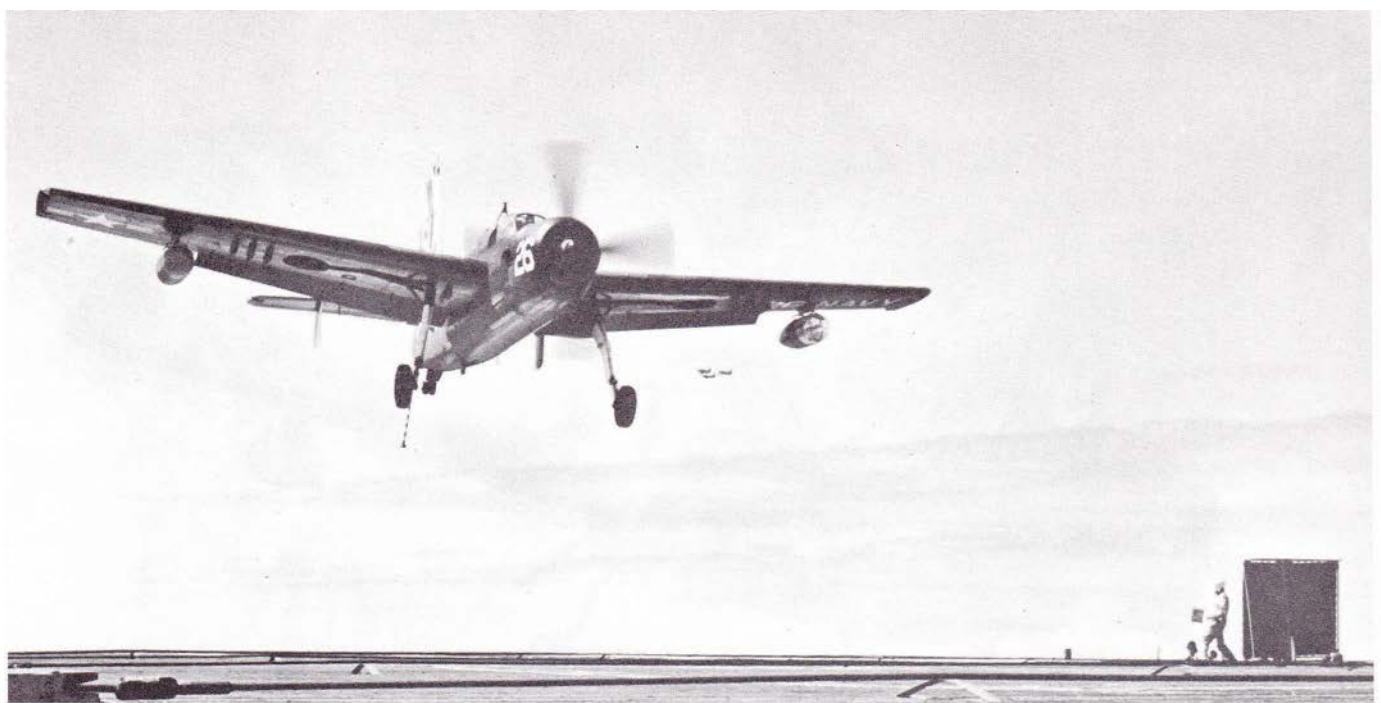




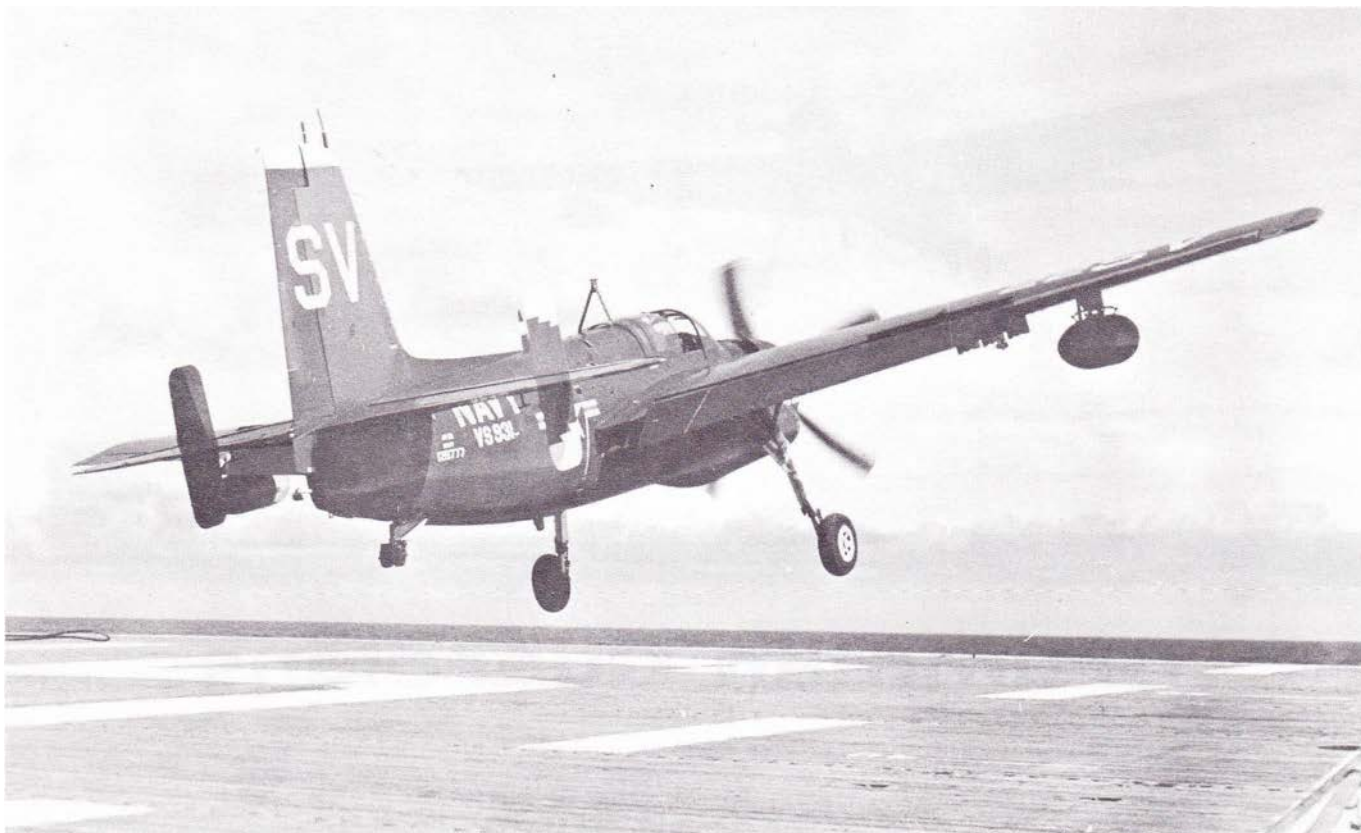
## Grumman Guardians

Developed from the XTB3F-1 (a torpedo bomber with the composite power sources of a reciprocating and jet engine which first flew on 1 December 1945) the Grumman AF-2 Guardian evolved into two variants of the basic airframe to make a "hunter-killer team". The 4-place AF-2N featured a large search radar becoming the "hunter" to seek out enemy submarines. The 3-place AF-2S featured a large internal stores bay and underwing stations becoming the "killer" to destroy subs found by the "hunter". The initial test flight of the production version was made on 17 November 1949. Subsequently 367 Guardians served the U. S. Navy in the 1950s, first de-

livery to an operational unit being 18 October 1950, to VS-25 (PAC). Last delivery was April 1953. BUNOs were: 123088-117, 124187-210 and 124778-849 (even numbers were 2S, odd were 2W); 126720-737 (2S); 126738-755 (2W); 126756-821 (2S); 126822-835 (2W); 129196-257 (2S); 129258-299 (2W); 130364-388 (3S); and 130389-606 (3W).

Above, AF-2S of VS-27 lands on USS Badoeng Strait on 3-31-54, Below left, AF-2S, 126792, of VB-25 landing on USS Essex, 6-20-51. Bottom left, AF-2S, 126786 of VS-31 in 1951. Below right, 3 "hunter-killer teams" of VS-801 on 10-20-52. (Photos - Official U.S.N. through Naval Aviation News; except bottom left - Bill Balogh)





Grumman AF-2S, 126777, with external stores takes off from the USS Badoeng Strait (CVE-116) in Sea of Japan off Korea in August 1952. Guardian is from VS-931. (Photo - USN 447586, courtesy Naval Aviation News)



Grumman AF-2W, 126833; from VS-22 is caught during a training flight. (Photo - Official U.S.N. )



The "hunter-killer team" with '2W 123103 and '2S 123102 from VS-24 in January 1951. (Photo - USN 427389)



This AF-3S, 130370, is aircraft 189 from Reserve Training Unit, NAS New York. (Photo - Official U.S.N.)



With searchlight under left wing, AF-2S, 126756, comes from Naval Air Station Jacksonville. (Clay Jansson)



Carrier accident in early 1950s finds AF-2S, 126793, of VS-21 with right main gear caught in two arrestor wires.



Engine is knocked off as Guardian is whirled about on the deck with fire bursting from the accessory section.



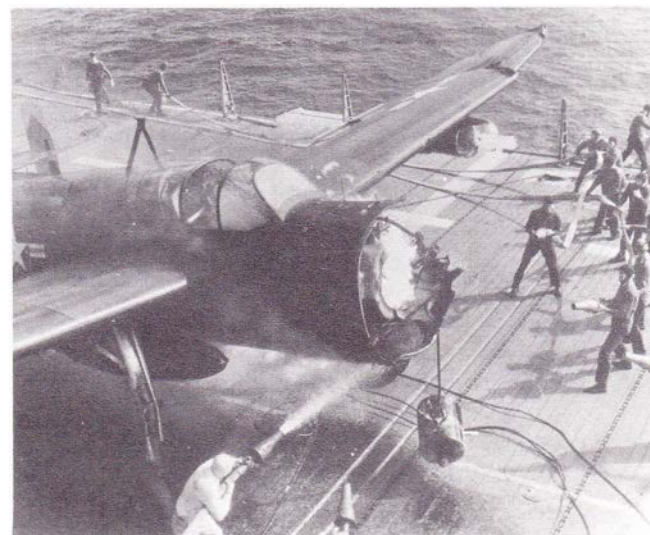
The AF-2S shudders back to 3-wheel position, temporarily pointing in almost reverse direction from its landing.



Still sliding down deck, flames leap out while the deck crew scurries and the Guardian is reeled back around.



Engine stops 15 feet ahead of plane, pilot comes scrambling down wing and deck crewman has own crash landing.



With oil tank dangling by umbilical cord, deck crew begins shooting foam which soon extinguishes the fire.