1973 The squadron anchored in Souda Bay, Crete.
- 5 FEB to 9 FEB The squadron operated north of Crete.
- 10 FEB to 18 FEB The squadron visited Athens, Greece. The ACM DET at Souda Bay, Crete was reestablished.
- 19 FEB to 23 FEB The squadron operated in the Aegean Sea and participated in National Week XV, a NATO combined fleet exercise.
- 24 FEB to 25 FEB The squadron anchored in Augusta Bay, Sicily.
- 26 FEB to 27 FEB The squadron operated in the Ionian Sea.
- 28 FEB to 10 MAR The squadron visited Palma de Mallorca, Spain.
- 11 MAR to 13 MAR The squadron operated in the Western Mediterranean.
- 14 MAR to 21 MAR The squadron visited Barcelona, Spain.
- 21 MAR to 22 MAR The squadron operated in the Western Mediterranean.
- 22 MAR to 26 MAR The squadron visited Barcelona, Spain.

Enclosure (1)

25 MAR to 26 MAR The squadron visited Palma de Mallorca, Spain.

27 MAR to 28 MAR The squadron operated in the Western Mediterranean.

29 MAR to 31 MAR The squadron anchored in Tunis, Tunisia where flood rescue operations were undertaken by the FORRESTAL.

1 APR to 2 APR The squadron operated in the central and eastern Mediterranean Sea.

3 APR to 8 APR The squadron visited Athens, Greece. The ACM DET at Souda Bay, Crete was reestablished.

9 APR to 13 APR The squadron operated in the Aegean Sea.

14 APR to 15 APR The squadron operated with the ship at anchorage in Kithira.

16 APR to 17 APR The squadron operated north of Crete, participating in a MISSLEX.

18 APR to 6 MAY The squadron visited Athens, Greece.

7 MAY to 9 MAY The squadron operated in the Ionian Sea.

10 MAY to 13 MAY The squadron visited Corfu, Greece. At 1000 on 12 MAY 73 CDR J. E. TAYLOR relieved CDR P. B. BOOTH as Commanding Officer.

14 MAY to 26 MAY The squadron operated in the Mediterranean participating in operation "SHABAZ", a joint Turkish-U.S. exercise.

27 MAY to 3 JUN The squadron visited Athens, Greece.

4 JUN to 15 JUN The squadron operated in the Mediterranean Sea participating in Exercise "DAWN PATROL", a SIXTH Fleet training exercise.

16 JUN to 24 JUN The squadron visited Palma de Mallorca, Spain.

25 JUN to 26 JUN The squadron operated in the Western Mediterranean Sea.

27 JUN to 28 JUN The squadron visited Rota, Spain.

29 JUN to 4 JULY The squadron transited the Atlantic enroute to the United States.

5 JUL 1973 The squadron flew from the USS FORRESTAL to its home base at NAS Oceana, Virginia Beach, Virginia.

6 JUL to 6 AUG The squadron stood down for a thirty day rest period.

7 AUG to 30 SEP The squadron transitioned from the F4B to the F4J aircraft.

1 OCT to 10 OCT The squadron deployed to NAS Fallon, Nevada to conduct coordinated operations with Air Wing SEVENTEEN.

11 OCT to 5 DEC The squadron conducted routine training missions and continued an extensive maintenance program on the new aircraft.

6 DEC to 14 DEC The squadron CARQUALED aboard the USS FORRESTAL.

14 DEC to 31 DEC The Rippers closed out the year with a missile shoot on 18-19 DEC and continued with maintenance and modification efforts.

Enclosure (1)

B. Narrative.

WORLD FAMOUS RED RIPPERS FIGHTER SQUADRON ELEVEN 1973

Nineteen Seventy Three marked the Forty-Sixth year the Red Rippers have been in continuous operation as a fighter squadron. It was an interesting and exhaustive period presenting unique problems for the squadron. A ten month cruise to the Mediterranean Sea aboard the USS FORRESTAL was completed and immediately followed by a transition from F4B to the F4J model Phantom II aircraft. The transition, added to the commitment to maintain a high state of operational readiness meant many hours of hard work on the part of both officers and men in the squadron. In addition to normal difficulties, the international fuel shortage made itself felt on the squadron level and tested the squadron's innovative abilities as it attempted to maintain readiness in the face of reduced at-sea time. The story of 1973 is primarily of how these problems were met and overcome by a combination of individual initiative and team effort.

The new year found the Rippers ending an eighteen day in-port period in Athens, Greece. During this time maximum liberty was the policy and men were well rested and ready to meet challenges of the second half of this ten month cruise. After putting out to sea the first order of the day was to refamiliarize the aircrews with the business of landing aboard the carrier. The airwing conducted refresher carrier qualifications with each crew receiving the mandatory four day traps and two night traps.

From 12 January to 26 February the squadron conducted routine training in the Eastern Mediterranean interspersed with port calls to Thessaloniki and Athens. These routine operations were broken up by ACM detachments at Souda Bay, Crete and National Week XV, a NATO exercise.

The Souda Bay ACM detachment was again established when the ship put into Athens on 25 January. The reasons for the detachment were two-fold. The first was ACM training. Operating from a shore installation the aircraft were no longer limited to one and a half hour cycle operations which ship-board operations required. Without a minimum time airborne restriction aircraft could be operated at maximum performance thus simulating a more realistic combat environment. The second reason for the detachment was to obtain maximum aircrew proficiency despite the reduction in at-sea time. It was a good plan as evidenced by the 205 sorties logged by Ripper aircraft during the detachment.

National Week XV began on 19 February and the squadron was again operating aboard the FORRESTAL in the Aegean Sea. During this NATO exercise the squadron logged 37 CAP sorties. The exercise was geared primarily to surface unit operation and coordination and produced a minimum of useful training for the squadron. The squadron's fleet defense capabilities were never adequately tested. With a frustrating National Week concluded, the FORRESTAL anchored in Augusta Bay, Sicily with the other participating NATO units for a debriefing.

From 26 February until 28 March the squadron operated in the Western Mediterranean for the first time since the cruise began. During this period the squadron totaled 90 sorties and logged 160 hours of flying time. At-sea time was broken up by a ten day visit to Palma de Mallorca and an eleven day visit to Barcelona, Spain. The change of scenery was welcomed by all hands.

Before returning to the Eastern Mediterranean, FORRESTAL was diverted to Tunis, Tunisia where its helicopter squadron conducted flood rescue operations. On 31 March, with rescue operations completed, the FORRESTAL departed for the Eastern Mediterranean where the squadron would operate until 15 June.

During this 2 1/2 month period there were several occasions and operations of historical significance. On 14 April the FORRESTAL, in an attempt to reduce fuel oil consumption while maintaining readiness, conducted flight operations while anchored at the Kithira Anchorage. From a squadron standpoint it was a successful operation with procedures being slightly different from normal.

Immediately following the Kithira experiment the squadron participated in a MISSILEX on NAMFI missile range north of Crete. During this exercise one AIM 7E-2 and three AIM-9 sidewinders were expended. All missiles tracked successfully and one AIM-9, fired by CDR P. B. BOOTH with a Greek Air Force General observing from the rear cockpit, scored a direct hit and destroyed the target drone.

On 12 May 1973 at 1000 Commander James E. TAYLOR relieved Commander Peter B. BOOTH and became the Forty-Sixth Commanding Officer of the Red Rippers. The ceremony was held on the USS FORRESTAL's flight deck while at anchor in Corfu, Greece. Commander BOOTH departed for CONUS the following day with orders to CNO in Washington, D.C.

On 13 May the FORRESTAL departed Corfu to participate in Operation "SHABAZ", an international multi-service held by NATO. Operating off the Turkish coast the Rippers flew 197 sorties in support of the 14 day exercise. The sorties were primarily strike escort and Combat Air Patrol. However, the squadron did expend 51 MK 76 practice bombs and four 5" zuni rocket pods. After completion of "SHABAZ" the squadron paid a last port call to Athens, Greece.

On 4 June the squadron again put to sea to participate in exercise DAWN PATROL. During this Fleet exercise the Rippers logged 167 sorties and expended 45 MK 76 practice bombs and 8 5" zuni rockets. Dawn Patrol was primarily a surface unit exercise and fighter aircraft were not utilized to their full capabilities.

With Dawn Patrol behind the FORRESTAL moved west and anchored in Palma de Mallorca on 16 June for an eight day port of call. This was followed by a one day operating period and a visit to Rota, Spain where the Rippers passed along lessons learned during the cruise to her relieving squadron aboard the U.S.S. INDEPENDENCE!

On 28 June the FORRESTAL departed Rota, Spain for Norfolk, Virginia and on 5 July the Rippers flew twelve aircraft from the FORRESTAL to its home base at NAS Oceana, Virginia Beach, VA. A well earned stand down period was commenced.

After the 30 day stand down period the Rippers returned to full strength and prepared to transition from the F4B to the F4J aircraft. This involved a great deal of refresher training and retraining for both officers and men. After devoting most of July and August to schools and training the squadron received its first F4J on 20 August.

With many of the new aircraft entering the inventory and requiring special maintenance, the maintenance department of the squadron was hard pressed to ready the aircraft for an upcoming airwing deployment to NAS Fallon, Nevada. In addition to repairing and maintaining the new aircraft, the old F4B's had to be kept in up status for transfer acceptance. During this time a 60 hour work week was the rule rather than the exception. These hours were also to continue for the remainder of the year. The long hours and hard work paid off on September 30th when eight F4J aircraft departed Oceana for NAS Fallon.

The Fallon deployment was oriented towards overall airwing coordination and ACM practice for the fighters. From 1 October through 9 October the squadron logged 136 sorties, 69 of which were ACM hops, against other F4's or against A-4 Skyhawk opposition supplied by VF-43 or "TOPGUN", the Navy's fighter weapons school. The remainder of the hops were devoted to air intercept hops and strike escort. The deployment provided a great deal of useful training and was a much needed refresher.

The Rippers returned to NAS Oceana on 12 October and continued regular training through the end of November. A great deal of this training was devoted to Field Carrier Landing Practice as the squadron anticipated the upcoming carrier qualifications in December. A factor which greatly reduced aircraft availability at this time was a major electronic countermeasures modification known as PRIDE.

On 6 December it was back out to the ship for carrier qualifications. Operating primarily out of NAS Oceana, each crew flew to the USS FORRESTAL and got the requisite 4 day and 2 night traps. On the 19-20 December a missile shoot was held and only one AIM 9B was expended, which was attributed to the lack of available weapons systems due to the PRIDE modification.

Following the missile shoot the maintenance effort continued, with the exception of the Christmas weekend, into the new year preparing for a January month-long shipboard deployment.

FLIGHT INFORMATION

	TOTAL HOURS	DAY HOURS	NIGHT HOURS	TOTAL SORTIES	DAY SORTIES	NIGHT SORTIES	CARRIER LANDINGS DAY/NIGHT	
JAN	292.9	228.2	64.7	215	163	52	126	48
FEB	375.0	304.8	70.2	256	212	44	127	54
MAR	159.1	149.0	10.1	90	82	8	76	8
APR	349.2	327.6	21.6	254	235	19	135	9
MAY	422.4	369.1	53.3	260	214	46	185	38
JUN	320.9	284.0	36.9	188	157	31	151	31
JUL	31.1	31.1	-	21	21	-	-	-
AUG	61.5	60.5	1.0	33	32	1	-	-
SEP	228.0	209.9	18.1	114	99	15	-	-
OCT	301.7	238.2	63.5	211	161	49	-	-
NOV	181.3	108.7	72.6	130	69	61	35	-
DEC	226.0	38.2	38.2	136	106	32	55	19

JAN 1973 DEC
OFFICER LOSS & RECEIPTS

<u>RANK</u>	<u>NAME</u>	<u>DATE</u> <u>REP/DET</u>	<u>FROM/TO</u>
LTJG	[REDACTED]	9 JAN (R)	VF-101, NAS Oceana
LT	[REDACTED]	1 FEB (D)	P/G SCOL MONTEREY
LT	[REDACTED]	16 FEB (D)	NAS Oceana/Separation
LT	[REDACTED]	20 MAR (D)	NAS Oceana/Separation
LT	[REDACTED]	25 MAR (D)	NAS Oceana/Separation
LTJG	[REDACTED]	27 APR (R)	VF-101, NAS Oceana
LTJG	[REDACTED]	27 APR (R)	VF-101, NAS Oceana
CDR	P.B. BOOTH	12 MAY (D)	CNO (OP-60) WASH, D.C.
CDR	R.E. KNAPP	14 MAY (R)	VF-101, NAS Oceana
LCDR	[REDACTED]	16 JUN (D)	P/G SCOL MONTEREY
LCDR	[REDACTED]	23 JUL (R)	NASC
LTJG	[REDACTED]	27 JUL (R)	VF-101, NAS Oceana
LTJG	[REDACTED]	27 JUL (R)	VA-45 DET ONE, K.W. FLA.
ENS	[REDACTED]	10 JUL (R)	USNA, FURAS
ENS	[REDACTED]	12 JUL (R)	USNA, FURAS
LT	[REDACTED]	14 JUL (D)	VX-4, PT. MUGU, CA.
LT	[REDACTED]	14 JUL (D)	VT-86, NAS GLYNCO, GA.
LT	[REDACTED]	1 AUG (R)	VF-101, NAS Oceana
LT	[REDACTED]	4 AUG (R)	NAS QUONSET PT. R.I.
LT	[REDACTED]	20 AUG (D)	FITWINGONE, NAS Oceana
LT	[REDACTED]	20 AUG (D)	VF-101, NAS Oceana
LT	[REDACTED]	27 SEP (D)	FITRON 124, NAS MIRAMAR
CWO2	[REDACTED]	28 SEP (D)	VF-101, NAS Oceana
LT	[REDACTED]	30 SEP (D)	CNATRA, NAS CORPUS CHRISTI, TX
LT	[REDACTED]	16 OCT (R)	VF-101, NAS Oceana
LTJG	[REDACTED]	16 OCT (R)	VF-101, NAS Oceana
ENS	[REDACTED]	23 OCT (R)	VF-101, NAS Oceana
ENS	[REDACTED]	23 OCT (R)	VF-101, NAS Oceana
ENS	[REDACTED]	31 OCT (D)	NAVAVSCOLSCOM, NAS Pensacola, FL.
ENS	[REDACTED]	14 NOV (D)	" " " "
LT	[REDACTED]	30 NOV (D)	NAVAIREAGCEN, PHILA, PA.
LCDR	[REDACTED]	26 DEC (R)	VF-101, NAS Oceana

OFFICERS ON BOARD
END OF YEAR
1973

<u>RANK</u>	<u>NAME</u>	<u>BILLET</u>
CDR	J.E. TAYLOR	Commanding Officer
CDR	R.E. KNAPP	Executive Officer
LCDR	[REDACTED]	Operations Officer
LCDR	[REDACTED]	Administrative Officer
LCDR	[REDACTED]	Maintenance Officer
LCDR	[REDACTED]	Safety Officer
LCDR	[REDACTED]	QMA Division Officer
LT	[REDACTED]	NATOPS Officer
LT	[REDACTED]	A/C Division Officer
LT	[REDACTED]	LINE Officer
LT	[REDACTED]	Avionics Armament Division Officer
LT	[REDACTED]	Assistant Maintenance Officer
LT	[REDACTED]	RIO Training Officer
LTJG	[REDACTED]	Material Control Officer
LTJG	[REDACTED]	Personnel Officer
LTJG	[REDACTED]	A/F Branch Officer
LTJG	[REDACTED]	Elect. Instruments Branch Officer
LTJG	[REDACTED]	Flight Officer
LTJG	[REDACTED]	P/P Branch Officer
LTJG	[REDACTED]	Aviators Equipment Officer
LTJG	[REDACTED]	Legal Officer
LTJG	[REDACTED]	Fire Control Branch Officer
LTJG	[REDACTED]	Communications Officer
LTJG	[REDACTED]	LSO Officer
LTJG	[REDACTED]	PAO Officer
LTJG	[REDACTED]	Maintenance Admin. Officer
LTJG	[REDACTED]	Maintenance Control Officer
LTJG	[REDACTED]	Corrosion Control Officer
LTJG	[REDACTED]	AIO
ENS	[REDACTED]	ESO
ENS	[REDACTED]	First Lieutenant