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UNITED STATES ATLANTIC FLEET

AIR FORCE

FIGHTER SQUADRON FOURTEEN

CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

VF-14/HFL:ds
A9-3
OpRep 50-1
Serial:0729
24 July 1950

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

Subj: Semi-annual Historical Report, submission of

Ref: (a) Aviation C/L 18-49

Encl: (1) VF-14 Historical Outline for period 1 January
1950 through 30 June 1950

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



R. C. COATS

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CVG-1
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BY 215 DATE 2-64

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HISTORICAL REPORT

Fighter Squadron FOURTEEN was commissioned as Bombing Squadron FOUR on 12 May 1945. The squadron was redesignated Attack Squadron ONE ABLE on 15 November 1946, Attack Squadron FOURTEEN on 2 August 1948, and on 19 December 1949, Fighter Squadron FOURTEEN. The Commanding Officers since the date of commissioning are as follows:

- 12 May 1945-6 June 1945 LTJG Duncan H. McCauley USNR
Hometown - Sausalito, Calif.
- 6 June 1945-18 July 1947 LCDR Harold W. Calhoun USN
Hometown - Niagra Falls, N. Y.
- 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, Calif.
- 27 July 1948-10 June 1950 LCDR Louis E. Burke Jr. USN
Hometown - Buffalo, N. Y.
- 10 June 1950 LCDR Robert C. Coats USN
Hometown - Delhi, Louisiana
-
- 1 January 1950 Fighter Squadron FOURTEEN, temporarily shore based at NAAS Cecil Field, Florida. Commanding Officer: Lieutenant Commander Louis E. Burke Jr. USN of Buffalo, N. Y.
- 8 February 1950 Fighter Squadron FOURTEEN flew seven planes aboard the USS FRANKLIN D. ROOSEVELT (CVB-42) for carrier qualifications.
- 9 February 1950 Fighter Squadron FOURTEEN flew fifteen planes aboard the USS FRANKLIN D. ROOSEVELT (CVB-42) for carrier qualifications.
- 14 February 1950 Fighter Squadron FOURTEEN flew sixteen planes to MCAS Cherry Point, North Carolina. Remainder of squadron departed NAAS Cecil Field, Florida by train for NAS Norfolk, Va.
- 15 February 1950 Fighter Squadron FOURTEEN flew sixteen planes from MCAS Cherry Point, North Carolina, to NAS Norfolk, Virginia. Squadron commenced loading aboard USS FRANKLIN D. ROOSEVELT (CVB-42)
- 16 February 1950 Fighter Squadron FOURTEEN based aboard the USS FRANKLIN D. ROOSEVELT (CVB-42), moored at NOB, Norfolk, Virginia.

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- 23 February 1950 Fighter Squadron FOURTEEN based aboard USS FRANKLIN D. ROOSEVELT (CVB-42), departed NOB Norfolk, Virginia for Puerto Rico.
- 8 March 1950 Fighter Squadron FOURTEEN based aboard USS FRANKLIN D. ROOSEVELT (CVB-42), arrived at Vieques Island, location of simulated problem Operation PORTREX and commenced operations.
- 11 March 1950 Fighter Squadron FOURTEEN based aboard USS FRANKLIN D. ROOSEVELT (CVB-42), anchored off Vieques Island; Operation PORTREX concluded.
- 12 March 1950 Fighter Squadron FOURTEEN based aboard USS FRANKLIN D. ROOSEVELT (CVB-42), underway for Guantanamo Bay, Cuba.
- 14 March 1950 Fighter Squadron FOURTEEN based aboard USS FRANKLIN D. ROOSEVELT (CVB-42), arrived at Guantanamo Bay, Cuba.
- 17 March 1950 Fighter Squadron FOURTEEN based aboard USS FRANKLIN D. ROOSEVELT (CVB-42), participated in a simulated strike on Dutch Task Fleet; carrier operating off Guantanamo Bay for exercises.
- 18 March 1950 Fighter Squadron FOURTEEN based aboard USS FRANKLIN D. ROOSEVELT (CVB-42), departed Guantanamo Bay for NOB Norfolk, Virginia.
- 20 March 1950 Fighter Squadron FOURTEEN based aboard USS FRANKLIN D. ROOSEVELT (CVB-42), flew sixteen planes to NAS Jacksonville, Florida.
- 22 March 1950 Fighter Squadron FOURTEEN based aboard USS FRANKLIN D. ROOSEVELT (CVB-42), arrived at NOB Norfolk, Virginia.
- 23 March 1950 Fighter Squadron FOURTEEN departed NOB Norfolk, Virginia for NAS Jacksonville, Florida; temporarily shore based at NAS Jacksonville, Florida.

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- 7 June 1950 Fighter Squadron FOURTEEN flew seven planes to USS WRIGHT (CVL-49) to carrier qualify and return.
- 9 June 1950 Fighter Squadron FOURTEEN launched eight planes for a simulated strike on USS WRIGHT (CVL-49).
- 10 June 1950 Fighter Squadron FOURTEEN held change of command ceremonies; Lieutenant Commander Robert C. Coats USN, of Delhi, Louisiana relieved Lieutenant Commander Louis E. Burke USN, of Buffalo, New York as commanding officer.
- 30 June 1950 Fighter Squadron FOURTEEN temporarily shore based at NAS Jacksonville, Florida: Commanding Officer: Lieutenant Commander Robert C. Coats USN, of Delhi, Louisiana.

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1950 arrived on the scene to find Fighter Squadron FOURTEEN temporarily shore based at NAS Cecil Field, Florida. The commanding officer was Lieutenant Commander Louis W. Burke, USN of Buffalo, New York; the executive officer was Lieutenant Commander Clifford A. McDougal, USN of Newman, California. The squadron had on board at that time twenty-five officers and one hundred eighteen enlisted men. It was in the process of changing from F4U-4's to the newer F4U-5's. By the end of January, the exchange was completed, giving the squadron a total of eighteen F4U-5's and one SNB-5.

From the first of the year until the twenty-first of May, the squadron was in Phase III of the training cycle.

The early part of January was spent in familiarization with the F4U-5. As soon as the pilots were "fanned", high altitude tactics flights were stressed in anticipation of being called on for high altitude interception work during Operation POINTBLANK. The squadron learned that it would be attached to Carrier Air Group SEVENTEEN on board the USS PERMIDIAN (CVS-42) for this exercise. The last week in January was spent in carrier qualifications so that the squadron would be ready for sea around the middle of February. By the ninth of February, all pilots were qualified and ready to go.

On the fourteenth of February, Fighter Squadron FOURTEEN departed NAS Cecil Field, Florida for Norfolk, Virginia. Arriving the next day, the squadron commenced loading aboard the USS PERMIDIAN (CVS-42). On the twenty-third of the month, the unit departed Norfolk for Operation POINTBLANK, which was to be held at Vieques Island, near Puerto Rico. From the first day out, until D-Day, most of the time was spent in flying simulated strikes and combat air patrols.

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On the seventh of March, Lieutenant B. A. Cragin, USN of Hattisburg, Mississippi, accidentally met his death when he walked into the propeller of a plane turning up on the flight deck.

Arriving at the scene of OPERATION on the eighth of March, Fighter Squadron commenced operations: close air support for the landing of troops, and combat air patrols. At noon on the eleventh, the simulated war was officially over.

Leaving the area of Operation on the twelfth of March, the USS headed for Guantanamo Bay, Cuba. All hands enjoyed liberty and a much needed rest there on the fourteenth and fifteenth. On the eighteenth, the ship departed for Norfolk and home.

Arriving at Norfolk on the twenty-second of March, the squadron departed for NAS Jacksonville, Florida. The planes had been flown ashore two days earlier, when the USS was about Jacksonville. As of the twenty-third of March, 1950, Fighter Squadron became shore based at NAS Jacksonville, Florida.

April opened with the squadron beginning a new training syllabus, emphasizing gunnery, rockets, bombing, and instruments. On the nineteenth of April, Lieutenant Charles A. Talles crash landed on water bombing target, near NAS Cecil Field, after experiencing engine failure. Although the plane was a complete write-off, Lieutenant Talles escaped uninjured.

During the latter part of May, the mission of Fighter Squadron was augmented with the additional duty of having on board training and temporary duty pilots from other squadrons, who would be well indoctrinated in all phases of carrier operations prior to reporting to their permanent assignments. Thus the officer personnel gradually changed, with new pilots coming in as older, more experienced pilots being transferred.

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A training syllabus was set up to include gunnery, bombing and rockets, instruments, tactics, and night flying.

On the trail of Arco, the squadron held classes of combat ceremonies. Lieutenant Commander Robert J. Coates, USAF of Delhi, Louisiana relieved Lieutenant Commander Lewis J. Swick Jr., USAF as commanding officer.

Two more accidents occurred during the month of June. On the seventeenth, Lieutenant W. A. Brown made a water landing in the St. Johns River, adjacent to New Jacksonville, due to engine failure following take-off. On the twenty-fourth, Captain W. M. Orr also experienced engine failure during take-off. Captain Orr landed the plane on the runway of the runway, wheels-up, the friction on the auxiliary tank causing it to burn. The pilots escaped uninjured, both planes being total strikes.

The fiscal year closed with Fighter Squadron 472 still undergoing its training syllabus. During the period from January first to June thirtieth, the squadron transferred twenty officers and received thirty-two. This left the squadron with a complement of thirty officers (including twenty transitional pilots), one hundred seventeen men, with eighteen USAF pilots and one USAF.

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R. C. Coats
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RECORDED - OPERATING DIVISION
BY 91C DATE 1-2-51

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Fiscal 1951 opened with Fighter Squadron FOURTEEN temporarily shore based at NAS Jacksonville, Florida. The Commanding Officer was Lieutenant Commander Robert C. Coats, USN of Delhi, Louisiana. The Executive Officer was Lieutenant Commander Clifford A. McDougal, USN of Newman, California. At that time, the squadron had on board thirty officers (including twenty transitional pilots), one hundred seventeen men, with eighteen F4U-5's and one SNB-5.

From first July until second October, Fighting FOURTEEN was in the process of indoctrinating pilots fresh from the Training Command in Fleet operations, readying them for a permanent squadron. They were given an intensive syllabus in gunnery, rockets, bombing, instruments, and night flying. On second October, however, the squadron once again reverted back to its former status as a Fleet operating squadron and was placed in Phase II of the training cycle.

Most of July was spent readying our recently acquired F4U-5's for transfer to another squadron. We were to receive the older F4U-4's in their place. However, when approximately one-third of our planes had been transferred, the squadron learned that the transfer had been cancelled, and once again we had our F4U-5's.

The latter part of the month was spent largely on field carrier landing practice and the second week in August, carrier qualifications on the U.S.S. CAEOT (CVL-28). After eleven permanent officers and five transitional pilots had qualified, the squadron conducted strike and CAP operations with the ship.

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During the six month period, Fighting FOURTEEN was forced to evacuate its planes three times due to hurricanes. On the seventeenth of August, the trip was made to Birmingham, Alabama. Then, on the fourth of September, another blow forced the squadron to Miami, Florida for refuge. Finally, on the twentieth of October, all flyable planes were flown to Atlanta, Georgia to nest, while the storm wreaked havoc very close to Jacksonville.

On the twenty-ninth of September, Fighter Squadron FOURTEEN was the target of an Administrative Inspection by ComFAirJax and Fighter Squadron FORTY-FOUR. All departments came through with flying colors with an overall grade of EXCELLENT.

By the end of September, the officer complement was down to that of the squadron's permanent status, twenty-five. However, before the end of the year, three of these pilots were also transferred and three more arrived to replace them. Department Heads were changed around due to this, and by the end of the year, things were once again running smoothly.

After the final hurricane evacuation in October, all pilots concentrated on bringing their rocket and bombing scores to near perfection. Then, on the second of November, the squadron participated in Air Force, Atlantic Fleet competition (Rockets and Bombs). The Top Hatters came through once again in a blaze of glory, scoring Excellent for squadron average in both weapons. Seven pilots qualified for individual E's (See Appendix I).

Early in November, the squadron had its first major accident of the fiscal year. Ensign J. B. Morin, USN made a normal approach and roll out at NAS Jacksonville when an F6F, which had landed ahead of him, slowed down on the runway and cut across directly in the path of Morin's F4U-5. The planes

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collided, and, even though the F6F received strike damage and the F4U-5 minor damage, both pilots escaped uninjured.

Again, on the twelfth of December, the Top Hatters had a major accident. Ensign R. S. Kapp, USN ran off the runway during take-off at NAS, Guantanamo Bay, Cuba. Ensign Kapp was unable to maintain directional control and nosed up the runway. The drop tank ignited, rendering the plane a total loss. Ensign Kapp escaped with first and second degree burns.

Early in December, Fighting FOURTEEN received word that it would be assigned to the U.S.S. WRIGHT (CVL-49) in January for a cruise to the Mediterranean Sea. In preparation for this, all but a few pilots requalified in carrier landings aboard U.S.S. ORISKANY (CV-34), the ninth through the twelfth of December. Later in the month, the squadron moved all its pilot and forty-two of its men to NOB, Norfolk, Virginia where it loaded aboard U.S.S. SAIPAN (CVL-43) for a week's training cruise. Operating off the coast of the Carolinas, the SAIPAN allowed all pilots to make refresher landings for three days. Very few CAP and strike missions were flown, as was originally planned. Returning to NAS Jacksonville on the twenty-second of December, final preparations were made for moving the entire squadron back to Norfolk and the U.S.S. WRIGHT early in January.

1950 ended with Fighter Squadron FOURTEEN all qualified and ready to leave for the three month's cruise. It had a complement of twenty-seven officers, one hundred twenty-two men, with eighteen F4U-5's, the SNB-5 having been transferred in November.

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APPENDIX I

Fighter Squadron FOURTEEN participated in Air Force, Atlantic Fleet competition (rockets, bombs) 2 November 1950. The following pilots qualified for individual E's:

Lieutenant Dale W. Fisher, USN	Rockets (4 bullseyes for 4 rockets)
Lieutenant junior grade Emmet (n) Brown, USNR	Rockets
Ensign Radnolph (n) Moore, USN	Bombs
Ensign Donald M. Hegrat, USNR	Bombs
Ensign Charles P. Moore, USNR	Bombs
Ensign Berkeley W. Hall, USN	Rockets and Bombs
Ensign Richard S. Kapp, USN	Rockets

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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 - 10 June 1950	LCDR Louis E. Burke, Jr., USN Hometown - Buffalo, New York
10 June 1950	LCDR Robert C. Coats, USN Hometown - Delhi, Louisiana

1 July 1950	Fighter Squadron FOURTEEN temporarily shore based at NAS Jacksonville, Florida. Commanding Officer: Lieutenant Commander Robert C. Coats, USN of Delhi, Louisiana.
12 August 1950 - 16 August 1950	Fighter Squadron FOURTEEN conducted carrier qualifications aboard U.S.S. CABOT (CVL-28).
17 August 1950	Flew thirteen F4U-5's and one SNB-5 to Birmingham, Alabama on Hurricane Fly Away; returned 19 August 1950.
4 September 1950	Flew thirteen F4U-5's to Miami, Florida on Hurricane Fly Away; returned 7 September 1950.
29 September 1950	Administrative Inspection of Fighter Squadron FOURTEEN by ComFAirJax and Fighter Squadron FORTY FOUR.
20 October 1950	Flew ten F4U-5's and one SNB-5 to Atlanta, Georgia on Hurricane Fly Away; returned 23 October 1950.

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2 November 1950 Fighter Squadron FOURTEEN participated in Air Force, Atlantic Fleet competition (Rockets, Bombs).

1 December 1950 Lieutenant Commander Felix B. Craddock, USNR, of Van, Texas relieved Lieutenant Commander Clifford A. McDougal, USN as Executive Officer.

9 December 1950 -
12 December 1950 Fighter Squadron FOURTEEN conducted carrier qualifications aboard U.S.S. ORISKANY (CV-34).

15 December 1950 Fighter Squadron FOURTEEN flew eighteen F4U-5's to NAS, Norfolk, Virginia; transported forty-two men via government air and four officers via private automobile to Norfolk. Loaded fourteen planes aboard U.S.S. SAI PAN (CVL-48), moored at NOB, Norfolk, Virginia.

18 December 1950 Fighter Squadron FOURTEEN, based aboard U.S.S. SAI PAN (CVL-48), departed Norfolk for operations.

22 December 1950 Fighter Squadron FOURTEEN, based aboard U.S.S. SAI PAN (CVL-48), arrived at Norfolk; flew seventeen F4U-5's to NAS, Jacksonville, Florida. Forty-two men transported to NAS, Jacksonville via government air.

23 December 1950 Fighter Squadron FOURTEEN temporarily shore based at NAS Jacksonville, Florida.

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